

RESOLUTION NO. 2004-31

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PALM COAST, FLAGLER COUNTY, FLORIDA, APPROVING AND ADOPTING THE STATE ROAD 100 CORRIDOR COMMUNITY REDEVELOPMENT PLAN FOR THE STATE ROAD 100 CORRIDOR REDEVELOPMENT AREA; IMPLEMENTING ACTIONS TAKEN BY THE CITY COUNCIL IN RESOLUTION NUMBER 2004-22; FURTHER IMPLEMENTING THE PROVISIONS OF THE COMMUNITY REDEVELOPMENT ACT OF 1969 (AS AMENDED); PROVIDING FOR LEGISLATIVE FINDINGS; PROVIDING FOR DEFINITIONS; PROVIDING FOR CAPITAL PROJECTS AND PROGRAMS TO BE IMPLEMENTED AS PART OF THE SAID REDEVELOPMENT PLAN; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City Council of the City of Palm Coast has determined that the State Road 100 Corridor Redevelopment Area (the "Area") (as created and defined in Resolution Number 2004-22 and *which legal description is ratified, affirmed and adopted herein*) is a blighted area appropriate for community redevelopment projects pursuant to Chapter 163, Part III, *Florida Statutes* (the "Community Redevelopment Act of 1969" (as amended) or the "Act"); and

WHEREAS, the redevelopment of the Area is necessary in the interest of the public health, safety, morals and welfare of the residents of the City of Palm Coast, and furthers and is in the interest of, revitalizing the Area economically and socially, improving the tax base, promoting sound growth, and providing improved conditions in the City of Palm Coast and Flagler County; and

WHEREAS, the City Council has authorized, established and provided for the funding of a "State Road 100 Corridor Redevelopment Trust Fund" to finance a community project or projects within the Area as provided in Section 163.387 of the Act to be funded by tax increment revenues for the purposes of financing the diverse elements of the State Road 100 Corridor Community Redevelopment Plan (the "Plan"); and

WHEREAS, the City Council, acting as the State Road 100 Corridor Community Redevelopment Agency (the "Agency") of the Area in accordance with the provisions of Resolution Number 2004-22, has caused the Plan to be prepared and has identified in the Plan particular elements of a community redevelopment projects to be financed from tax increments revenues; and

WHEREAS, the Local Planning Agency of the City of Palm Coast (the Planning and Land Development Regulation Board) has reviewed the Plan and has found that it is in conformance with the City of Palm Coast Comprehensive Plan; and

WHEREAS, the City Council has held a public hearing on the Plan in accordance with the requirements of Section 163.360 of the Act.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PALM COAST THAT:

SECTION 1. RECITALS/ADOPTION AND APPROVAL OF PLAN/LEGISLATIVE FINDINGS.

(a). The above recitals and the recitals set forth in Resolution Number 2004-22 represent and are hereby ratified, adopted and incorporated as legislative findings of the City Council of the City of Palm Coast relative to the provisions of this Resolution.

(b). The City Council hereby adopts and approves the State Road 100 Corridor Community Redevelopment Plan for the State Road 100 Corridor Redevelopment Area, dated as of June 15, 2004, and as set forth in Exhibit "A" to this Resolution as applicable to the legal description set forth in Exhibit "B" to this Resolution, said exhibits being adopted and incorporated herein by this reference thereto.

(c). The programs and projects set forth in the Plan are hereby adopted and approved consistent with the requirements of Section 163.360 of the Act and the City Council further finds that:

(1). The Plan conforms with the Act and is necessary in the interest of the public health, safety, morals and welfare of the residents of the City of Palm Coast, and will effectuate the purposes of the Act by revitalizing the Area economically and socially, thereby increasing the tax base, promoting sound growth, improving conditions, and eliminating the conditions which the Florida Legislature in the Act found constituted a menace which are injurious to the public health, safety, morals, and welfare of the residents;

(2). The Plan conforms to and is consistent with the City of Palm Coast Comprehensive Plan;

(3). The Plan gives due consideration to the provision of adequate park and recreational areas and facilities that may be desirable for community improvement, with special consideration for the health, safety and welfare of children residing in the general vicinity of the area covered by the Plan;

(4). The Plan will afford maximum opportunity, consistent with the sound needs of the City of Palm Coast as a whole, for the redevelopment or rehabilitation of the Area by private enterprise and/or joint public/private partnership;

(5). Non-residential uses are necessary and appropriate to facilitate the proper growth and development of the City of Palm Coast in accordance with sound planning standards and local community objectives; and

(6). Acquisition and disposition of property within the Area may require the exercise of governmental action because of any or all of the following:

(A). defective, or unusual conditions of, title or diversity of ownership which prevents the free alienability of such land;

(B). tax delinquency;

- (C). outmoded street and traffic circulation patterns;
- (D). deterioration of site(s);
- (E). economic disuse;
- (F). unsuitable topography or faulty lot layouts;
- (G). lack of correlation of the Area with other areas of the City of Palm Coast by streets and modern traffic patterns;
- (H). development occurring prior to the establishment of contemporary stormwater management regulations; or,
- (I). any combination of such factors or other conditions which serve to retard the sound growth and development of the Area, and
- (J). complies with all applicable law.

(7). In accordance with Section 163.345, *Florida Statutes*, the City Council and the Agency have and will consider the encouragement of private enterprise to engage in community redevelopment activities and programs.

SECTION 2. DEFINITIONS. The terms contained in this Resolution shall have the meanings set forth in the Act.

SECTION 3. REDEVELOPMENT PLAN PROJECTS. Those various elements of the redevelopment projects set forth in the Plan are hereby designated as the State Road 100 Corridor Community Redevelopment Projects for the purposes authorized by the Act.

SECTION 4. CONFLICTS. All resolutions or part of resolutions in conflict with this Resolution are hereby repealed.

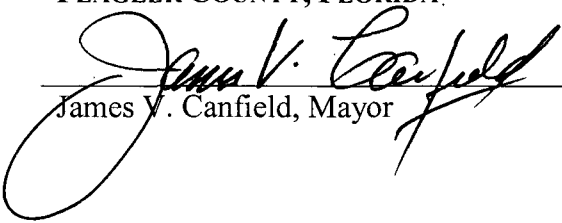
SECTION 5. SEVERABILITY. If any section, sentence, phrase, word, or portion of this Resolution is determined to be invalid, unlawful or unconstitutional, said determination shall not be held to

invalidate or impair the validity, force or effect of any other section, sentence, phrase, word, or portion of this Resolution not otherwise determined to be invalid, unlawful, or unconstitutional.

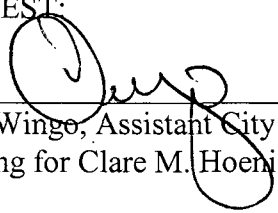
SECTION 6. EFFECTIVE DATE. This Resolution shall take effect immediately upon its passage.

PASSED AND ADOPTED this 15th day of June 2004.

**CITY OF PALM COAST
FLAGLER COUNTY, FLORIDA**


James V. Canfield, Mayor

ATTEST:


Oel Wingo, Assistant City Manager
Acting for Clare M. Hoenj, City Clerk

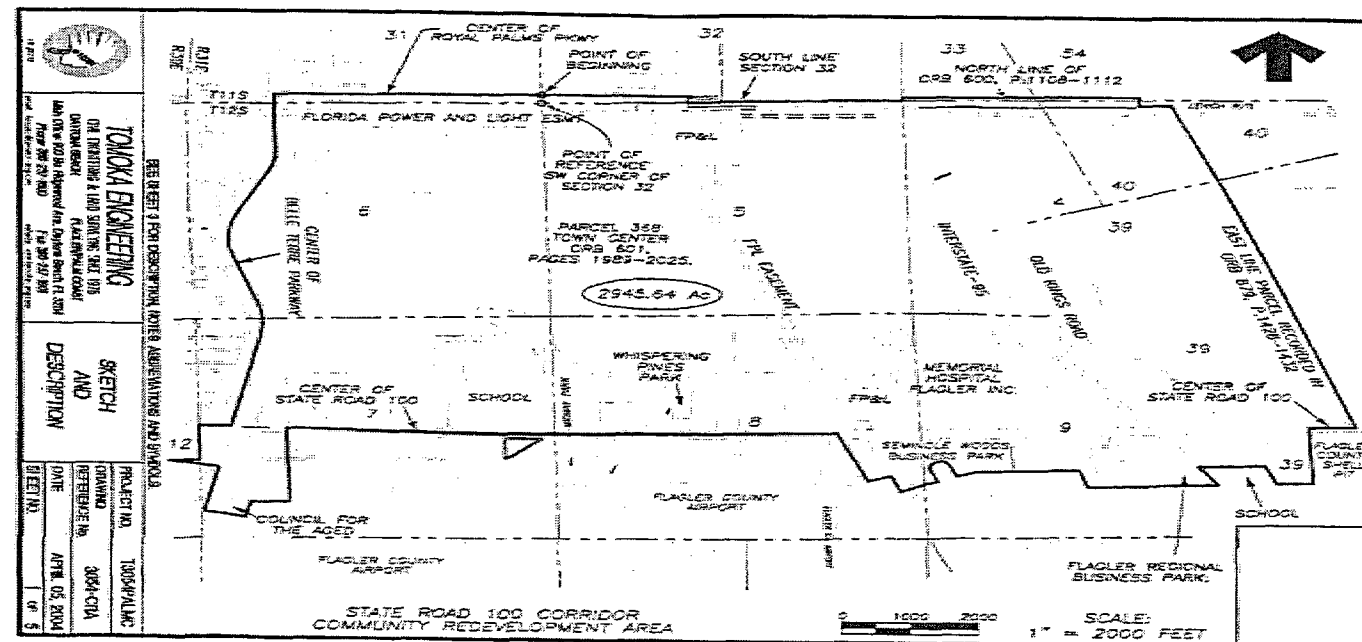
LEGAL DESCRIPTION

A parcel of land lying in government sections 31, 32, 33 and 54, township 11 south, range 31 east, section 12, township 12 south, range 30 east, sections 4, 5, 6, 7, 8, 9, 39 and 40, township 12 south, range 31 east, flagler county, florida, being more particularly described as follows;

A point of reference being the southwest corner of government section 32, township 11 south, range 31 east, thence north 00°51'09" west along the west line of section 32 a distance of 198.24 feet to a point on the center of right of way of royal palms parkway (124'r/w), said point being the point of beginning of this description, thence departing said west line of section 32, run north 89°15'49" east along the center of right of way of royal palms parkway a distance of 2133.14 feet to a point on the east boundary line of subdivision map pine grove section-28, map book 9, pages 51 through 66, thence departing said center of royal palms parkway run south 00°40'55" east along said east boundary line a distance of 162.00 feet to the southeast corner of said pine grove section 28, thence departing pine grove section-28 run north 89°15'49" east a distance of 510.00 feet thence north 00°40'55" west a distance of 2.97 feet to the southwest corner of the southeast quarter of section 32, township 11 south, range 31 east, thence north 88°46'16" east along the south line of the southeast quarter of section 32, a distance of 2647.76 feet to the southeast corner of section 32, thence north 00°51'13" west along the east line of section 32 a distance of 75.00 feet, thence departing said east line of section 32 north 89°13'53" east a distance of 1996.07 feet, thence north 89°11'13" east a distance of 1500.00 feet, thence south 00°44'11" east a distance of 208.86 feet, thence north 89°15'49" east a distance of 457.80 feet to a point being the Northeast corner of land recorded in official records book 879, pages 1428 through 1432, of the public records of flagler county, florida, thence south 20°54'58" east along the east line of said land a distance of 2088.67 feet, thence south 18°25'23" east along the east line of said land a distance of 6023.86 feet to a point on the center of right of way of state road 100 (200'r/w) thence south 87°48'45" west along the center of state road 100 a distance of 698.41 feet, thence south 02°11'15" east along the west line of the flagler county shell pit parcel recorded in official records book 22, page 128, of the public records of flagler county, florida, a distance of 1300.00 feet to a point being the southwest corner of said flagler county shell pit parcel, thence departing said flagler county shell pit parcel run south 87°48'45" west a distance of 535.57 feet, thence north 22°22'09" west a distance of 466.48 feet to a point being the northeast corner of flagler county

school tract recorded in official records book 406, pages 64 and 65, of the public records of flagler county, florida, thence south 87°48'45" west along the north line of said school tract a distance of 940.07 feet to a point on the center of old kings road (100'r/w), thence south 34°19'24" east along said center of old kings road a distance of 254.84 feet to a point of curvature, thence 217.47 feet along the arc of a curve to the right (concave westerly), having a central angle of 04°20'57", a radius of 2864.93 feet, a chord bearing of south 32°08'56" east and a chord

26'54" west a distance of 43.58 feet, to a point on a curve, thence southwesterly 213.75 feet along the arc of a curve to the left, (concave southeasterly), having a central angle of 81°38'47", a radius of 150.00 feet, a chord bearing of south 19°16'18" west and a chord distance of 196.12 feet to a point of tangency, thence south 21°33'05" east a distance of 290.00 feet to the southwest corner of lot 1, block 1, of said plat ulysses trees thence south 68°26'55" west a distance of 212.77 feet, thence south 62°39'37" west a distance of 389.21 feet, thence north 21°33'05" west



distance of 217.41 feet to a point of tangency, thence south 29°58'27" east along said center of old kings road a distance of 38.07 feet, thence departing said center of old kings road south 86°47'28" west along the south line of plat flagler regional business park, map book 31, page 21, a distance of 1889.43 feet to a point on the center of interstate-95, thence north 18°19'56" west along said center of interstate-95 a distance of 416.63 feet, thence departing said center of interstate-95 south 87°48'35" west along the south line of seminole woods business park, map book 30, pages 73 through 75, a distance of 1477.19 feet, thence south 68°26'55" west a distance of 329.38 feet to the southeast corner of lot 5, block 2, plat ulysses trees section 57, map book 17, pages 12 through 28, thence north 21°33'05" west along east line of said block 2, a distance of 290.00 feet to a point of curvature, thence 213.75 feet along the arc of a curve to the left, (concave southwesterly), having a central angle of 81°38'48", a radius of 150.00 feet, a chord bearing of north 62°22'29" west and a chord distance of 196.12 feet to a point, thence south 68°

along the westerly boundary line of the flagler beach water plant a distance of 399.99 feet, thence south 68°26'55" west a distance of 362.00 feet to a point on the center of right of way of seminole woods parkway (124'r/w), thence north 21°33'05" west along said center of right of way a distance of 1206.57 feet to a point on the center of right of way of state road 100 (200'r/w), thence departing seminole woods parkway run south 89°09'05" west along said center of state road 100 a distance of 4702.65 feet to a point of curvature, thence 1110.06 feet along the arc of a curve to the right, (concave northerly), having a central angle of 02°46'31", a radius of 22918.32 feet, a chord bearing of north 89°27'40" west and a chord distance of 1109.95 feet to a point of tangency, thence north 88°04'24" west along said center of state road 100 a distance of 2241.30 feet, thence departing said center of state road 100 run south 01°13'44" east a distance of 1729.90 feet, thence south 88°46'16" west a distance of 555.09 feet to the northeast corner of the flagler county council for the aged tract recorded in official records book 203, pages

519 through 525, of the public records of flagler county, florida, thence south 11°13'22" west along the east line of said tract a distance of 372.00 feet, thence north 78°46'38" west along the south line of said council for the aged tract a distance of 625.48 feet to a point on the center of belle terre boulevard (80'r/w), thence north 11°13'22" east along said center of belle terre boulevard a distance of 1077.99 feet, thence departing said center of belle terre boulevard run north 78°46'38" west a distance of 733.63 feet, thence north 89°16'07" east a distance of 447.09 feet, thence north 00°06'26" east a distance of 50.01 feet, thence north 01°16'45" west along the east line of section 12, township 12 south, range 30 east, a distance of 660.11 feet to the northeast corner of the southeast quarter of said section 12, thence north 01°08'37" west a distance of 99.61 feet to a point on the center of state road 100, said point being on a curve, thence easterly along said center of state road 100 a distance of 478.24 feet along the arc of a curve to the right (concave southerly), having a central angle of 01°11'34", a radius of 22970.14 feet, a chord bearing of south 89°21'12" east and a chord distance of 478.23 feet to a point of intersection of the center of state road 100 (200'r/w) with the center of belle terre parkway (124'r/w), thence north 11°13'22" east along the center of belle terre parkway a distance of 2236.01 feet to a point of curvature, thence 793.00 feet along the arc of a curve to the left, (concave westerly), having a central angle of 29°32'31", a radius of 1538.00 feet, a chord bearing of north 03°32'53" west and a chord distance of 784.24 feet to a point of tangency, thence north 18°19'09" west along the center of belle terre parkway a distance of 1118.45 feet to a point of curvature, thence 1083.31 feet along the arc of a curve to the right, (concave easterly), having a central angle of 42°27'17", a radius of 1462.00 feet, a chord bearing of north 02°54'30" east and a chord distance of 1058.69 feet to a point of tangency, thence north 24°08'08" east along the center of belle terre parkway a distance of 1150.35 feet to a point of curvature, thence 461.01 feet along the arc of a curve to the left, (concave westerly), having a central angle of 24°52'19", a radius of 1062.00 feet, a chord bearing of north 11°41'59" east and a chord distance of 457.40 feet to a point of tangency, thence north 00°44'11" west along the center of belle terre parkway a distance of 1368.53 feet to a point on the center of right of way of royal palms parkway (124'r/w), thence departing the center of belle terre parkway run north 89°15'49" east along the center of royal palms parkway a distance of 3917.01 feet to the point of beginning.

Parcel containing 2945.64 acres more or less.

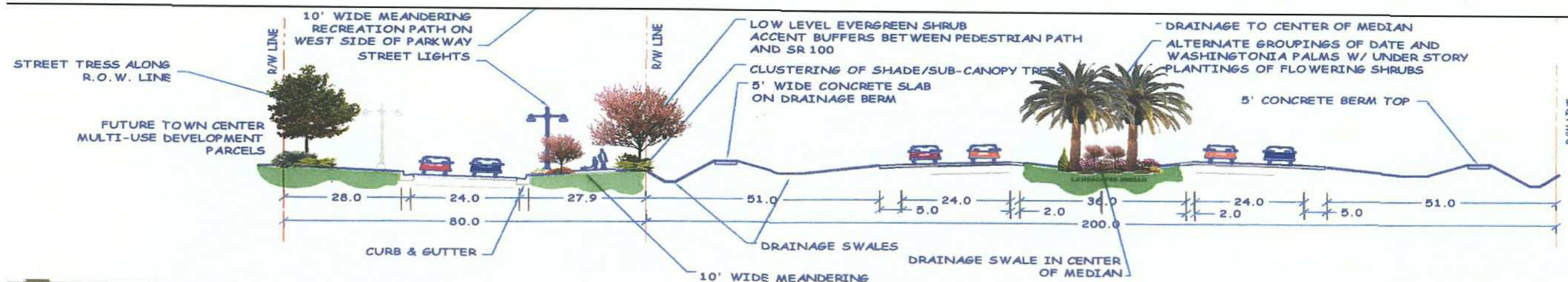
EXHIBIT A

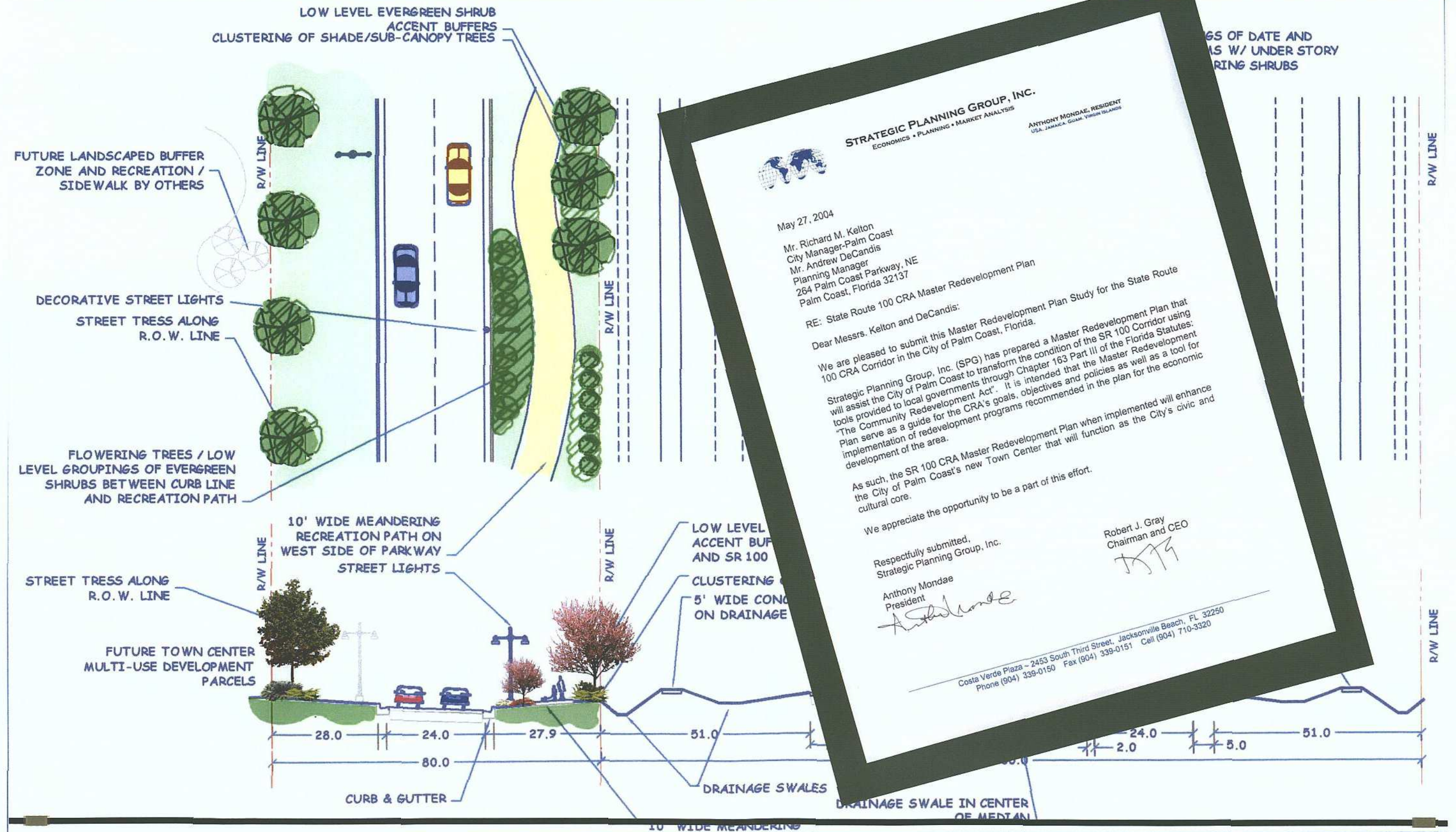


MASTER REDEVELOPMENT PLAN STATE ROAD 100 CRA

City of Palm Coast, Florida
June 2004

FINAL REPORT





STRATEGIC PLANNING GROUP, INC.
ECONOMICS • PLANNING • MARKET ANALYSIS

ANTHONY MONDAE, RESIDENT
USA, JAMAICA, GUAM, VIRGIN ISLANDS

May 27, 2004

Mr. Richard M. Kelton
City Manager-Palm Coast
Mr. Andrew DeCandis
Planning Manager
264 Palm Coast Parkway, NE
Palm Coast, Florida 32137

RE: State Route 100 CRA Master Redevelopment Plan

Dear Messrs. Kelton and DeCandis:

We are pleased to submit this Master Redevelopment Plan Study for the State Route 100 CRA Corridor in the City of Palm Coast, Florida.

Strategic Planning Group, Inc. (SPG) has prepared a Master Redevelopment Plan that will assist the City of Palm Coast to transform the condition of the SR 100 Corridor using tools provided to local governments through Chapter 163 Part III of the Florida Statutes: "The Community Redevelopment Act". It is intended that the Master Redevelopment Plan serve as a guide for the CRA's goals, objectives and policies as well as a tool for implementation of redevelopment programs recommended in the plan for the economic development of the area.

As such, the SR 100 CRA Master Redevelopment Plan when implemented will enhance the City of Palm Coast's new Town Center that will function as the City's civic and cultural core.

We appreciate the opportunity to be a part of this effort.

Respectfully submitted,
Strategic Planning Group, Inc.

Anthony Mondae
President

Robert J. Gray
Chairman and CEO

Costa Verde Plaza ~ 2453 South Third Street, Jacksonville Beach, FL 32250
Phone (904) 339-0150 Fax (904) 339-0151 Cell (904) 710-3320

INTRODUCTION

Background & History

Palm Coast was originally established in the late 1960's by ITT Community Development Corporation, a subsidiary of International Telephone & Telegraph. It was initially intended as a planned retirement community and 48,000 lots were platted for single-family residential development on approximately 42,000 acres of the 68,000 acres owned by ITT. The project included a complete infrastructure system of water, sewers, wastewater treatment, street, and storm water drainage that served the core area of the community. It should be noted that the SR 100 CRA Redevelopment Area is not part of this core area and is lacking sewer and water systems for all but several properties. It should be noted that water and sewer lines are now available along SR 100 (within the City boundaries).

On December 31, 1999 Palm Coast was officially incorporated as a City with a council/manager form of government. As of 2003, the City of Palm Coast had an estimated population of 40,650 persons. The City of Palm Coast is the largest municipality in Flagler County and accounts for over 70 percent of the county's total population.

Location

The City of Palm Coast is situated in the eastern portion of Flagler County, which is located on the Atlantic Ocean in the heart of Northeast Florida. This location is shown in the following illustrations:



The SR 100 Corridor contains properties set aside in the early 1970's by the ITT Community Development Corporation designated as "Town Center" on the conceptual land use plan for the Palm Coast Community. Presently, the City's objectives are to ensure that the SR 100 corridor reflects the character of the City and serves as a front door to possible Town Center activities such as a City Government Center, Cultural Arts Center, major retail, office and other commercial activities. A major objective being to devise a Plan that will provide a recommended course of action for the City to position itself favorably in the competitive market of the regional economy.

As a part of this plan, the City is considering a course of action to transform the condition of the SR 100 Redevelopment Area using tools provided to local governments through Chapter 163 Part III of the Florida Statutes: "The Community Redevelopment Act". The Act outlines a comprehensive program that provides the legal framework and financing mechanisms with which local governments can undertake the unique and complex task of overcoming the conditions that contribute to the cause of slum and blight in the Corridor.

Purpose And Content Of The Plan

The Master Redevelopment Plan is designed to address primary public concerns related to economic development, future land use, transportation, new downtown development, housing, public safety and community aesthetics. These concerns caused the City to undertake a study to determine the feasibility of establishing a Community Redevelopment Agency (CRA) to address the City's needs. The study was completed in April 2004 and the CRA was created to begin the task of the preparation of the Community Redevelopment Plan.

The Plan is presented through geographic reference with mapping and photo illustrations depicting the intent of the following stated goals.

- SR100 will be the City of Palm Coast's new Downtown Front Door
- Eliminate the identified Blight Conditions within the CRA boundaries
- Develop Bulldog Drive as "The Entrance" to the new City Hall and Cultural Facilities
- Provide Landscaping and Lighting along Belle Terre Parkway and Old Kings Road
- Provide for an Ongoing Fund for maintaining the streetscapes, providing additional maintenance to the City's portion of Downtown and cover other operations and maintenance costs.

The Redevelopment Concept is described through a series of objective statements that refer to The Future Land Use Concept Plan followed by appropriate action strategies and a description of proposed capital improvement projects, plans, programs or studies required to fulfill the Plan objectives. Finally, the Plan describes anticipated costs, funding sources and phasing of the various projects and programs that have been identified.



SR 100 CRA Master Redevelopment Plan Study Area



INVENTORY

The Inventory Summary is intended to document the existing conditions in the SR100 Redevelopment Area. It also establishes the foundation for recommendations set forth in later sections of the Plan. The inventory pertains to both physical conditions and programs that will affect the future of the community.

Demographics

The SR 100 CRA project is located in the Deltona-Daytona Beach-Palm Coast CSA (Combined Statistical Area), which consists of Volusia and Flagler Counties. This metropolitan area market had a 2003 population of 530,869 persons according to the U.S. Census Bureau. Volusia County is the larger of the counties having a 2003 population of 468,663 persons and accounting for approximately 83 percent of the total CSA market population.

Significantly, growth rates for both Flagler County and the City of Palm Coast are four times greater than those of Volusia County and the CSA overall. This is due in part to the smaller population base in Flagler County and the City of Palm Coast as well as the fact that the Flagler County sector of the CSA is expanding at a relatively rapid rate. According to the latest estimates released by the Census for 2003, Flagler County is the seventh fastest growing county in the U.S. for the 2000-2003 period.

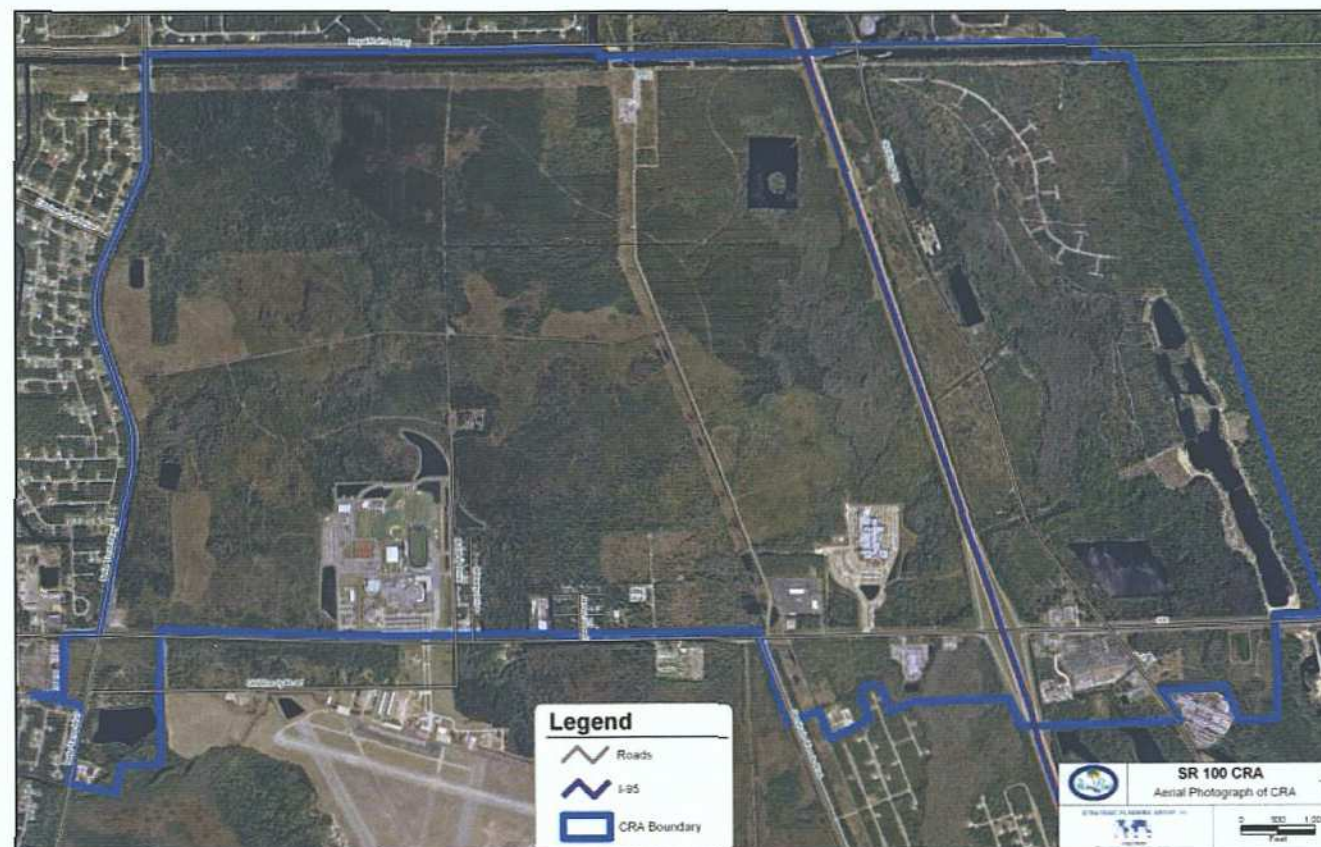
According to 2000 Census figures, the Redevelopment Area had a population of 54 persons residing in 21 households. As shown in the accompanying Table, the area contained

28 housing units, of which 21 were occupied (16 owner occupied and 5 rentals) in April 2000.

The aerial view of the CRA redevelopment area shows the redevelopment area lies roughly with the following boundaries: Royal Palms Canal to the North, Belle Terre Parkway to the East, SR 100 and commercially designated land future land uses within the City south of SR100 and the City bounda-

ries forming the eastern boundaries. A more detailed description of the CRA boundaries is contained in the Appendix.

As shown in the aerial of the CRA Redevelopment Area and the Existing Land Use Map of the CRA, most of the land contained within the Redevelopment Area is currently vacant. The developed parcels are dominated by public/semi public uses including the County's main High School, the Flagler County Audi-



HISTORIC POPULATION TRENDS

Area	1990	2000	2003	Avg Ann. Change	
				Amount	Percent
Daytona Beach CSA	399,438	493,175	530,869	10,953	2.7%
Volusia County	370,737	443,343	468,663	8,161	2.2%
Flagler County	28,701	49,832	62,206	2,792	9.7%
Palm Coast	N A	32,732	41,600	4,434	13.5%

Source: 1990 & 2000 Census of Population, U.S. Department of Commerce, 2003 Estimates-U.S. Census Bureau (As of July 1), and Strategic Planning Group, Inc., 2004.

The figures for the City of Palm Coast are based upon local estimates.



torium, Flagler County School Board Offices, Florida Hospital—Flagler and FP&L facilities. Private developments include the Old Kings Plaza Shopping Center, two automobile dealerships, the News-Journal building, numerous small business, and limited residential development.

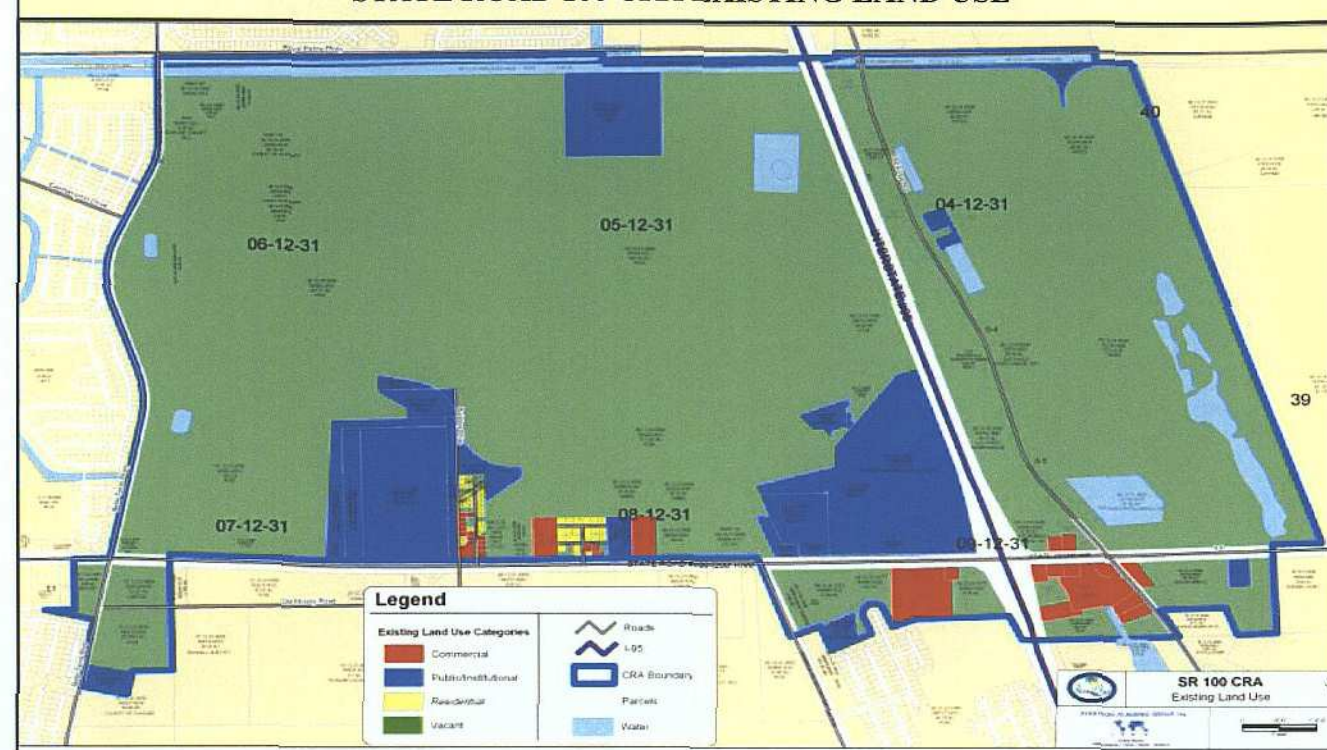
	Block 2135	Block 2137	Total
Population	6	48	54
Households	4	17	21
Housing Units	4	24	28
Occupied Units	4	17	21
Vacant Units	0	7	7
Owner Occupied	4	12	16
Rental Occupied	0	5	5
Vacant Units	0	7	7
Rental	0	1	1
Seasonal/Other	0	3	3
Other/Vacant	0	3	3

Current Land Use

There are approximately 162 parcels of land in the Redevelopment Area occupying approximately 2,946 acres of land. Most of the land contained within the Redevelopment Area is currently vacant, as shown in the aerial and Existing Land Use Map.

The following table represents a break down of the current land use categories and the acreage each covers. Land use in the CRA consists primarily of vacant land comprising approximately 2,500 acres or 85% of the CRA. A significant portion of this vacant land (900 + acres) is the future Town Center, an approved Development of Regional Impact (DRI). The total land area of Town Center is approximately 1,500 acres which also includes an industrial park type development lying north of the CRA and west of I-95. The remainder of the existing acreage within the

STATE ROAD 100 CRA EXISTING LAND USE



Redevelopment Area is made up of public / semi-public uses with includes the Flagler/Palm Coast High School, School Board Headquarters, Flagler County Auditorium, Florida Power and Light facilities and Florida Hospital—Flagler. Other uses include residential, office, commercial, auto related uses, and a church.

EXISTING LAND USE		
Land Use Type	Acres	%
Commercial	55	1.88%
Public/Institutional	377	12.81%
Residential	10	0.33%
Vacant	2,503	84.98%
Total Acres	2,946	

Of the total 162 land parcels in the SR 100 Corridor Study Area, 57 parcels or 35 percent were vacant. Residential properties accounted for 44 parcels or 27 percent of the land uses, and commercial properties for 41 parcels or 25 percent of the land uses. Public

and institutional land uses, accounted for 20 parcels or 12 percent of the total land uses in the study area.

Categories

Residential Inventory

The Redevelopment Area contains approximately 38 residential properties (predominately mobile homes). The property's are located in two old subdivisions: Whispering Pines and Midway Estates. SPG estimated that, within the CRA, there were 36 residential occupied buildings, of which 18 are owner occupied and 18 renter occupied.

Site Inventory Conditions

The presence of deteriorated buildings impairs economic growth in a community by negatively impacting the investment environment. In addition, deteriorated buildings create additional expense for the community in the need for increased code enforcement personnel and inspections.



Another indication of the building stock quality in an area can be the relative age of the building. Aging buildings typically require increased maintenance and repair. In addition, the interior space, exterior appearance and functional aspects of older buildings may be obsolete for modern market demands. When market demand declines, lease revenues decline and investment in upkeep or enhancement may suffer.

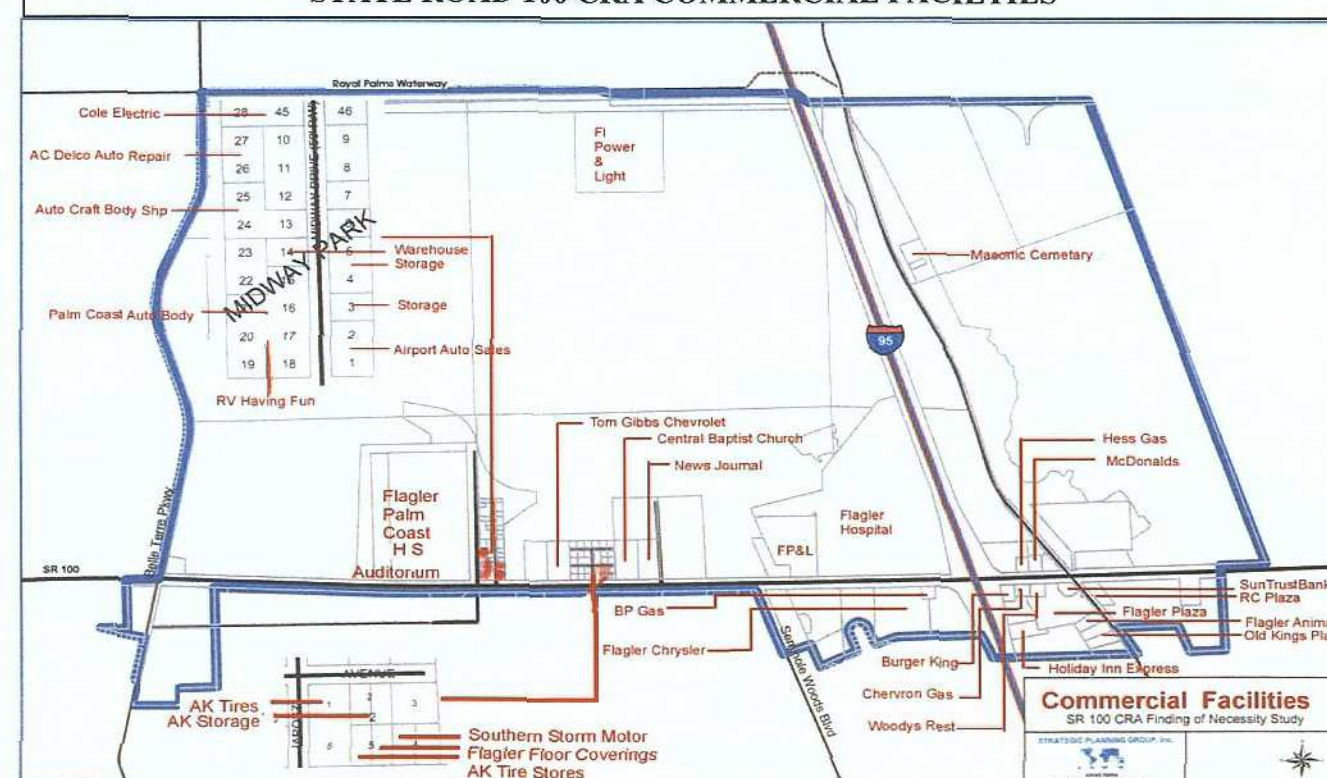
Commercial Inventory

The Redevelopment Area contains 32 commercial structures and five institutional structures/complexes.

Status of Buildings

City of Palm Coast planning and engineering staff conducted a windshield survey of the Redevelopment Area in mid-March 2004. Of the Area's 38 residential buildings, the survey found that 10 (26 %) were ranked as either 4 (bad condition and in need of demolition) or 3 (fair condition but in need of major repairs/reconstruction, but cost may not warrant improvement). In addition, City Code inspectors also surveyed the area and found an additional 6 residential structures (16%) abandoned.

STATE ROAD 100 CRA COMMERCIAL FACILITIES



done or a total of 16 residential buildings out of 38 (42%) that could be defined by building condition as either deteriorated or deteriorating structures.

Of the commercial structures (non-institutional), City building and code enforcement personnel found 7 (out of 32) commercial structures either deteriorated or deteriorating representing 22% of the commercial structures.

These blighted building conditions, along with other factors listed below are leading to the economic distress or endanger life or property of the entire Redevelopment Area.

Defective Or Inadequate Street Layout

Defective street layout impacts both the Midway and Whispering Pines Subdivisions of the study area.

Both Bulldog Drive and Midway Drive are presently dead-end streets and at their respective terminus lack sufficient turn around space to accommodate autos or emergency vehicles. Fencing also blocks Midway Drive across the road at two specific points. Access to parcels located in the northern sector of Midway is available only from Bulldog Drive to the west. This



access is across private properties (parcels 29 and 44). None of these roads are paved. Furthermore, Midway Drive meanders around trees located in ROW at most points. Roads in these subdivisions are defective due to insufficient width to accommodate more than one vehicle.

Lot size is an important factor in the redevelopment potential for a site. Properties located in Midway Park (75' x 100') and Whispering Pines (100' x 100' and 50' x 100') Subdivisions are too small for commercial development under the Land Development Code and in most cases, too small for residential uses. This becomes a significant deterrent for redevelopment.

Many properties are technically non-conforming due to inadequate lot sizes that cause limitations on property modifications. Both Midway Park and Whispering Pines Subdivisions were originally platted as mobile home developments. Over the years both have changed into a mixture of commercial and residential uses. Further, within Midway Park, parcels have been assembled by combining two or more lots, while the original uses of those lots remain in tact, making most of these assemblages non-conforming parcels.

Deterioration Of Site Or Improvements

A significant number of deteriorating or dilapidated buildings and properties in an area are an indication of a lack of private investment in maintaining the



integrity and value of existing development or in redevelopment. The presence of deteriorated abandoned buildings impairs economic growth in a community by negatively impacting the investment environment. In addition, abandoned and deteriorated buildings create additional expense for the community due to increased code enforcement personnel and inspections.

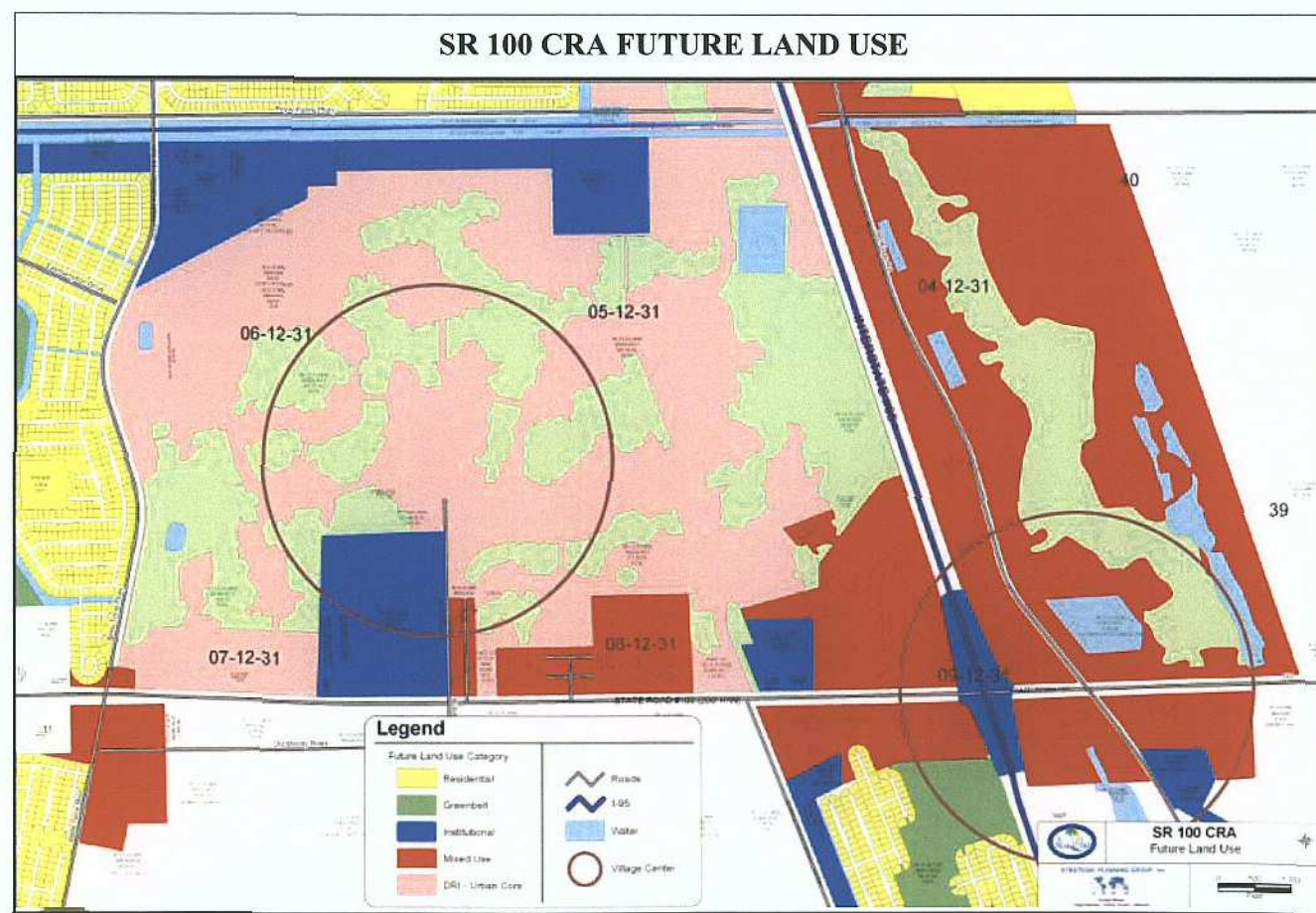
In the Whispering Pines Subdivision, of the total 20 residential units, 5 units or 25 percent were vacant and in extremely poor physical condition. Of the total 27 developed parcels in this subdivision, a total of 15 parcels or 56 percent had code violations. An additional 13 code violations were noted in the Midway Park Subdivision.

Future Land Use

As a traditional cornerstone of the Comprehensive Plan, the Future Land Use Element sets forth the physical plan for future development in the City of Palm Coast. This element designates the appropriate location for future land uses and promulgates the policies regulating the location and development of all land uses. The Future Land Use Map shows the Future Land Use designations for the Redevelopment Area and its supporting Table describes the existing land uses located within each Future Land Use category in the Redevelopment Area.

EXISTING LAND USE		
Land Use Type	Acres	%
Commercial	55	1.88%
Public/Institutional	377	12.81%
Residential	10	0.33%
Vacant	2,503	84.98%
Total Acres	2,946	

It should be noted the CRA Future Land Use Map is identical to the City's 2020 Future Land Use Plan that was recently adopted.



ANALYSIS

The proposed Town Center development has been approved by the City and various State of Florida departments. It is projected to become the commercial and governmental center of the City of Palm Coast. As a stated goal of the CRA, a major catalyst for the redevelopment of the area is the relocation of the Palm Coast City Hall and Cultural Facilities into the heart of Town Center.



A major consideration in the development of the Redevelopment Master Plan was the anticipated development and absorption of various land uses within the entire Redevelopment Area. Therefore, a market assessment of future land use absorption was undertaken. According to State of Florida demographic projections, Flagler County and the City of Palm Coast are forecast to experience continued significant growth over the next sixteen years (2020).

POPULATION AND HOUSEHOLD FORECAST 2003-2020					
Area	2000	2005	2010	2015	2020
Flagler County					
Population	49,832	65,500	81,900	99,800	119,300
Persons/HH	2.34	2.34	2.36	2.38	2.4
Households	21,294	27,991	34,703	41,933	49,708
City-Palm Coast					
Population	32,732	45,850	58,970	72,850	88,280
Persons/HH	2.4	2.4	2.42	2.44	2.46
Households	13,628	19,104	24,368	29,857	35,886

Source: U.S. Census 2000, University of Florida, Bureau of Economic and Business Research, 2003, Flagler County high range forecast, Strategic Planning Group, Inc. 2004.

Over the 2000-2020 twenty-year period, the City will more than double its current population (170% increase), while Flagler County as a whole will add over 69,000 new residents by 2020.

According to the Census taken in 2000, the City of Palm Coast accounted for 66 percent

of the total Flagler County population. Population forecasts prepared by the City indicate the City's share of the total County population will increase to 70 percent in 2005 and reach 74 percent by 2020.

Residential Development Trends

An analysis of residential building permits within the City of Palm Coast indicates that residential development activity has increased steadily since Palm Coast became a City in 2000. In 2003, building permits were issued for 3,870 units. Of these, 3,391 were single-family units and 479 were multi-family units. Most all of the units in Flagler County were permitted within the City of Palm Coast.

SR100 CRA Residential Absorption			
Land Use	Total Rental	Total Sale	Grand Total
2005	0	0	0
2006	128	200	328
2007	172	300	472
2008	200	200	400
2009	200	200	400
2010	0	250	250
2011	200	250	450
2012	200	200	400
2013	200	200	400
2014	0	200	200
2015	200	200	400
2016	0	240	240
2017	0	220	220
2018	0	200	200
2019	0	200	200
2020	200	200	400
2021	0	200	200
2022	0	100	100
2023	0	100	100
2024	200	100	300
Totals	1,900	3,760	5,660

Source: Strategic Planning Group, Inc., May 2004



SPG forecasts that (based upon projected population levels) the City of Palm Coast will have an additional housing requirement of approximately 10,790 units by 2010 and 22,258 units by 2020, well above the indicated 2000 Census household levels.

A significant amount of new residential development activity in Flagler County will continue to be located primarily within the southern sectors of the City of Palm Coast. Outside of the City, strong residential development activity is anticipated along the I-95 corridor extending southward toward the City of Ormond Beach and into unincorporated Volusia County. Thus, the SR 100 CRA Redevelopment Area is well located to capture a major share of the community's anticipated future residential growth.

Commercial Development-Labor Force & Employment

Commercial development trends within the market are difficult to track due to the lack of historical inventory data. However, labor force and employment within the Flagler County market reflect to some extent the commercial and industrial development trends that have occurred within the market place.

Employment and labor force data collected for Flagler County shows that the civilian labor force has expanded significantly during the 1990-2002 period, an increase of 8,487 persons. The average annual growth rate of the labor force since 2000 has been almost twice as great as the annual expansion experienced between 1990-1995 and 67 percent greater than the period from 1995 to 1999. The following Table summarizes employment and unemployment data for the 1990-2002 period.



LABOR FORCE AND EMPLOYMENT TRENDS, FLAGLER COUNTY				
Year	Labor Force	Total Employment	Total Unemployment	Unemployment Rate
1990	11,726	11,014	712	6.10%
1995	14,706	14,214	492	3.40%
1996	15,668	15,160	508	3.20%
1997	16,126	15,613	513	3.20%
1998	16,889	16,377	512	3.00%
1999	17,546	16,984	562	3.20%
2000	18,138	17,630	508	2.80%
2001	19,927	19,099	873	4.40%
2002	20,512	19,467	1,045	5.10%
Ave. Ann. Inc.				
1990-95	596	640	-44	-0.50%
1995-99	710	693	18	-0.10%
2000-02	1,187	919	268	1.20%

Source: Florida Research & Economic Database, U.S. Department of Labor, SPG, Inc. 2004.

While the labor force has shown continual expansion, the 2000 Census indicated that only 62 percent of the County's workforce (workers 16 years of age and over) actually worked within Flagler County. Workers who worked outside of Flagler County accounted for 37 percent of the total workers and commuted to jobs primarily in Volusia, St. Johns, Seminole, and Duval Counties.

The relatively high percentage (37%) of persons working outside of the County reflects the County's generally affordable housing supply as well as the lack of job opportunities in the commercial/industrial sectors of the economy that is somewhat underdeveloped at the present time.

Place of employment characteristics are summarized in the following table.

EMPLOYMENT LOCATION	
Flagler County, Florida	
Total:	18,449
Worked in state of residence	18,261
Worked in county of residence	11,451
Worked outside county of residence	6,810
Worked outside state of residence	188

Employment growth for Flagler County has been forecast on the basis of an employee / population ratio that amounted to 0.18 in 2000 and increased over the projection period to account for an increase in employment opportunities within the County as the community continues to expand. Presently this ratio is 0.26 in St. Johns County and 0.27 in Volusia County. SPG anticipates that Flagler County's population / employee ratio will increase to 0.23 by 2010, 0.25 by 2015 and approximate St. Johns County's 0.26 by 2020. Flagler County market. In terms of developable acreage, this amounts to approximately

450 acres by 2015 and between 600 to 700 acres by 2020.

On this basis, SPG forecasts that an additional 7,270 new commercial / industrial jobs between 2003-2010 and 13,800 additional new jobs by 2015. Additional new job growth is projected to reach almost 19,900 by year 2020.

Assuming an average of 350 square feet per employee for all commercial / industrial sectors, this would result in a conservative

estimate of approximately 2.5 million square feet of new commercial/ industrial space by 2010, 4.8 million square feet by 2015, and approximately 7.0 million square feet by 2020 in the Flagler County market. In terms of developable acreage, this amounts to approximately 450 acres by 2015 and between 600 to 700 acres by 2020.

As envisioned, the SR 100 CRA Redevelopment Area could consist of over 5,600 housing units to be built over a 20-year period. A commercial space forecast includes 2.8 million square feet of retail / entertainment / lifestyle center commercial space, 1.7 million square feet of office space, 750,000 square feet of business park / flex space, and a large amount of square feet of public / institutional space including the new City Hall facilities for the City of Palm Coast. Commercial / industrial space is programmed for build out over a 20 year period. This information is summarized in the absorption forecasts.

SR 100 CRA COMMERCIAL LAND USE ABSORPTION FORECAST					
Land Use	Retail	Office	Bus.Park/ Flex	Hotel	Grand Total
2005	75,000	65,000	0	0	140,000
2006	315,000	250,000	0	0	565,000
2007	280,000	190,000	25,000	75,000	570,000
2008	200,000	125,000	50,000	70,000	445,000
2009	200,000	100,000	100,000	0	400,000
2010	275,000	100,000	75,000	0	450,000
2011	225,000	70,000	75,000	0	370,000
2012	200,000	70,000	50,000	110,000	430,000
2013	150,000	70,000	50,000	75,000	345,000
2014	125,000	70,000	50,000	0	245,000
2015	125,000	70,000	50,000	0	245,000
2016	75,000	70,000	30,000	0	175,000
2017	75,000	70,000	30,000	0	175,000
2018	75,000	70,000	25,000	0	170,000
2019	75,000	70,000	25,000	0	170,000
2020	75,000	45,000	25,000	0	145,000
2021	50,000	45,000	25,000	0	120,000
2022	50,000	45,000	25,000	0	120,000
2023	50,000	45,000	20,000	0	115,000
2024	50,000	45,000	20,000	0	115,000
Totals	2,745,000	1,685,000	750,000	330,000	5,510,000

Source: Strategic Planning Group, Inc., May 2004



CONCEPT PLAN

Plan Content and Description

The Concept Plan was developed after analyzing the existing conditions in the redevelopment area and a market analysis of future development potential. The descriptive narrative of the Concept Plan summarizes the general intent of the Redevelopment Program. It has been developed as a guideline for promoting the sound development and redevelopment of the properties in the redevelopment area. Opportunities for public improvements, redevelopment activities and proposed future land use composition are identified and graphically included on the Concept Plan.

The Concept Plan is based on several types of development and programs including capital projects, public / private projects, and government programs. The Plan supports the stated land use and economic positioning strategies, including:

1. SR100 will be the City's New Downtown front door

- Ambiance of SR100 to equal or exceed Palm Coast Parkway
- Provide "Gateway Features" at I-95
- SR100 Landscape/Lighting
- Provide for a Pedestrian/Bikeway along SR100
- Service Road north of SR 100 to mediate future traffic congestion
- Underground Electric Lines

2. Cure Blight along SR100

- Midway Park Estates
- Whispering Pines

- If relocation is necessary, ensure that those relocated are held "Whole"

3. Develop Bulldog Drive as "the entrance" to New City Hall and Cultural Facilities

- Acquire ROW
- Gateway Feature(s) at SR100
- Screen High School

4. Improvement Landscaping and Lighting along Belle Terre and Old Kings Rd.

5. Provide for an Ongoing Fund for maintaining streetscapes/lighting, new downtown area clean up and related operations and maintenance costs.

Concept Plan Elements

Following is a description of the various elements contained in the concept plan. Information is presented through a combination of text, graphic illustrations and photographs that refer to the general concept plan graphic. The Concept Plan contains proposals for future land use, private sector development opportunities and recommended public investment in capital improvements.

1. SR100 Improvements

With the development of Town Center and the location of the City's new City Hall and Cultural facilities within the heart of Town Center, SR100 becomes the City's new "Front Door".



The Florida Department of Transportation is in the process of widening SR100 from a 2-lane minor arterial to a 4-lane, median divided rural highway. While this widening has the potential to partially improve the visual landscape of the SR100 corridor, it does not streetscape the roadway to a level of that at the Palm Coast Parkway. Landscaping and lightening would be minimal and as a rural highway no bikeways or sidewalks are being built. Therefore, the Concept Plan envisions numerous strategies to enhance the corridor's ambiance.



Ultimately the private sector, through investments in new development, redevelopment and renovation, will have the greatest impact on the physical appearance of SR100 corridor. The development of an enhanced streetscape with a pedestrian/bikeway environment is one of the primary objectives of the streetscape plan.

SR100 Streetscape Improvements

The Concept Plan calls for several major additions or improvements to the FDOT SR100 widening. New gateway features are planned for medians on either side of the I-95 interchange. Additional landscaping and lighting would be provided including lining the medians with Palm trees. The accompanying picture shows examples of the lighting and median treatments.



Gateways

SR100 contains several opportunities for the creation of entrance ways. Gateway features strengthen the sense of identity for the community signifying the arrival to, and distinguishing the difference between, the various commercial centers and residential areas in the community. Projects involving directional signage, monumentation, lighting and landscaping are typical elements of gateway features.

Streetscapes

The Concept Plan calls for the development of an overall streetscape improvement program along SR100, Belle Terre Parkway and Old Kings Road. The Improvements on these roadways are designed to provide visual continuity for the most visible transportation route in the City. Effective design of the streetscape system will dramatically improve the aesthetics of the community and establish a more attractive investment image to the private sector.



Service Road

An integral part of the Concept Plan is the development of a "service" road on the north-side of SR100's right of way. As a result of the current SR100 widening, most curb cuts are being limited to "right only turns" with the widening only allowing for 5 complete intersections (both left and right turns) between I-95 and Belle Terre Parkway.

The service road is envisioned to be an 80-foot right-of-way containing a 2-lane road, landscape/lighting and provision for a 10-foot concrete combination pedestrian/bikeway.

Seminole Woods Parkway/SR100 Intersection

Two concepts are presented for the Seminole Woods Parkway/SR100 service road. The first alternative assumes using Florida Hospital's new Seminole Parkway entrance (the second curb cut on Seminole Parkway) and traversing Town Center parcels until it connects to or is in proximity to the vacant Gibbs parcel (reported to be the location of the relocated Chevrolet Dealership) then again connecting to the SR100's northern right of way. In large part this alternative assumes that the existing FP&L staging area (three buildings and parking area) remain, which would preclude developing the service road immediately north of the FP&L Substation and connecting to Seminole Parkway's first curb cut.



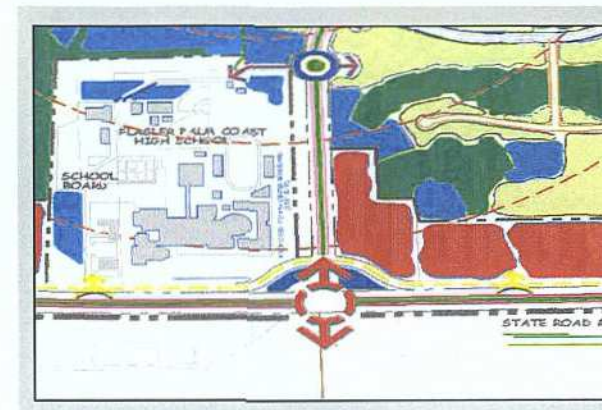
The second alternative assumes that the FP&L property can be redeveloped and that the service road could be developed immediately behind the existing Substation.

The service road would continue toward Bulldog Drive and cross the News-Journal property and the Baptist Church before crossing Whispering Pines.

Both the News-Journal building and the Church are located well outside the needed right-of-way.

An 80-foot service road right-of-way would cause the removal of many structures along Whispering Pines frontage lots. Furthermore, there appears to be limited vacant right-of-way at the Gibbs Chevrolet Dealership. To accommodate the service road, it appears that the entire Gibbs parcel would have to be purchased. As mentioned earlier, it is reported that dealership is already planned to be relocated to a site nearer to Seminole Woods Parkway, and the existing site redeveloped into a automobile accessory store.

The service road would be required to intersect with Bulldog Drive between 300 or 500 feet north of SR100 requiring purchase of several of Midway Park Estates southern parcels.



Crossing Bulldog Drive, the service road will require use of Flagler County School Board right-of-way. As envisioned in the Plan, once constructed, the service road would enhance vehicular movement of School traffic and School Board related vehicles (as a result of the widening of SR100, the current entrance is being changed to a "right turn only" curb cut). Any loss of parking should be accommodated on existing school property or newly vacated water retention areas adjacent to Bulldog Drive.

Finally, the service road would connect to Town Center's second SR100 intersection and then continue to Belle Terre Parkway using existing planned road accesses, while the pedestrian/bikeway would be accommodated within the development's 35-foot setback.

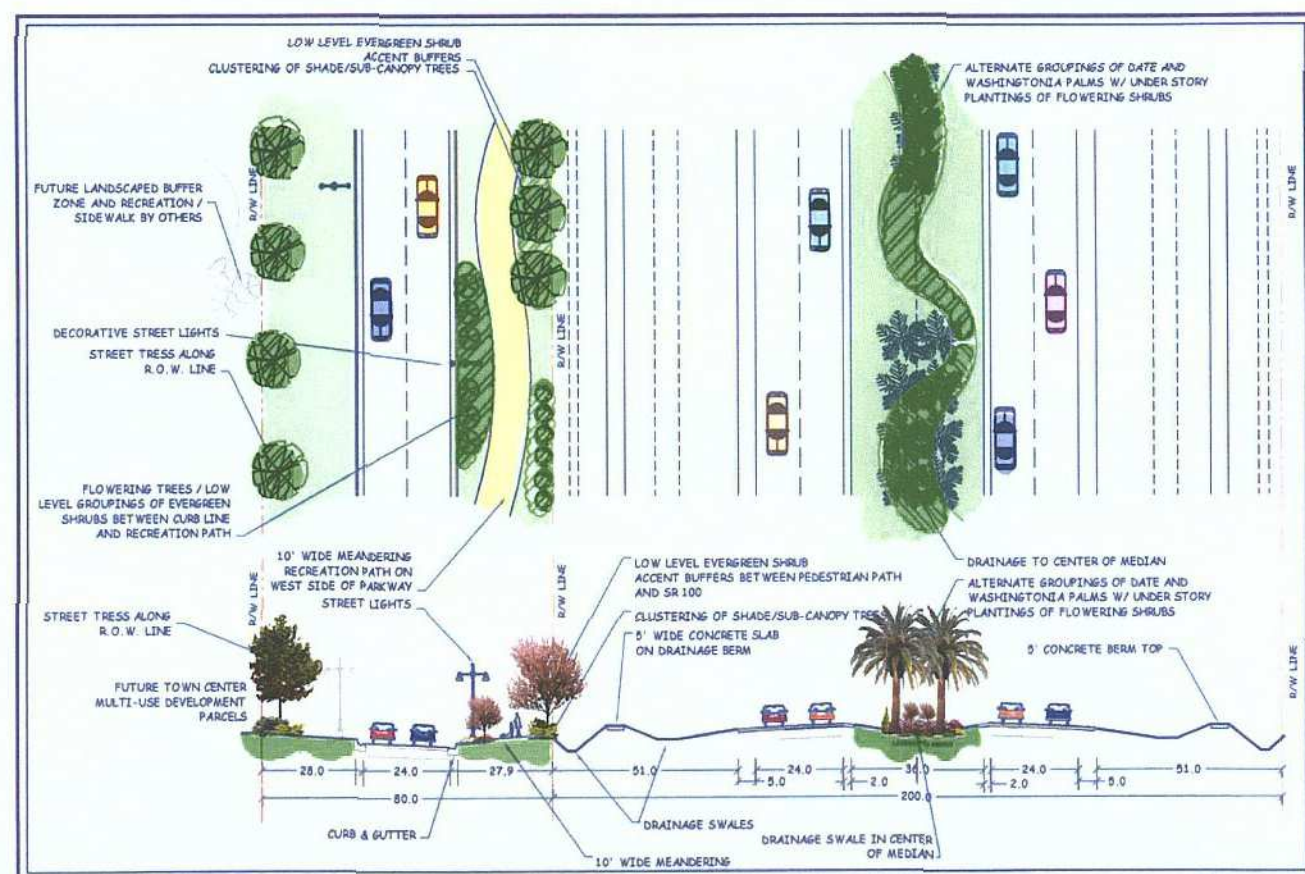


Underground Powerlines

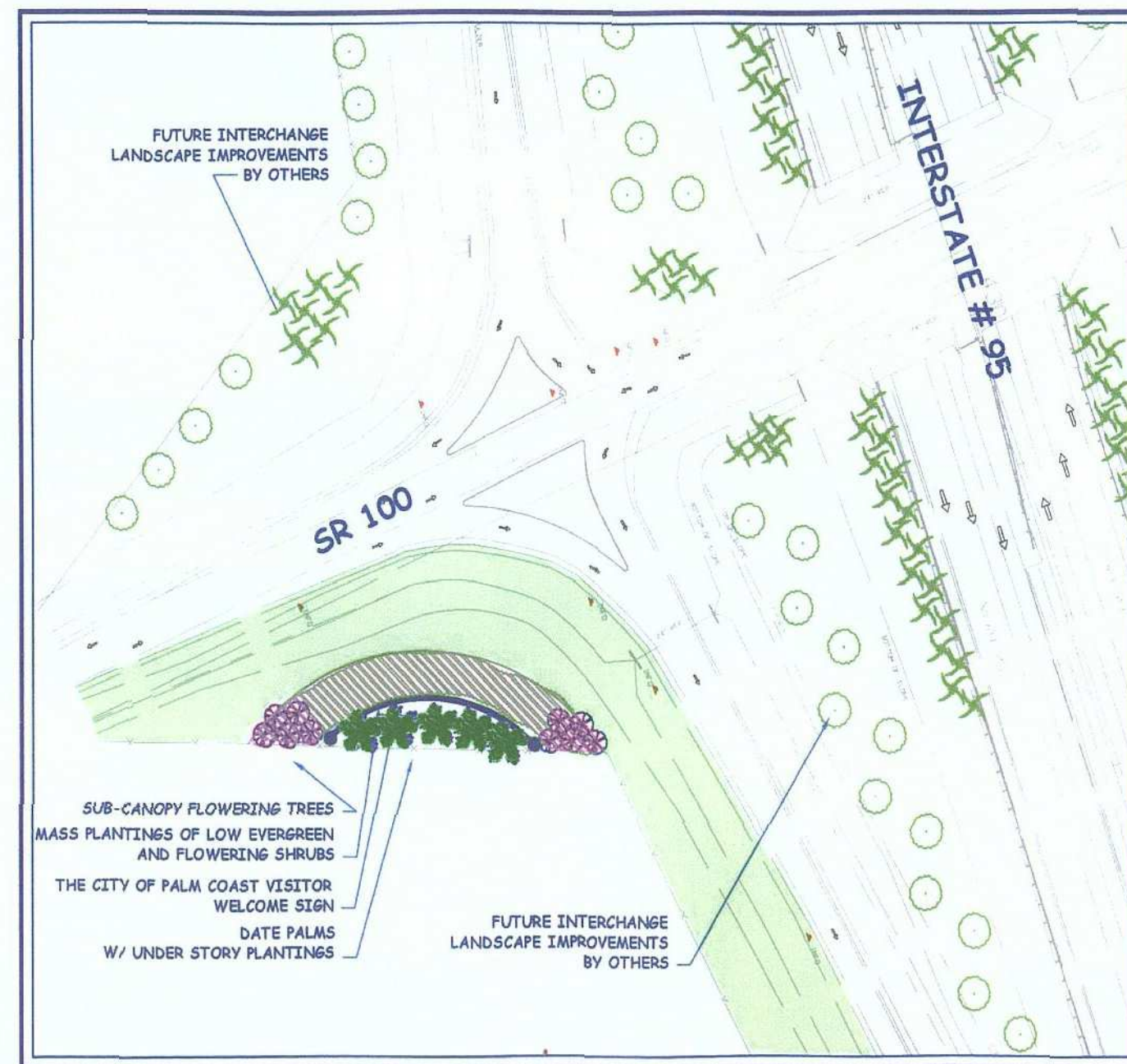
The last part of the Plan's improvements to SR100 call for burying of existing power lines running parallel to the north side of SR100.



SR 100 Gateway, Service Road and Streetscape Enhancements



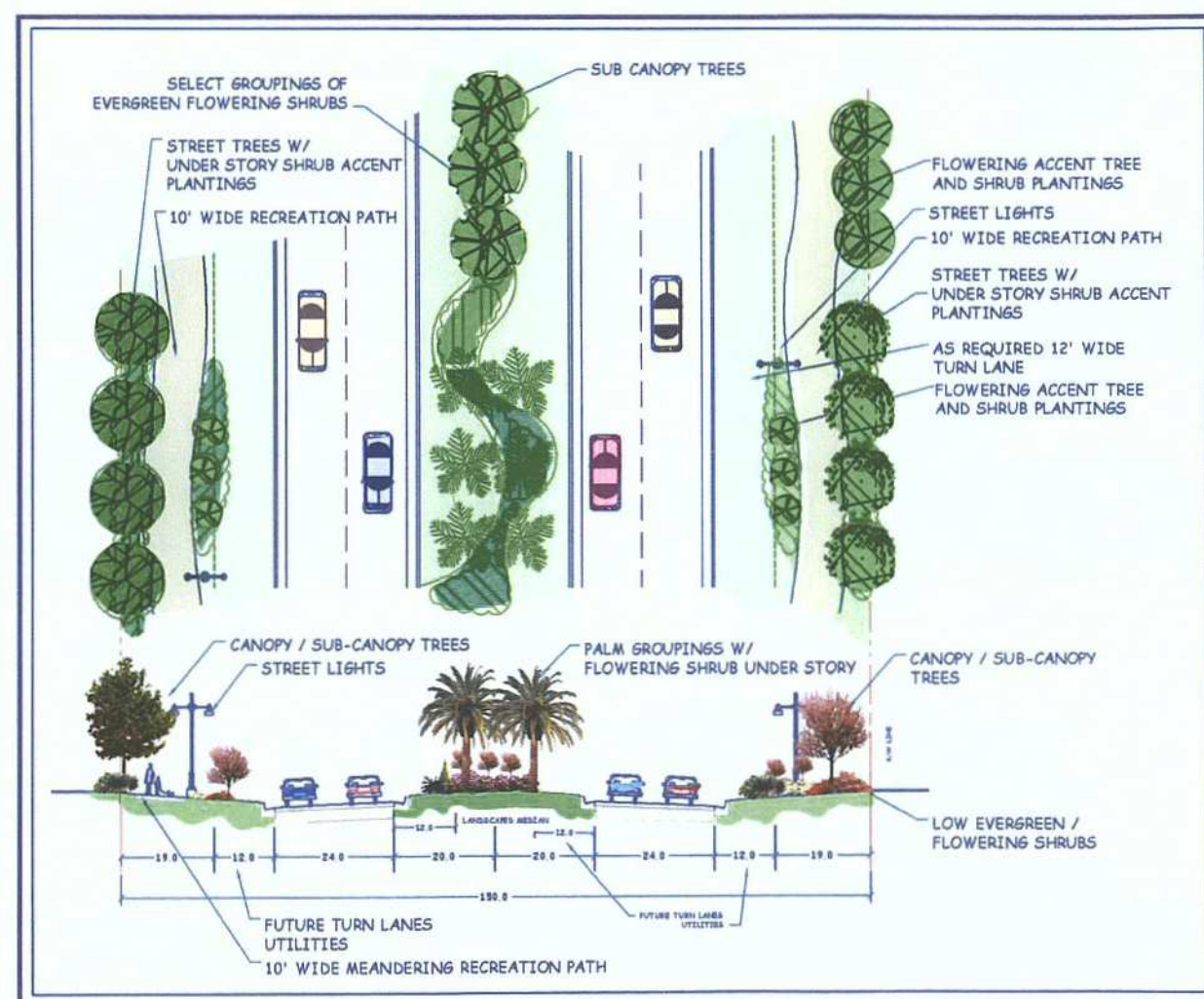
SR 100 AND RECOMMENDED FRONTAGE ROAD
TYPICAL FOOT SR 100 AND RECOMMENDED FRONTAGE ROAD SECTION / PLAN VIEW
SCALE: 1" = 10' - 0"



THE CITY OF PALM COAST VISITOR WELCOME SIGNS AT SR 100 AND INTERSTATE #95
ONE EACH AT SOUTH WEST AND NORTH EAST QUADRANT

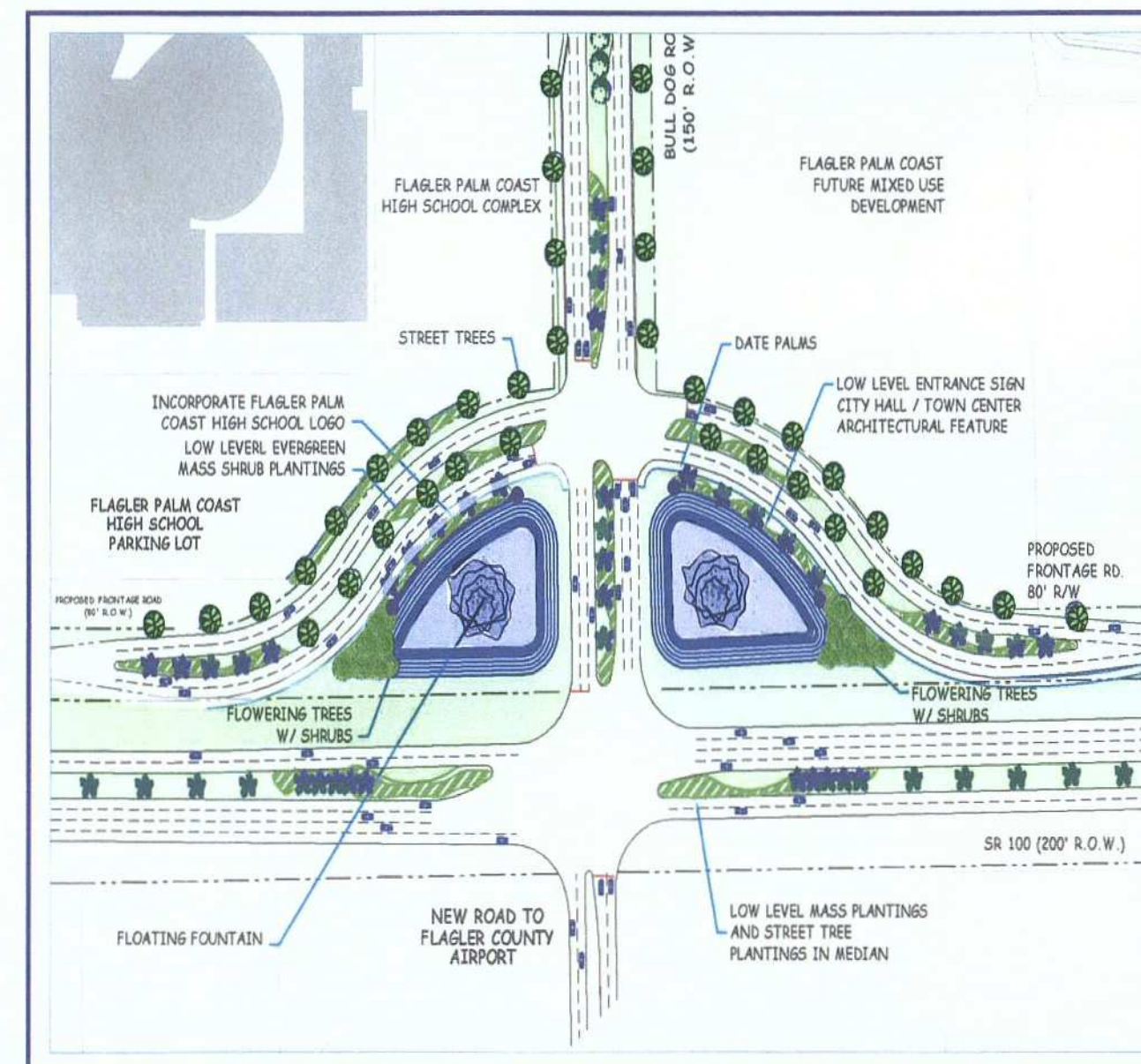
SCALE: 1" = 30' - 0"

Bulldog Drive City Hall/Town Center Entrance



BULL DOG ROAD
RECOMMENDED TYPICAL SECTION / PLAN VIEW

SCALE: 1" = 10' - 0"

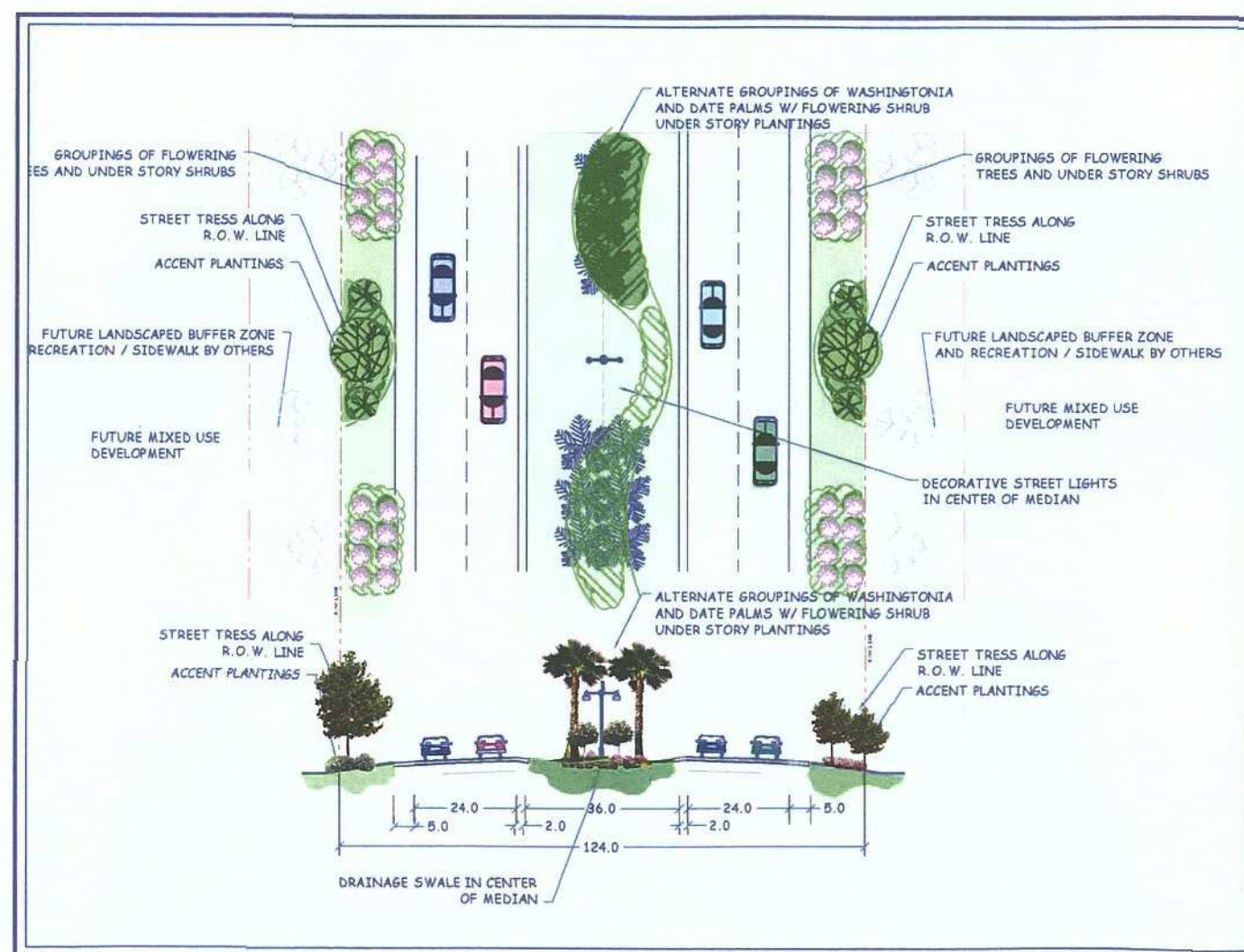


BULL DOG ROAD / SR 100
CITY HALL / TOWN CENTER ENTRANCE FEATURE

SCALE: 1" = 60' - 0"

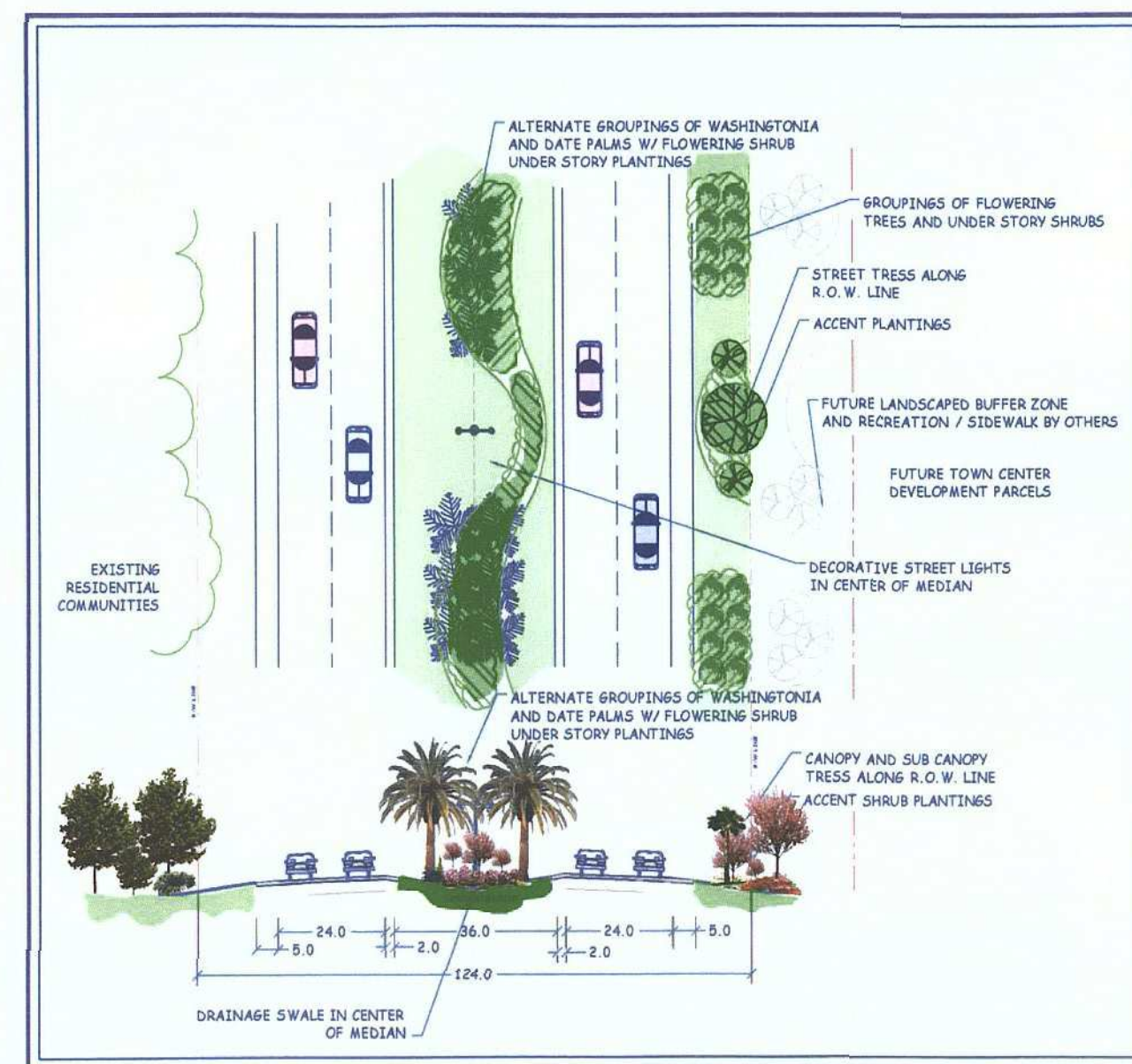


Belle Terre Pkwy / Old Kings Road Streetscape Enhancements



OLD KINGS ROAD
RECOMMENDED TYPICAL SECTION / PLAN VIEW

SCALE: 1" = 10' - 0"

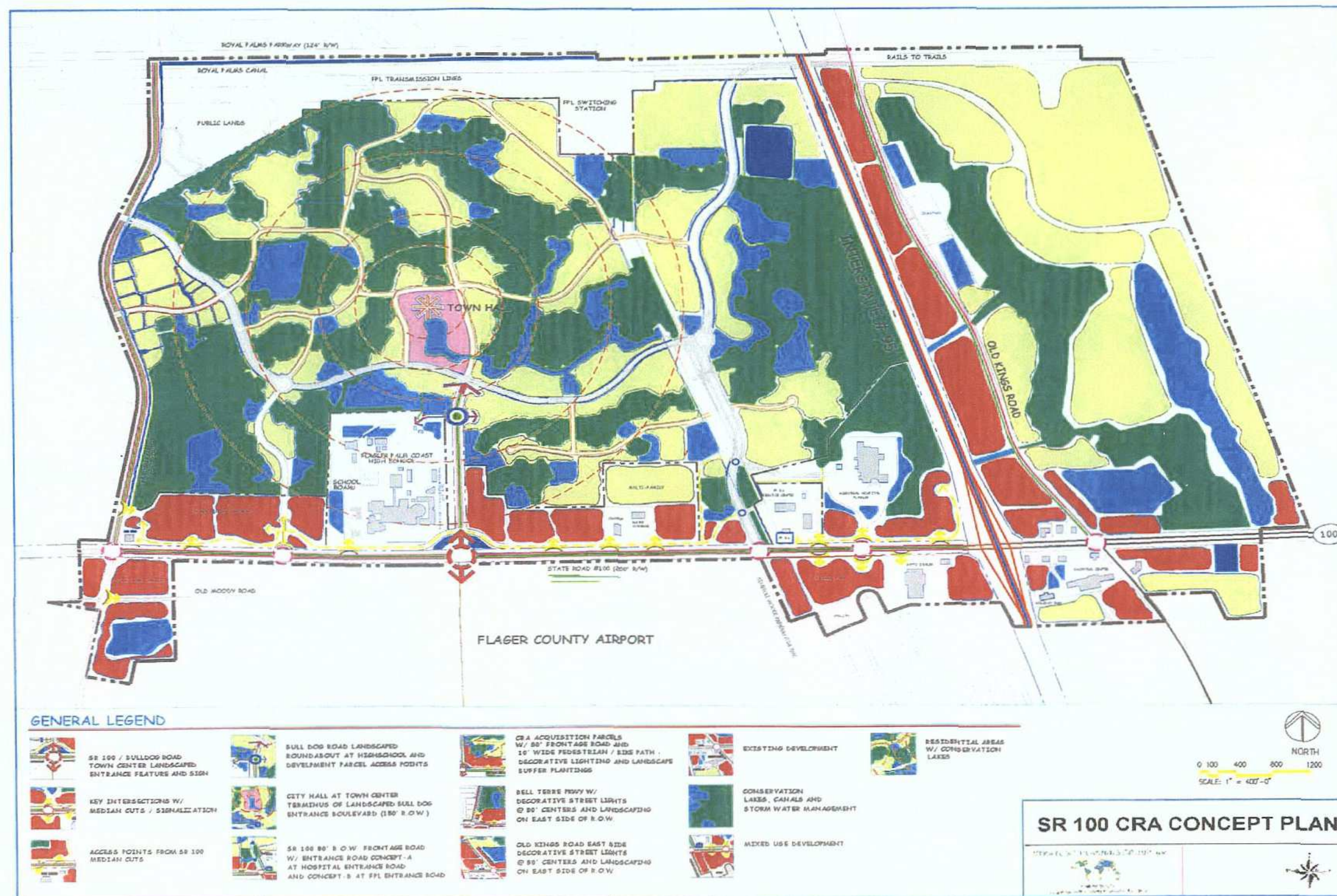


BELLE TERRE PARKWAY
RECOMMENDED TYPICAL SECTION / PLAN VIEW

SCALE: 1" = 10' - 0"



SR 100 CRA CONCEPT PLAN

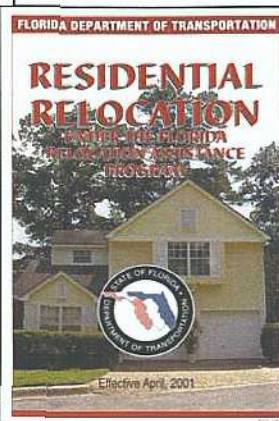
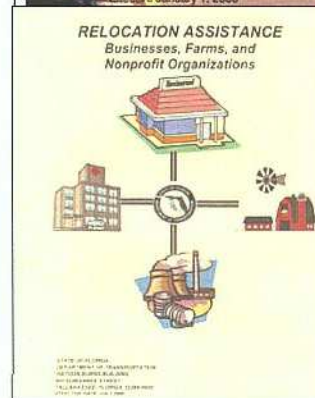
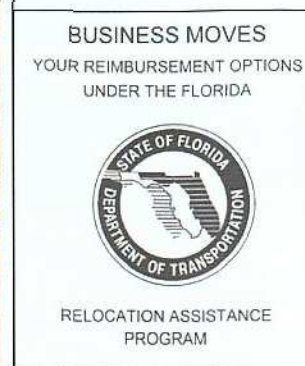
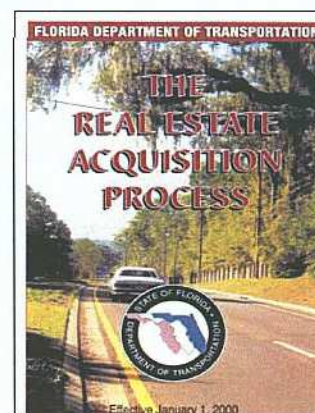


2. Cure Blight Conditions Along SR100

As identified in the Findings of Necessity, Midway Park Estates and Whispering Pines contain most of the City's and CRA's deteriorating and blighted structures. The residential dwellings are not currently served by City water or sewer, although services are available. Due to the myriad of problems in both subdivisions (described within the Findings Report), the Concept Plan calls for acquiring all parcels in both subdivisions and replatting the area for future development.



It is the stated goal of the Redevelopment Master Plan to ensure that any relocation caused by the implementation of the Plan is "equitable and just". The CRA is committed to using Florida Department of Transportation (FDOT) and Federal Highway Relocation Procedures to ensure that any resident or business that is forced to relocate as a result of implementing this Redevelopment Plan will be treated justly. Furthermore, the CRA will hire an independent Ombudsman to represent landowners and tenants throughout the relocation process.



3. Develop Bulldog Drive as "the entrance" to the new City Hall and Cultural Facilities

The Concept Plan envisions Bulldog Drive as a 4-lane median divided collector road linking City Facilities, located in the heart of Town Center, to SR100.

The existing Bulldog Drive right-of-way is approximately 25-feet wide, while the new Bulldog Drive is assumed to require a minimum of 110-foot right-of-way. Therefore acquisition of right-of-way will be required. The Concept Plan assumes that the needed right-of-way will be to the east of the present right-of-way (Midway Park Estates).

The new Bulldog Drive/SR100 intersection is envisioned to feature a "Gateway" at the intersection of SR100 that would include two water features east and west of the Drive. As discussed in the Service Road sub-section, the



Gateway will be designed to expand north between 300-500 feet to accommodate bus/vehicular stacking.

Flagler High School property which lies adjacent to Bulldog Drive's western boundary. The Concept Plan envisions extensive landscaping along the western right-of-way to "screen" the roadway from the High School. This landscaping would also continue around the northern and western boundaries of the High School/School Board Property.

4. Develop Streetscape/Lighting along Belle Terre Parkway and Old Kings Road.

Both Belle Terre Parkway and Old Kings Road fall within the CRA and are important

transportation links to Town Center. The Concept Plan envisions that both roads would have similar streetscape (median and right-of-way) and lighting features as are planned for SR 100.

5. Provide for Ongoing Funding for Operations and Maintenance of the CRA and its funded improvements.

Per an agreement between FDOT and the City of Palm Coast, the City/CRA will be responsible for maintaining the landscaping along SR100. In addition, landscaping along the service road, as well as Belle Terre Parkway, Seminole Parkway (south of SR100 to CRA southern boundary) and Old Kings Road will require ongoing streetscape maintenance.

In addition to staff and related costs to administer the CRA including professional fees, the Concept Plan envisions that the public right-of-way and City property within Town Center would require additional maintenance above that provided by Town Center/CDD. These could include additional garbage pickup to increased public safety.



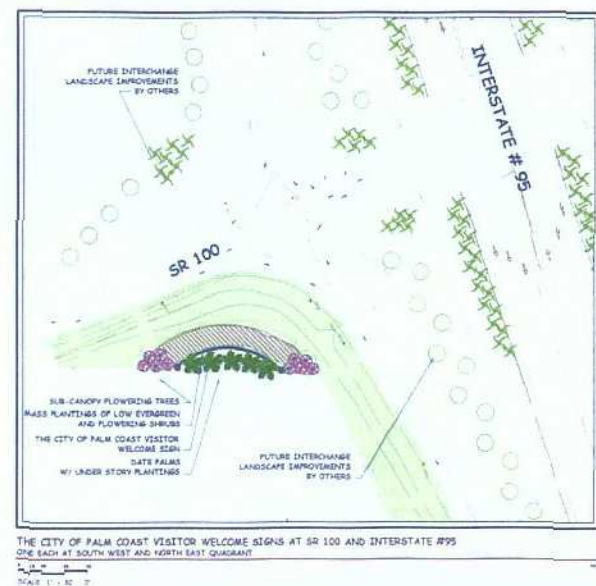
IMPLEMENTATION-STRATEGIES

SR100 As the City's Future Front Door

Objective 1. SR100's ambience should equal or exceed Palm Coast Parkway.

Action Strategy

- Provide SR100 streetscape treatments to the median/right-of-way.
- Develop new City "gateway" entrance features at I-95 interchange (See Diagram Below).



- Use the latest mast arms to provide enhanced signalization and signage.
- Use computerize signalization (ITS) to enhance traffic flow.
- Provide for underground power lines.

Objective 2. Develop a Service Road/Pedestrian and Bikeway along SR100's northern boundary.

Action Strategy

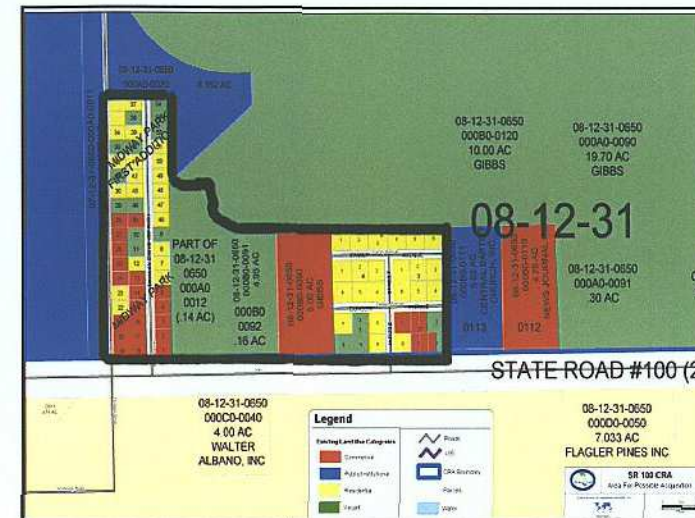
- Acquire needed right-of-way.
- Construct 2-lane roadway and minimum 10-foot concrete Pedestrian/Bikeway.
- Provide Streetscaping/Lighting for Service Road.

Cure Blight Conditions within CRA

Objective 1. Relocation/Mediation Program.

Action Strategy

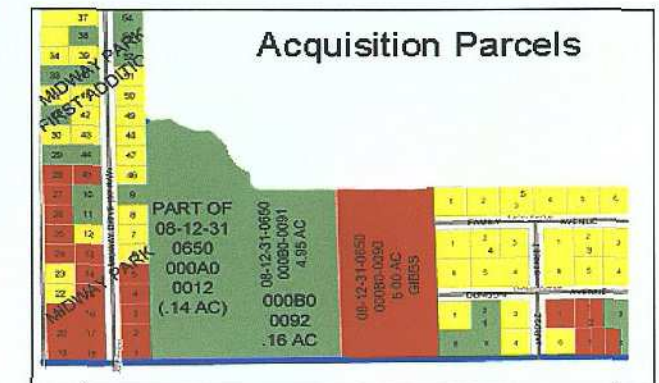
- Hire Relocation Ombudsman.
- Prepare Relocation/Mediation Study.
- Prepare Appraisal Study.



Objective 2. Acquire Needed Parcels.

Action Strategy

- Acquire Whispering Pines Parcels.
- Acquire Midway Park Estates Parcels.
- Acquire Chevrolet Dealership Parcel.
- Acquire Palm Coast Holding (PCH) Parcels.
- Acquire lot adjacent to Dealership and PCH.



Objective 3. Demolish Existing Structures.

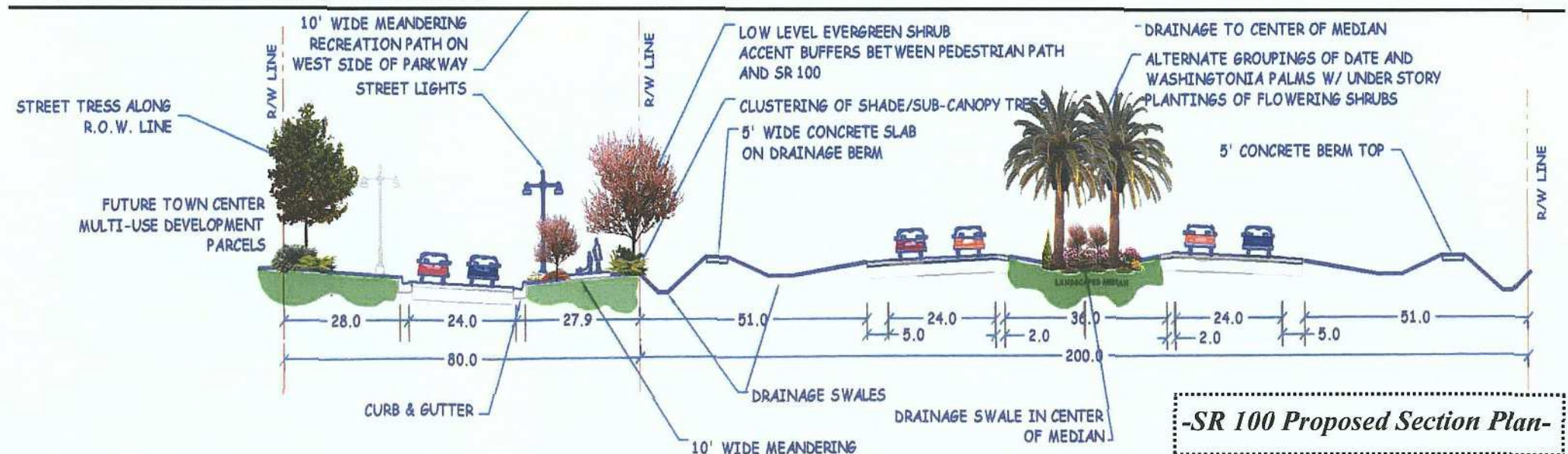
Action Strategy

- Demolish Existing Structures.

Objective 4. Replat Acquired Parcels.

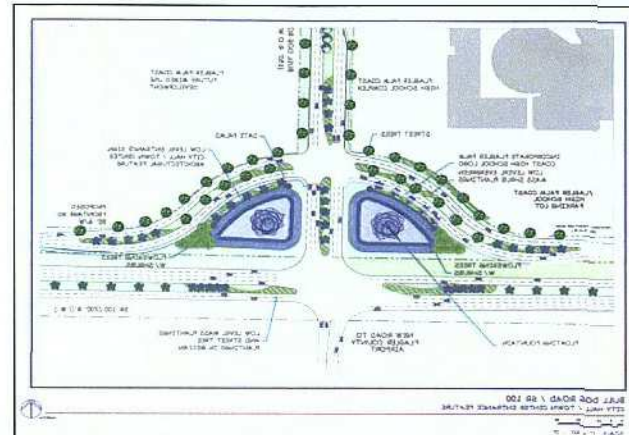
Action Strategy

- Replat Parcels.
- Prepare RFP for Development Proposals.
- Redevelop Assembled Parcels.



-SR 100 Proposed Section Plan-

Redevelop Bulldog Drive



Objective 1 Construct New Road (See Diagram Above).

Action Strategy

- Land Acquisition covered under Cure Blight.
- Construct 4-lane median road.
- Landscape and Light Bulldog Drive.
- Construct Sidewalk/Bikeway.
- Construct "Round About" at north end of Bulldog Drive.

Objective 2. Create Gateway Statement at SR100.

Action Strategy

- Develop Gateway features at SR100.

Proposed Bulldog Drive



High School Buffer/Screen Landscaping

Objective 1 Screen High School.

Action Strategy

- Landscape and Screen western right-of-way.

Objective 2. Continue High School Landscaping.

Action Strategy

- Landscape SR100 to screen High School.
- Landscape north and western boundaries of High School.

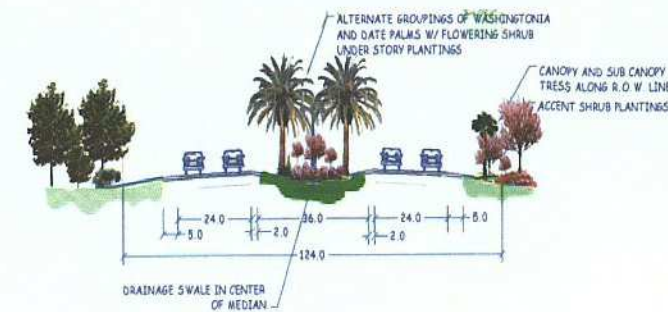
Belle Terre Parkway Streetscape

Objective 1. Improve Streetscape of Belle Terre Parkway.

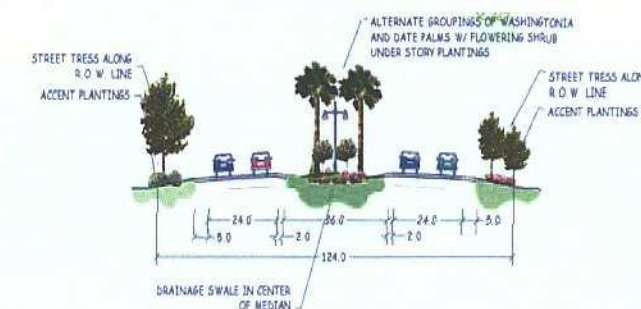
Action Strategy

- Landscape Belle Terre Parkway.
- Provide Lighting on Belle Terre Parkway.

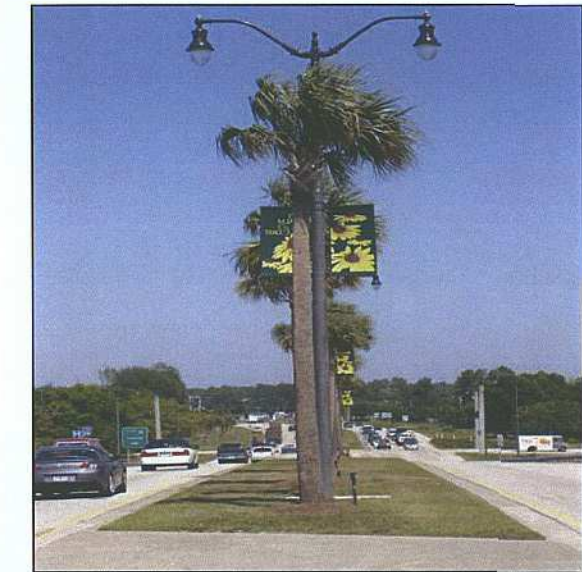
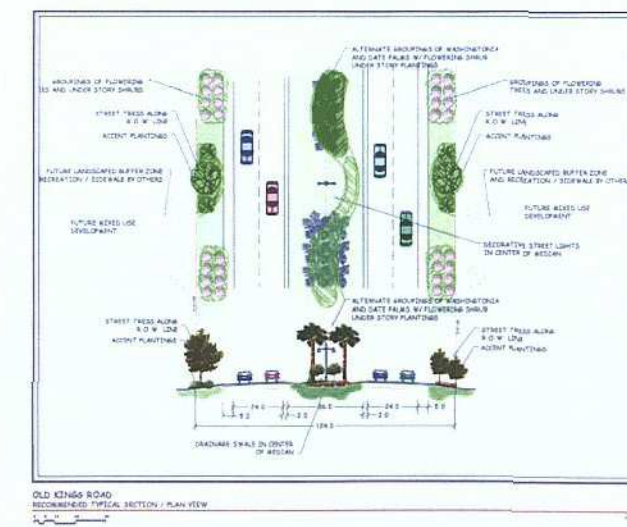
Proposed Belle Terre Parkway



Proposed Old Kings Road



Old Kings Road Streetscape



Objective 1. Improve Streetscape of Old Kings Road.

Action Strategy

- Landscape Old Kings Road.
- Provide Lighting on Old Kings Road.

Seminole Woods Parkway Streetscape (south of SR100)

Objective 1. Improve Streetscape of Seminole Woods Parkway.

Action Strategy

- Landscape Old Kings Road.
- Provide Lighting on Old Kings Road.

CAPITAL PROJECTS PROGRAMS

This section shows how the Concept Plan translates to capital improvements, public / private sector opportunities, and program administrative and regulatory requirements. The community should understand that the Redevelopment Agency, working closely with the City and other government entities, will be pursuing multiple elements of the Plan at all times.

The Community Redevelopment Plan contains projects consisting of public, private and joint public / private efforts that may take up to thirty (30) years to complete, although the Plan's goal is to complete the listed Objectives within a 20-year period. It is critical that the City incorporates a sound project implementation strategy to accomplish the most effective results in terms of addressing the community's needs while stimulating private sector investment. It is important that the redevelopment program is flexible enough to take advantage of unforeseen opportunities such as private sector development initiatives or newly created government programs and funding sources which may provide additional leverage for tax increment financing.

The following chart highlights the major Capital Improvement Program (CIP) elements of the Redevelopment Plan.



SR 100 CRA Capital Improvements Program

SPG has evaluated a number of associated capital improvement projects (CIP) or program elements for consideration by the CRA. These projects include the following:

•State Route 100 Beautification	\$6.8 million
•Underground Electric Lines	\$3.6 million
•SR 100 Service Road	\$7.8 million
•Bulldog Drive	\$4.5 million
•Midway Park Land Acquisition	\$1.9 million
•Whispering Pines Land Acquisition	\$2.1 million
•High School Buffer/Landscaping	\$0.6 million
•Old Kings Road Improvements	\$3.1 million
•Belle Terre Parkway Improvements	\$3.0 million
•Seminole Woods Pkwy Improvements	\$80,000
•Land Acquisition	\$4.5 million
•Contingency @ 10 %	\$3.8 million
Total	\$42 million (\$2008)

Strategic Planning Group, Inc.



The following tables show the detailed Capital Improvement Schedule for implementing the Redevelopment Master Plan.

The section that follows, "Revenue Projections" sets forth recommendations concerning proposed projects and funding sources.

SR 100 CRA CAPITAL IMPROVEMENTS					
MAJOR PROJECTS / ELEMENTS	Unit Measure	Unit Cost	Unit(s)	Current Dollars	2008
				Estimated Cost	Estimated Cost
State Route 100					1,170
Landscaping	Linear Mile	\$225,000	3	\$666,000	\$779,126
Lighting	Linear Foot	\$215	15,600	\$3,354,000	\$3,923,706
Sidewalks/Bikeway	Linear Foot	\$28	15,600	\$436,800	\$510,994
Buffer Landscaping-FP&L	Linear Foot	\$80	1,000	\$80,000	\$93,589
Integrated Traffic System	Intersection	\$50,000	5	\$250,000	\$292,465
Standardized Signal Mast Arms	Intersection	\$200,000	4	\$800,000	\$935,887
Gateway Identity Signage/Features-I 95	Features	\$125,000	2	\$250,000	\$292,465
Subtotal				\$5,836,800	\$6,828,230
Underground Electric Lines	Linear Mile	\$1,000,000	3	\$3,120,000	\$3,649,959
SR 100 Service Road					
Service Road	Linear Mile	\$900,000	3	\$2,736,000	\$3,200,733
ROW Acquisition	Square Feet	\$5	532,000	\$2,394,000	\$2,800,641
Service Road Landscaping	Linear Mile	\$360,000	2	\$547,529	\$640,531
Service Road Lighting	Linear Foot	\$126	8,000	\$1,008,000	\$1,179,217
Subtotal				\$6,685,529	\$7,821,123
Bulldog Drive					
Land Acquisition	Parcels/ SF	\$5	165,000	\$742,500	\$868,620
Appraisal Fees				\$75,000	\$87,739
Relocation Costs	HH / Business			\$437,500	\$511,813
Relocation Study	Study			\$50,000	\$58,493
Demolition Costs	Structures	\$7,500	12	\$90,000	\$105,287
Four- Lane Roadway	Linear Mile	\$900,000	2	\$1,575,000	\$1,842,527
Landscaping	Linear Mile	\$300,000	0	\$132,000	\$154,421
Lighting	Linear Foot	\$215	2,300	\$494,500	\$578,495
Sidewalks/Bikeway	Linear Foot	\$28	2,300	\$64,400	\$75,339
Gateway Identity Signage/Features	Feature	\$200,000	1	\$200,000	\$233,972
Subtotal				\$3,860,900	\$4,516,707
Remainder Midway Park					
Land Acquisition	property owners \$3.5-\$4.5			\$885,000	\$1,035,325
Appraisal Fees		\$75,000	1	\$75,000	\$87,739
Relocation Costs	HH / Business		36 / 15	\$450,000	\$526,436
Relocation Study	Study	\$50,000	1	\$50,000	\$58,493
Demolition Costs	Structures	\$7,500	22	\$165,000	\$193,027
Subtotal				\$1,625,000	\$1,901,020

SR 100 CRA CAPITAL IMPROVEMENTS					
MAJOR PROJECTS / ELEMENTS	Unit Measure	Unit Cost	Unit(s)	Current Dollars	2008
				Estimated Cost	Estimated Cost
Whispering Pines					
Land Acquisition	property owners		30	\$745,200	\$871,779
Appraisal Fees		\$75,000	1	\$75,000	\$87,739
Relocation Costs	HH / Business		36 / 15	\$700,000	\$818,901
Relocation Study	Study	\$50,000	1	\$50,000	\$58,493
Demolition Costs	Structures	\$10,000	28	\$280,000	\$327,560
Subtotal				\$1,850,200	\$2,164,472
High School Buffer Landscaping					
Buffer Landscaping- SR 100	Linear Foot	\$60	1,800	\$108,000	\$126,345
Buffer Landscaping- Bulldog Drive	Linear Foot	\$90	2,200	\$198,000	\$231,632
Buffer Landscaping- N & W Property Line	Linear Foot	\$60	3,900	\$234,000	\$273,747
Subtotal				\$540,000	\$631,724
Old Kings Road Improvements					
Landscaping	Linear Mile	\$300,000	2	\$549,000	\$642,252
Lighting	Linear Foot	\$215	9,600	\$2,064,000	\$2,414,588
Subtotal				\$2,613,000	\$3,056,840
Belle Terre Parkway					
Landscaping	Linear Mile	\$300,000	2	\$537,000	\$628,214
Lighting	Linear Foot	\$215	9,400	\$2,021,000	\$2,364,284
Subtotal				\$2,558,000	\$2,992,498
Seminole Woods Pkwy- South of SR 100					
Landscaping	Linear Mile	\$300,000	0	\$15,000	\$17,548
Lighting	Linear Foot	\$215	250	\$53,750	\$62,880
Subtotal				\$68,750	\$80,428
Other Elements/Items					
Land Acquisition-SR 100 Frontage					
Vacant Parcels	Parcel	\$5	215,622	\$970,299	\$1,135,113
Gibbs Dealership	Parcel	\$1,699,300	1	\$1,699,300	\$1,987,941
Palm Coast Holdings	Parcel	\$1,200,000	1	\$1,200,000	\$1,403,830
Subtotal				\$3,869,599	\$4,526,884
Contingency			0.10	\$32,627,778	\$38,169,885
				\$3,262,778	\$3,816,988
Grand Total				\$35,890,555	\$41,986,873

Source: Strategic Planning Group, Inc. May 2004.

REVENUE PROJECTIONS

Tax increment financing is the most popular method for cities throughout the country to redevelop urban areas through public improvements, which promote private sector activity. Although the legal requirements are complex, the basic concept is relatively simple.

In tax increment financing, property values in certain defined areas are capped or frozen at the assessed value for the particular base year. Thereafter, any tax revenues that result from increases in value in excess of the base are dedicated to the Redevelopment Area. The City and the county both continue to receive property tax revenues based on the frozen value. These base revenues are available for general government purposes.

The tax increment revenues can be used immediately, saved for particular projects, or can be bonded to maximize the funds available. Any funds received from a tax increment district, however, must be used for the redevelopment of the area and not for general government purposes.

In the early 1980's, many Florida cities established Community Redevelopment Agencies to facilitate the redevelopment of urban areas. As the tax increments have increased, many redevelopment areas now have sufficient revenues to support significant levels of bonds.

History of Tax Increment Financing

Tax increment financing was originally developed over 30 years ago as a method to meet the local match requirements of federal grant programs. With the reduction in federal funds available for local projects, however, tax increment financing is standing on its own as a method to finance local redevelopment. State law controls tax increment financing. Because of this control, tax increment financing takes on a number of different techniques and appearances throughout the country.

In Florida, tax increment financing is derived from the Community Redevelopment Act of 1969, which is codified as Part III, Chapter 163 of the Florida Statutes. This act provided for a combination of public and private redevelopment efforts, but did not authorize the use of tax increment financing. The Act was amended in 1977 to allow tax increment financing. Under the Statutes, municipalities must go through a number of steps to establish a redevelopment area and implement a tax increment district.

Upon approval of the governing body a Trust fund for each Community Redevelopment Area may be established. The revenues for the Trust Fund are obtained by allocating any increases in taxable assessed value to the Area. The assessed value of the district is "frozen" and any increases (the tax increment revenues) are available for improvements to the Area. The tax collector collects the entire property tax and subtracts the tax on the base value, which is available for general government purposes. Of the remaining tax increment revenues, 95% are deposited to the Trust Fund. The remaining 5% is kept by the local government as a collection fee.

The use of TIF funding is limited according to Florida Statutes as described below.

Type of Expenses Allowed

There are five major types of expenses allowed under Section 163.387(6) Florida Statutes (F.S.) for tax increment revenues.

1. Establishment and Operations - they can be used for the implementation and administrative expenses of the Community Redevelopment Agency.
2. Planning and Analysis - they can then be used to develop the necessary engineering, architectural, and financial plans.
3. Financing - the revenues may be used to issue and repay debt for proposed capital improvements contained in the Community Redevelopment Plan.
4. Acquisition - the revenues may be used to acquire real property.
5. Preparation - finally, the revenues may be used for site preparation, including the costs to relocate of existing residents.

According to Section 163.370 (2) F.S. however, the funds may not be used for the following purposes:

1. To construct or expand administration buildings for public bodies unless each taxing authority involved agrees;
2. Any publicly-owned capital improvements which are not an integral part of the redevelopment if the improvements are normally financed by user fees, and if the improvements would have otherwise been made without the Redevelopment Agency within three years; and
3. General government operating expenses unrelated to the Redevelopment Agency.

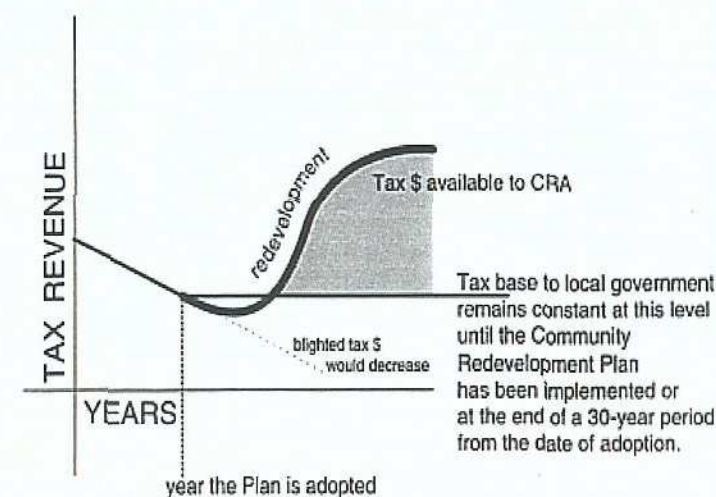
tax increment financing (TIF)

The non-exempt ad valorem tax base from the CRA is frozen the year the Community Redevelopment Plan is adopted (July 1 deadline each year).

Any increase in taxes goes to the CRA. Tax revenue increases because redevelopment increases the value of the property.

Without redevelopment, the tax revenue would continue to decrease as the area becomes more and more blighted.

When the Plan has been implemented, the tax base for local government will have been significantly increased.





SR 100 CRA TIF Calculations

Based upon the absorption of the land uses contained in the SR 100 CRA Concept Plan a TIF revenue program was prepared as shown below.

SR 100 CRA TIF Calculations				
	County TIF	City TIF	Total Ann. TIF	Cummulative TIF Income
	0.0051	0.0034	0.0085	
2005	\$7,770	\$5,180	\$12,949	\$12,949
2006	\$85,577	\$57,052	\$142,629	\$155,578
2007	\$577,129	\$384,753	\$961,882	\$1,117,460
2008	\$1,194,103	\$796,069	\$1,990,172	\$3,107,632
2009	\$1,723,184	\$1,148,789	\$2,871,974	\$5,979,606
2010	\$2,248,036	\$1,498,690	\$3,746,726	\$9,726,332
2011	\$2,825,453	\$1,883,635	\$4,709,088	\$14,435,420
2012	\$3,454,657	\$2,303,104	\$5,757,761	\$20,193,181
2013	\$4,150,152	\$2,766,768	\$6,916,919	\$27,110,100
2014	\$4,826,862	\$3,217,908	\$8,044,769	\$35,154,870
2015	\$5,391,370	\$3,594,247	\$8,985,617	\$44,140,487
2016	\$6,067,522	\$4,045,015	\$10,112,537	\$54,253,024
2017	\$6,693,404	\$4,462,270	\$11,155,674	\$65,408,698
2018	\$7,338,782	\$4,892,521	\$12,231,303	\$77,640,001
2019	\$8,001,664	\$5,334,442	\$13,336,106	\$90,976,107
2020	\$8,705,860	\$5,803,907	\$14,509,767	\$105,485,875
2021	\$9,427,194	\$6,284,796	\$15,711,990	\$121,197,865
2022	\$10,172,065	\$6,781,377	\$16,953,442	\$138,151,307
2023	\$10,837,559	\$7,225,039	\$18,062,598	\$156,213,906
2024	\$11,516,603	\$7,677,735	\$19,194,338	\$175,408,243
Total	\$105,244,946	\$70,163,297	\$175,408,243	

Source: Strategic Planning Group, Inc. June 2004.

Over the 20-year period (2024) the SR100 Redevelopment Area is projected to generate over \$181 million assuming a 4% annual inflation rate.

Due to the need to use natural features as the boundary of the CRA causing the majority of Town Center as well as the large land holdings east of I-95 to be included within the CRA, it was a stated goal that not all TIF revenues would be utilized to fund the CRA.

One funding option analyzed was to determine if the capital improvement schedule could be funded on a cash basis. This alternative was deemed not feasible as most capital improvements would need to be in place by 2009 for the opening of the new City Facilities in Town Center. While the CRA has a myriad range of funding and bonding options,

the consultants explored the probability of issuing a 15-year TIF Revenue Bond in 2008 with payments commencing in 2009 as shown in the following table.

The TIF Bond issue assumes a capital improvement requirement of \$42 million in 2008 dollars, bond fees and monies to cover the estimated 3 years in which TIF Funds would be below the required bond payment. For the purpose of analysis, it was assumed that a \$47 million revenue bond at 8% interest

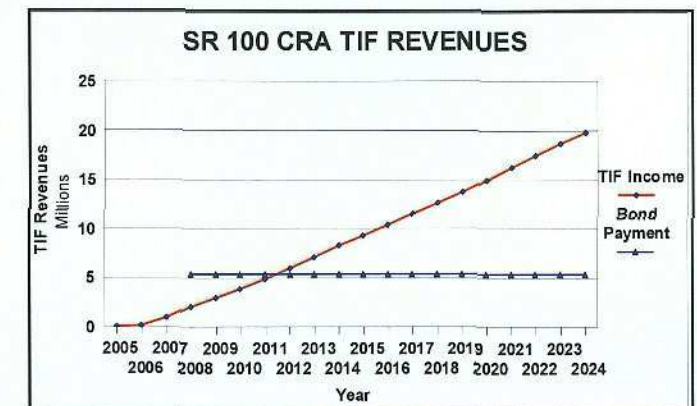
SR 100 CRA 15-YEAR BOND FUNDING DEVELOPMENT PROGRAM		
CRA Bond and Operation Costs		
CIP		\$42,000,000
Fees	1.025	\$43,050,000
Shortage		\$3,277,529
Total Bond		\$46,327,529
Bond Annual Payments		\$5,412,424
Operations and Maintenance		\$500,000
Total		\$5,912,424

would require annual payments of \$5.3 million. An additional \$500,000 a year was allocated annually to cover non-CIP costs (operation and maintenance costs associated with the CRA).

By securing a 15-year 8% bond to fund the required capital improvements, all major improvements could be fully funded by the year 2023. More importantly, however, it is estimated that by year 2013 TIF revenues could begin to be returned both the City and County to fund other non-CRA governmental operations.

During the 20-year time period (2005-2024) the SR 100 CRA could return approximately \$36 million of unused TIF dollars to the City of Palm Coast and \$57 million dollars to Flagler County.

Based on these assumptions the SR 100 CRA would require tax increment revenue of approximately \$5.8 million annually, to fund the bond issued and operation and maintenance cost.



SR 100 CRA 15-YEAR BOND FUNDING DEVELOPMENT PROGRAM

Year	TIF Digest	Bond and Operations	Total TIF Revenue	City Millage	%	City Contribution	County Millage	%	County Contribution	Total Share	Overage City	Overage County
				3.4			5.1					
2005	16,779,866		\$13,397									
2006	113,162,549	\$100,000	\$142,629	\$57,052	100%	\$57,052	\$85,577	100%	\$85,577	\$142,629	\$0	\$0
2007	234,137,883	\$100,000	\$961,882	\$384,753	100%	\$384,753	\$577,129	100%	\$577,129	\$961,882	\$0	\$0
2008	337,879,243	\$2,894,683	\$1,990,172	\$796,069	100%	\$796,069	\$1,194,103	100%	\$1,194,103	\$1,990,172	\$0	\$0
2009	440,791,316	\$5,912,424	\$2,871,974	\$1,148,789	100%	\$1,148,789	\$1,723,184	100%	\$1,723,184	\$2,871,974	\$0	\$0
2010	554,010,377	\$5,912,424	\$3,746,726	\$1,498,690	100%	\$1,498,690	\$2,248,036	100%	\$2,248,036	\$3,746,726	\$0	\$0
2011	677,383,661	\$5,912,424	\$4,709,088	\$1,883,635	100%	\$1,883,635	\$2,825,453	100%	\$2,825,453	\$4,709,088	\$0	\$0
2012	813,755,223	\$5,912,424	\$5,757,761	\$2,303,104	100%	\$2,303,104	\$3,454,657	100%	\$3,454,657	\$5,757,761	\$0	\$0
2013	946,443,467	\$5,912,424	\$6,916,919	\$2,766,768	90%	\$2,490,091	\$4,150,152	90%	\$3,735,136	\$6,225,227	\$276,677	\$415,015
2014	1,057,131,385	\$5,912,424	\$8,044,769	\$3,217,908	75%	\$2,413,431	\$4,826,862	75%	\$3,620,146	\$6,033,577	\$804,477	\$1,206,715
2015	1,189,710,277	\$5,912,424	\$8,985,617	\$3,594,247	67%	\$2,408,145	\$5,391,370	67%	\$3,612,218	\$6,020,363	\$1,186,101	\$1,779,152
2016	1,312,432,239	\$5,912,424	\$10,112,537	\$4,045,015	60%	\$2,427,009	\$6,067,522	60%	\$3,640,513	\$6,067,522	\$1,618,006	\$2,427,009
2017	1,438,976,842	\$5,912,424	\$11,155,674	\$4,462,270	55%	\$2,454,248	\$6,693,404	55%	\$3,681,372	\$6,135,621	\$2,008,021	\$3,012,032
2018	1,568,953,665	\$5,912,424	\$12,231,303	\$4,892,521	50%	\$2,446,261	\$7,338,782	50%	\$3,669,391	\$6,115,652	\$2,446,261	\$3,669,391
2019	1,707,031,454	\$5,912,424	\$13,336,106	\$5,334,442	45%	\$2,400,499	\$8,001,664	45%	\$3,600,749	\$6,001,248	\$2,933,943	\$4,400,915
2020	1,848,469,443	\$5,912,424	\$14,509,767	\$5,803,907	42%	\$2,437,641	\$8,705,860	42%	\$3,656,461	\$6,094,102	\$3,366,266	\$5,049,399
2021	1,994,522,629	\$5,912,424	\$15,711,990	\$6,284,796	40%	\$2,513,918	\$9,427,194	40%	\$3,770,878	\$6,284,796	\$3,770,878	\$5,656,316
2022	2,125,011,549	\$5,912,424	\$16,953,442	\$6,781,377	35%	\$2,373,482	\$10,172,065	35%	\$3,560,223	\$5,933,705	\$4,407,895	\$6,611,843
2023	2,258,157,393	\$5,912,424	\$18,062,598	\$7,225,039	33%	\$2,384,263	\$10,837,559	33%	\$3,576,394	\$5,960,657	\$4,840,776	\$7,261,164
2024	2,349,313,294	\$0	\$19,194,338	\$7,677,735	0%	\$0	\$11,516,603	0%	\$0	\$0	\$7,677,735	\$11,516,603
	\$22,967,273,891	\$91,781,045	\$175,395,294	\$70,158,118	50%	\$34,821,081	\$105,237,176	50%	\$52,231,622	\$87,052,703	\$35,337,037	\$53,005,555

Note: Assumes a 15 year bond

Source: Strategic Planning Group, Inc. June 2004.

ADDITIONAL FUNDING OPTIONS

The Home Investment Partnership (HOME)

Overview: This is an annual formula grant to local governments. It was enacted as part of the 1990 Redevelopment Agency and National Affordable Housing Act to provide states with their first opportunity to administer federally funded homeownership and rental housing programs. These funds may be used for new construction, rehabilitation, land acquisition, site improvements, and tenant-based rental assistance. The State's HOME program is administered by the Florida Housing Finance Corporation, with priority given to projects located in communities that have not received direct HOME funding.

The Safe Neighborhood Act – Chapter 163.502, F.S.

Overview: Neighborhood improvement districts created pursuant to the Act may request a planning grant for the State's Safe Neighborhood Trust Fund on a 100% matching basis. The District may also authorize the levying of an ad valorem tax of up to 2 mills annually on both real and personal property.

Community Development Corporation Support and Assistance Program

Agency: Florida Department of Community Affairs
Types of Projects: Administrative support for organizations involved in economic development and neighborhood revitalization
Dollar Amount: Approximately \$40,000 - \$50,000 Annually
Match: None
Deadline: Spring

Florida Recreation Development Assistance Program/

Agency: Florida Department of Environmental Protection
Types of Projects: Acquisition or development of land for public outdoor recreation projects
Dollar Amount: \$50,000 - \$150,000
Match: Zero match for \$50,000; 25% match up to

\$150,000; 50% over \$150,000

Deadline: Late August-Special Preparations Public Hearings
Bureau of Design and Recreation Services, Division of Recreation and Parks, Florida Department of Environmental Protection
3900 Commonwealth Blvd
Mail Station 585
Tallahassee, Florida 32399-3000
Phone: 850-488-7896 Suncom: 278-7896
Fax: 850-488-3665

TEA 21/TEA 3

Agency: Metropolitan Planning Organization/Florida Department of Transportation/Federal Highway Administration
Types of Projects: Highway beautification, historic preservations, scenic roadways, bike and pedestrian facilities, rehabilitation and operation of historic transportation studies, preservation of abandoned railway corridors, control and removal of outdoor advertising, archeological planning and research, mitigation of water pollution due to highway runoff.
Dollar Amount: Varies
Match: 10% non-federal funds
Deadline: TBA

Title V Community Organizing Programs

Agency: Office for Juvenile Justice Delinquency Program
Types of Projects: Neighborhood organizing and planning, community outreach
Dollar amount: \$50,000
Match: 50%
Strings/limitations: Support newly formed groups working toward juvenile crime prevention
Deadline: Spring
Leveraging: CDBG
Special Preparations: Neighborhood group organized

The Good Neighbor Program

Agency: Administration Public Buildings Service, U.S. General Services (GSA)
Overview: The General Services Administration (GSA) Public Building Service is the Federal Government's largest civilian landlord. GSA provides 40 percent of all federal office space in government-owned buildings and space leased from the private sector; more than 250 mil-

lion square feet, for more than a million federal agencies, and community groups to provide safe public environments in federal buildings and surrounding neighborhoods and attract people to downtowns; offer free or at-cost space restaurants, shops and activities (farmers' markets, festivals, concerts, and exhibits) in federal facilities and outdoor plazas; provide excess federal property for public use; and participate in local community revitalization and planning efforts.
Phone: 202-501-1100
Internet: www.goodneighbor.gsa.gov

SuperNOFA

Agency: U.S. Department of Housing and Urban Development (HUD)
Overview: HUD changed its grant application process in FY 1998 and will no longer issue a separate Notice of Funding Availability (NOFA) for each grant Program. Instead, the competitive grant programs are being announced in three SuperNOFAs – Housing and Community Development, Economic Development and Empowerment, and Targeted Housing and Homelessness Assistance. Each SuperNOFA provides grant applicants with a complete list of HUD competitive funds available in a given year to address a particular issue. The process also standardizes the application and selection processes. By implementing the SuperNOFA approach, HUD hopes applicants will be better able to design comprehensive, coordinated strategies that effectively address the complex problems facing their communities. In turn, HUD will move from an organization of separate program office with isolated programs to one HUD with one mission – empowering people to develop viable urban communities that provide a suitable living environment for all.
Phone: 800-HUD-8929, SuperNOFA Information Ctr.
Internet: www.hud.gov

Community Development Black Grant (CDBG) Program

Agency: U.S. Department of Housing and Urban Dev.
Overview: CDBG provides annual formula grant funds to entitled metropolitan cities (50,000 or more people) and urban counties (20,000 or more people) and to states for distribution to non-entitled communities to carry out a wide range of community development activities; public and improvements (streets, sidewalks, sewers, and water systems); public services for youths, seniors, or the disabled; crime reduction initiatives; homeless and housing services; and direct assistance and technical assistance to for-profit businesses (including micro enterprises).
Phone: 202-708-1871-Financial Management Division



Internet: www.hud.gov

Empowerment Zone/Enterprise Community (EZ/EC) – Sustainable Development Workshops

Overview: The U.S. Department of Energy conducts 1-day workshops on concepts and opportunities for sustainable development within EZ/ECs. The workshops are designed to explore the social history of sustainable development; the costs and effects of non-sustainable practices within communities; examples of successful sustainable development projects, and the strategies; resources, and tools available to local communities to integrate sustainable to development in their planning process.

Recreational and Parks Technical Assistance Services

Agency: Bureau of Design and Recreation Services, FDEP
Overview: Technical assistance available to all Florida municipal and county governments including professional consultation on recreation and park related issues and concerns. Office staff provides referrals and access to a vast array of informational resources regarding these topics.
Contact: Advisory Services Manager, Bureau of Design and Recreation Services, Division of Recreation and Parks, Florida Department of Environmental Protection..
3900 Commonwealth Boulevard, Mail Station 795
Tallahassee, FL 32399-3000
Phone: 850-488-3538 Suncom: 278-3538
Fax 850-488-3665

Florida Greenways and Trails Programs

Agency: Florida Department of Environmental Protection
Types of Projects: Acquisition of property for linear corridors, open space connectors and trails
Dollar Amount: \$12,000 - \$5,500,000
Match: None required
Deadline: June
Special preparations: willing seller

FDOT Highway Beautification Grants

Overview: Annual state highway beautification program. With a \$15,000 annual limit, projects may be phased over several years. Excellent source of funding for improvements on federal and state highways.

OTHER FUNDING SOURCES

Special Assessment Districts - The City of Palm Beach could also establish special assessment districts and Municipal Service Benefits (MSBU), for the purpose of funding various capital improvements within an area or for the construction of a particular project.

CDBG Commercial Revitalization Grants - Funding may be used for planning, design and construction of infrastructure that supports commercial revitalization or strategic planning initiatives for redevelopment and revitalization of commercial properties contained in targeted areas of low-to-moderate income.

State Housing Initiatives Partnership (SHIP) Program- This is a block grant provided to local eligible governments to allow them to implement locally designed housing programs. The SHIP program provides funds for use under the Homeownership Assistance Program, the Florida Affordable Housing Guarantee Program, the Affordable Housing Catalyst Program, and the State Apartment Incentive Loan (SAIL).

This program offers low-interest mortgage loans to for-profit and not-for-profit developers of new apartment projects that set aside a minimum of 20% of their units for households with incomes at or below 50% of applicable median income, or a minimum of 40% of their units for households with incomes at or below 60% of applicable median income. Loans are generally limited to not more than 25% of total project cost and have a maximum term of twenty-five (25) years. The Florida Housing Finance Agency (FHFA) and the Florida Department of Community Affairs administer the program. Loan recipients are selected through a competitive application process.

The Homeownership Assistance Program (HAP) - HAP assists low-income persons in purchasing a home by providing zero interest second mortgage loans in the amount of \$1700 to be used for down payment and closing costs associated with financing a mortgage loan under the Single Family Mortgage Revenue Bond Program. The borrower must be approved by a participating lender in order to receive a HAP loan, and have a total annual income less than 80% of the state or local median income, whichever is greater. As of 1992, the program was expanded to include construction loans to not-for-profit builders of for-sale housing, and permanent second mortgage loans to low-income buyers of those homes. The Florida Housing Finance Corporation (FHFC) and the Florida Department of Community Affairs administer the program.

The Home Investment Partnership (HOME) - This is an annual formula grant to local governments. It was enacted as part of the 1990 Redevelopment Agency and National Affordable Housing Act to provide states with their first opportunity to administer federally funded home ownership and rental housing programs. These funds may be used for new construction, rehabilitation, land acquisition, site improvements, and tenant based rental assistance. The State HOME program is administered by the Florida Housing Finance Corporation, with priority given to projects located in communities that have not received direct HOME funding.

The Low Income Rental Housing Tax Credit (LIHTC) - This program provides developers of low-income housing with a dollar-for-dollar reduction in federal tax liability in exchange for the production of low-income rental housing. The amount of tax credits a developer is eligible for is directly related to the number of qualified low-income units, which meet federal rent and income requirements within a development. Madison Green, a 200 unit affordable housing apartment complex is being constructed along State Road 100 within the CRA utilizing LIHTC Funding.

Industrial Revenue Bonds - Industrial revenue bonds may be used to finance industrial and some commercial projects. The primary emphasis on such projects is the creation of jobs and, as a consequence, speculative ventures are not normally financed by these means. The City typically issues such bonds, with repayment pledged against the revenues of the private enterprise being funded. IRB's are tax-exempt and consequently are typically three percentage points below prevailing interest rates.

Florida Communities Trust (FCT) Fund Grant - This grant program was established for environmental land acquisition. Ten percent of the grant proceeds are distributed from the Preservation 2000 program. This is an excellent funding source for land acquisition, if necessary, when developing the regional trail system.

St. Johns River Water Management District (SJRWMD) Funds- SJRWMD funding is available for assistance in storm water improvement projects, which would be beneficial for redevelopment projects that contain areas identified as having drainage deficiencies.

Direct Borrowing from Commercial Lenders - The Redevelopment Agency is also authorized to fund redevelopment projects and programs through direct borrowing of funds. Depending on the funding requirements of the particular project(s), the Redevelopment Agency may utilize both short-term and long-term borrowing. Although terms and conditions may have a direct bearing on use of a particular commercial lending institution, the Redevelopment Agency will generally attempt to secure the lowest available interest rate.

Private Contributions- Voluntary contributions by private companies, foundations and individuals are a potential source of income to the Redevelopment Agency. Although such contributions may account for only a small portion of redevelopment costs, they

do provide opportunities for community participation with positive promotional benefits.



STATUTORY REQUIREMENTS

Restrictions

The CRA shall not be authorized to pledge the full faith and credit of the City of Palm Coast, or to guarantee the indebtedness of any person performing any work or providing any labor or service in connection with any redevelopment project or to otherwise obtain funds from any source or in any redevelopment project or to otherwise obtain funds from any source or in any manner not specifically authorized in the Plan, the Act or the provisions of applicable law.

Relocation Assistance

The City will formulate a relocation assistance policy using FDOT and Federal Relocation Standards to provide equitable treatment for all property owners and tenants in the event of displacement resulting from property acquisition by the Redevelopment Agency. It is anticipated that property acquisitions within the redevelopment area will also occur through private enterprise. Private sector land acquisition and redevelopment projects are not subject to the same provisions. If a voluntary sale is made, relocation of occupants, whether tenants or owners, is the responsibility of the parties to that sale. In the case of tenants displaced as a consequence of a voluntary sale, the Redevelopment Agency, if requested, will assist by providing technical assistance and by referring the displaced parties to known local private and public housing providers to assure that replacement housing is available to them.

Element of Residential Use

There are rental and owner occupied single family residential uses of various types and character in existence in the Redevelopment Area at the time of this writing. It is a matter of policy that the efforts undertaken by the Agency, as described in this Redevelopment Plan, are intended to cure areas of blight and enhance a high quality of residential use, particularly with regard to developing

and maintaining sustainable neighborhoods. Should any residential units be relocated, the CRA will prepare a relocation study to find suitable affordable housing. It should be noted that Madison Green Apartments, a low income tax credit (LITC) development located within the CRA should be available for occupancy for any relocation. While the CRA itself is not anticipated to be a developer of housing, the Redevelopment Plan shows developers ultimately adding over 5,600 residential units to the City's housing inventory.

Plan Approval

In accordance with Section 163.360, F.S. the Community Redevelopment Agency shall submit any Redevelopment Plan it recommends for approval together with its written recommendations, to the governing body. The governing body shall hold a public hearing on the Redevelopment Plan after public notice thereof by publication in a newspaper having a general circulation in the area of operation of the county or municipality. The notice shall describe the time, date, place, and purpose of the hearing, identify generally the redevelopment area covered by the Plan, and outline the general scope of the Redevelopment Plan under consideration. Following such a hearing, the governing body may approve the Redevelopment Plan therefore if it finds that:

A feasible method exists for the location of families who will be displaced from the redevelopment area in decent, safe, and sanitary dwelling accommodations within their means and without undue hardship to such families:

The Redevelopment Plan conforms to the general or Comprehensive Plan of the county or municipality as a whole:

The Redevelopment Plan gives due consideration to the provision of adequate park and recreational areas and facilities that may be desirable for neighborhood improvement, with special consideration for the health, safety, and welfare of children residing in the general vicinity of the site covered by the Plan; and

The Redevelopment Plan will afford maximum opportunity consistent with the sound needs of the

county or municipality as a whole, for the rehabilitation or redevelopment of the redevelopment area by private enterprise.

Upon approval by the City Council, the Redevelopment Plan shall be considered in full force and effect for the respective redevelopment area. The City may then cause the Community Redevelopment Agency to carry out the implementation of the Plan.

Duration of Plan

The provisions of this Plan shall remain in effect, and serve as a guide for the future redevelopment activities in the entire designated SR 100 Community Redevelopment Area through 2034. Assuming the CRA follows the TIF Funding Concept described within this Redevelopment Plan, all redevelopment financed by increment revenues could be completed by 2024.

Amendment of Plan

The Redevelopment Plan may be modified, changed, or amended at any time by the City Council in accordance with the requirements of Section 163.361, F.S.

Safeguards And Retention Of Control

This Redevelopment Plan is the guiding document for future development, redevelopment and ancillary programs, projects, and activities in and for the Redevelopment Area. In order to assure that redevelopment will take place in conformance with the projects, objectives and action strategies expressed in this Plan, the Redevelopment Agency will utilize the regulatory devices, instruments and systems used by the City of Palm Coast to permit development and redevelopment within its jurisdiction. These regulatory devices, etc., include but are not limited to the Comprehensive Plan, the Land Development Code, adopted design guidelines, performance standards and City authorized development review, permitting and approval processes and any other adopted codes, standards and policies. In accordance with the requirements of Section 163.362 (2)(b), F.S. the City's regulatory controls determine the limitations on building height, structure size and use. The Redevelopment Plan sets forth proposed uses in the description of the Concept Plan and illustrates them on the accompanying maps. The Palm



Coast City Council retains the vested authority and responsibility for:

- The power to grant final approval to Redevelopment Plans and modifications.
- The power to authorize issuance of revenue bonds as set forth in Section 163.385, F. S.
- The power to approve the acquisition, demolition, removal or disposal of property as provided in Section 163.370 (3), F .S. and;
- The power to assume the responsibility to bear loss as provided in Section 163.370(3), F .S.

The Redevelopment Agency shall provide adequate safeguards or any other provisions necessary to carry out the goals and objectives of the Redevelopment Plan to ensure that all leases, deeds, contracts, agreements, and declarations of restrictions relative to any real property conveyed shall contain restrictions and/or covenants to run with the land and its uses.

Reporting Requirements

The Community Redevelopment Agency shall comply with the reporting requirements of Section 163.356 (3) (c), F.S. This includes filing a report of its activities for the preceding fiscal year with the Auditor General on or before March 31st of each year and with the City Council. The report shall include a complete financial statement setting forth its assets, liabilities, and income and operating expenses as of the end of such fiscal year. Additionally, the Agency shall comply with the auditing requirements, as set forth in Section 163.387(8),F.S. which mandates an independent financial audit of the Redevelopment Agency Trust Fund each fiscal year and a report of such audit.

Severability

Should any provision, section, subsection, sentence, clause, or phrase of this Plan be declared by the courts to be invalid or unconstitutional, such declaration shall not affect the validity of the remaining portion or portions of this Plan.



CRA TERMINOLOGY

The following terms shall have the meaning described unless the context otherwise requires

- A. Act: "The Community Redevelopment Act of 1969", as set forth in paragraph 163.330 et seq Florida Statute 189, as the same may be amended from time to time.
- B. Agency: The SR 100 Community Redevelopment Agency for the City of Palm Coast designated in accordance with the Act.
- C. City: The City of Palm Coast, Florida and all departments, bureaus and agencies thereof.
- D. City Council: The body politic, as the same shall be from time to time constituted, charged with the duty of governing the City of Palm Coast.
- E. Comprehensive Plan: The adopted Comprehensive Plan used to guide the future development of the City of Palm Coast as approved by the City of Palm Coast and as may be amended from time to time hereafter.
- F. County: The County of Flagler, Florida and all departments, bureaus and agencies thereof.
- G. Density residential: Residential density is the number of dwelling units in a structure divided by the area in acres of the parcel of land on which development approval is being sought.

- H. Floor Area Ratio Net (FAR): Floor area ratio is the ratio of the area of the principal uses or use as a structure, exclusive of stairwells, halls, corridors, lobbies, patios, balconies, elevators, equipment and mechanical rooms, and enclosed interior vehicular parking or loading areas, which are designed and constructed as an integral function of the structure or building for which development approval is being sought, to the area of the development parcel or building site.
- I. Improvements: Buildings, structures, and other improvements (including, without limitation, subsurface structures and foundations and public improvements) constructed, erected, or placed or to be constructed, erected, or placed on any real property in the redevelopment area.
- J. Open Spaces: Any parcel of land or water essentially unimproved and set aside, dedicated, designated or reserved for public or private use or enjoyment or for the use or enjoyment of owners and occupants of land adjoining or neighboring such open space.
- K. Owner: Any person owning real property within the Redevelopment Area.
- L. Person: Any individual, firm, partnership, corporation, company, association, joint stock association or body politic, including any trustee, receiver, assignee or other person acting in a similar representative capacity.
- M. Plan: This Community Redevelopment Plan as the same may be amended from time to time.

- N. Planning Commission: The Planning and Land Development Regulation Board of the City of Palm Coast.
- O. Redevelopment Area: The slum and blighted area, or combination thereof, which is to be redeveloped by the Agency in accordance with the Plan, comprising that area of the City particularly described in the "Inventory" Section of this report herein, and set forth and adopted by the City of Palm Coast Resolution 2004-23, April 20, 2004.
- P. Project: The undertakings and activities of the Agency or any person in the Redevelopment Area for the elimination and prevention of the development or spread of slum and blight as encompassed by this Plan.
- Q. Public Improvements: All public utilities, structures and other public improvements including, without limitation, overpasses or underpasses, bridges, streets, gutters, sidewalks, street lights, sewers, storm drains, traffic signals, water distribution systems, electrical distribution systems, telephone systems, curbs, buildings, parks, playgrounds, plazas, recreation areas, off street parking areas, elevated parking decks or garages, landscape areas, waterways and related facilities.
- R. Real Property: Land, including land underwater and waterfront property, buildings, structures, fixtures, and improvements on the land; and property appurtenant to or used in connection with the land; every estate, interest, privilege, easement, franchise, and right in land, including, but not limited to, rights-of-way, terms for years, and liens, charges, or encumbrances by way of judgment, mortgage and other-

wise the indebtedness secured by such liens.

S. State: The State of Florida.

T. Zoning: Ordinances: The Zoning Ordinances of the City of Palm Coast as the same presently exist and may be amended from time to time hereafter.

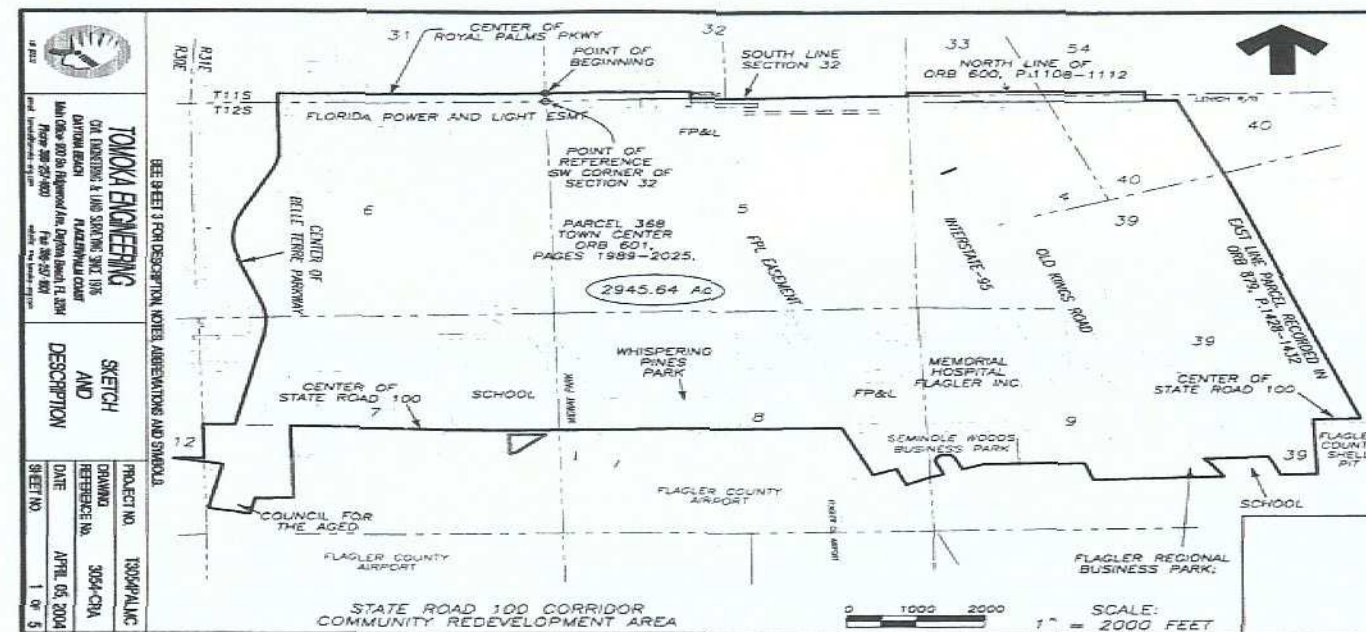
LEGAL DESCRIPTION

A parcel of land lying in government sections 31, 32, 33 and 34, township 11 south, range 31 east, section 12, township 12 south, range 30 east, sections 4, 5, 6, 7, 8, 9, 39 and 40, township 12 south, range 31 east, flagler county, florida, being more particularly described as follows;

A point of reference being the southwest corner of government section 32, township 11 south, range 31 east, thence north 00°51'09" west along the west line of section 32 a distance of 198.24 feet to a point on the center of right of way of royal palms parkway (124'r/w), said point being the point of beginning of this description, thence departing said west line of section 32, run north 89°15'49" east along the center of right of way of royal palms parkway a distance of 2133.14 feet to a point on the east boundary line of subdivision map pine grove section-28, map book 9, pages 51 through 66, thence departing said center of royal palms parkway run south 00°40'55" east along said east boundary line a distance of 162.00 feet to the southeast corner of said pine grove section 28, thence departing pine grove section-28 run north 89°15'49" east a distance of 510.00 feet thence north 00°40'55" west a distance of 2.97 feet to the southwest corner of the southeast quarter of section 32, township 11 south, range 31 east, thence north 88°46'16" east along the south line of the southeast quarter of section 32, a distance of 2647.76 feet to the southeast corner of section 32, thence north 00°51'13" west along the east line of section 32 a distance of 75.00 feet, thence departing said east line of section 32 north 89°13'53" east a distance of 1996.07 feet, thence north 89°11'13" east a distance of 1500.00 feet, thence south 00°44'11" east a distance of 208.86 feet, thence north 89°15'49" east a distance of 457.80 feet to a point being the Northeast corner of land recorded in official records book 879, pages 1428 through 1432, of the public records of flagler county, florida, thence south 20°54'58" east along the east line of said land a distance of 2088.67 feet, thence south 18°25'23" east along the east line of said land a distance of 6023.86 feet to a point on the center of right of way of state road 100 (200'r/w) thence south 87°48'45" west along the center of state road 100 a distance of 698.41 feet, thence south 02°11'15" east along the west line of the flagler county shell pit parcel recorded in official records book 22, page 128, of the public records of flagler county, florida, a distance of 1300.00 feet to a point being the southwest corner of said flagler county shell pit parcel, thence departing said flagler county shell pit parcel run south 87°48'45" west a distance of 535.57 feet, thence north 22°22'09" west a distance of 466.48 feet to a point being the northeast corner of flagler county

school tract recorded in official records book 406, pages 64 and 65, of the public records of flagler county, florida, thence south 87°48'45" west along the north line of said school tract a distance of 940.07 feet to a point on the center of old kings road (100'r/w), thence south 34°19'24" east along said center of old kings road a distance of 254.84 feet to a point of curvature, thence 217.47 feet along the arc of a curve to the right (concave westerly), having a central angle of 04°20'57", a radius of 2864.93 feet, a chord bearing of south 32°08'56" east and a chord

26°54" west a distance of 43.58 feet, to a point on a curve, thence southwesterly 213.75 feet along the arc of a curve to the left, (concave southeasterly), having a central angle of 81°38'47", a radius of 150.00 feet, a chord bearing of south 19°16'18" west and a chord distance of 196.12 feet to a point of tangency, thence south 21°33'05" east a distance of 290.00 feet to the southwest corner of lot 1, block 1, of said plat ulysses trees thence south 68°26'55" west a distance of 212.77 feet, thence south 62°39'37" west a distance of 389.21 feet, thence north 21°33'05" west



distance of 217.41 feet to a point of tangency, thence south 29°58'27" east along said center of old kings road a distance of 38.07 feet, thence departing said center of old kings road south 86°47'28" west along the south line of plat flagler regional business park, map book 31, page 21, a distance of 1889.43 feet to a point on the center of interstate-95, thence north 18°19'56" west along said center of interstate-95 a distance of 416.63 feet, thence departing said center of interstate-95 south 87°48'35" west along the south line of seminole woods business park, map book 30, pages 73 through 75, a distance of 1477.19 feet, thence south 68°26'55" west a distance of 329.38 feet to the southeast corner of lot 5, block 2, plat ulysses trees section 57, map book 17, pages 12 through 28, thence north 21°33'05" west along east line of said block 2, a distance of 290.00 feet to a point of curvature, thence 213.75 feet along the arc of a curve to the left, (concave southwesterly), having a central angle of 81°38'48", a radius of 150.00 feet, a chord bearing of north 62°22'29" west and a chord distance of 196.12 feet to a point, thence south 68°

along the westerly boundary line of the flagler beach water plant a distance of 399.99 feet, thence south 68°26'55" west a distance of 362.00 feet to a point on the center of right of way of seminole woods parkway (124'r/w), thence north 21°33'05" west along said center of right of way a distance of 1206.57 feet to a point on the center of right of way of state road 100 (200'r/w), thence departing seminole woods parkway run south 89°09'05" west along said center of state road 100 a distance of 4702.65 feet to a point of curvature, thence 1110.06 feet along the arc of a curve to the right, (concave northerly), having a central angle of 02°46'31", a radius of 22918.32 feet, a chord bearing of north 89°27'40" west and a chord distance of 1109.95 feet to a point of tangency, thence north 88°04'24" west along said center of state road 100 a distance of 2241.30 feet, thence departing said center of state road 100 run south 01°13'44" east a distance of 1729.90 feet, thence south 88°46'16" west a distance of 555.09 feet to the northeast corner of the flagler county council for the aged tract recorded in official records book 203, pages

519 through 525, of the public records of flagler county, florida, thence south 11°13'22" west along the east line of said tract a distance of 372.00 feet, thence north 78°46'38" west along the south line of said council for the aged tract a distance of 625.48 feet to a point on the center of belle terre boulevard (80'r/w), thence north 11°13'22" east along said center of belle terre boulevard a distance of 1077.99 feet, thence departing said center of belle terre boulevard run north 78°46'38" west a distance of 733.63 feet, thence north 89°16'07" east a distance of 447.09 feet, thence north 01°16'45" west along the east line of section 12, township 12 south, range 30 east, a distance of 660.11 feet to the northeast corner of the southeast quarter of said section 12, thence north 01°08'37" west a distance of 99.61 feet to a point on the center of state road 100, said point being on a curve, thence easterly along said center of state road 100 a distance of 478.24 feet along the arc of a curve to the right (concave southerly), having a central angle of 01°11'34", a radius of 22970.14 feet, a chord bearing of south 89°21'12" east and a chord distance of 478.23 feet to a point of intersection of the center of state road 100 (200'r/w) with the center of belle terre parkway (124'r/w), thence north 11°13'22" east along the center of belle terre parkway a distance of 2236.01 feet to a point of curvature, thence 793.00 feet along the arc of a curve to the left, (concave westerly), having a central angle of 29°32'31", a radius of 1538.00 feet, a chord bearing of north 03°32'53" west and a chord distance of 784.24 feet to a point of tangency, thence north 18°19'09" west along the center of belle terre parkway a distance of 1118.45 feet to a point of curvature, thence 1083.31 feet along the arc of a curve to the right, (concave easterly), having a central angle of 42°27'17", a radius of 1462.00 feet, a chord bearing of north 02°54'30" east and a chord distance of 1058.69 feet to a point of tangency, thence north 24°08'08" east along the center of belle terre parkway a distance of 1150.35 feet to a point of curvature, thence 461.01 feet along the arc of a curve to the left, (concave westerly), having a central angle of 24°52'19", a radius of 1062.00 feet, a chord bearing of north 11°41'59" east and a chord distance of 457.40 feet to a point of tangency, thence north 00°44'11" west along the center of belle terre parkway a distance of 1368.53 feet to a point on the center of right of way of royal palms parkway (124'r/w), thence departing the center of belle terre parkway run north 89°15'49" east along the center of royal palms parkway a distance of 3917.01 feet to the point of beginning.

Parcel containing 2945.64 acres more or less.

REGULAR TOY FRAMEWORK

Comprehensive Plan

The City of Palm Coast's Comprehensive Planning Document was approved by the State in 2004. It designates future land use, guides the timing of future growth based on infrastructure concurrency, and defines the community's future vision through Goals, Objectives and Policies (GOPs).

The following Goals, Objectives and Policies from the City of Palm Coast 2020 Comprehensive Plan demonstrate the consistency of the SR 100 Corridor Community Redevelopment Area and Plan with the City's Comprehensive Plan.

CHAPTER 1 - FUTURE LAND USE ELEMENT

Objective 1.1.6 - Redevelopment of Areas Needing Replanning and Revitalization

Within one (1) year of Plan adoption, identify uses deemed to be inconsistent with the community's character and desired land use patterns through the adoption of the zoning district regulations. Consider Community Redevelopment Area(s), as defined in Section 163.340, Florida Statutes, as one of the planning strategies to accomplish this objective.

Policy 1.1.6.1 - The City shall explore the feasibility of utilizing the Community Redevelopment Area designation for the State Road 100 corridor and other areas throughout the City where redevelopment planning may be an appropriate tool to promote public and private investment.

Objective 1.1.7 - Vacant Land Inventory and Analysis

Within five (5) years of Plan adoption, initiate a special study to 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 increasing population.

Policy 1.1.7.4 - Within two (2) years of Plan adoption, the City shall explore the feasibility and potential benefits of designating portions of the State Road 100 corridor as a Community Redevelopment Area, consistent with Chapter 163, Florida Statutes.

Objective 1.2.2 - 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.

- B. Belle Terre Parkway
- H. Old Kings Rd (Flagler County jurisdiction)
- J. State Road 100 (FDOT jurisdiction)

Policy 1.2.2.3 - The City shall determine methods for funding landscaping and lighting on arterial and collector street systems to include, but not be limited to, the following:

- A. Establishment of 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.

CHAPTER 2 - TRANSPORTATION ELEMENT

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.

Policy 2.1.4.5 - Based on the Transportation Plan, the City shall identify the arterial and collector roadways within its jurisdiction that have a high probability of failure in 5, 10, 15 and 20 years. Using this information, the City shall schedule the funding of corridor studies on roadways determined to fail within the next 20 years. These corridor studies shall focus on methods to improve projected LOS on the roadways through the use of Intelligent Transportation Systems (ITS), intersection improvements, travel incentives/disincentives, and construction options.

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.

Objective 2.2.1 - Vehicle Interconnectivity

Establish standards for requiring commercial and residential connectivity.

Policy 2.2.1.3 - The City shall promote the construction of roadway connections between resi-



dential and institutional and commercial development.

Objective 2.2.2 - Pedestrian And Bicycle Plan

Establish standards that encourage and/or require establishment of sidewalk connections 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 2.2.2.3 - 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.

Policy 2.2.2.4 - The City shall amend the LDC within one (1) year of Plan adoption to include a requirement 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 2.2.2.6 - The City shall identify funding opportunities for the construction of sidewalks along arterial, collector, and local streets.

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

Develop and encourage the use of a system of linear trails connecting the City to internal and adjacent lands and water and provide a system of trails that together with the City's sidewalk system provides access for recreation and serves as an alternative mode of transportation.

Policy 2.4.1.6 - The City shall explore sources of funding to fund construction of paved shoulders and bicycle lanes on the City street system.

CHAPTER 3 - HOUSING ELEMENT

Objective 3.3.3 – Rehabilitate Substandard Housing

Work to rehabilitate substandard housing units and demolish dilapidated housing units by the year 2020. Provide relocation housing as warranted.

Policy 3.3.3.1 – Within one (1) year of Plan adoption, the City shall designate a Community Redevelopment Area (CRA) to encompass areas of the State Road 100 corridor, which contain the majority of the City's substandard housing units.

Policy 3.3.3.2 – Redevelopment Plans, which are a requirement of the CRA establishment process, shall address housing rehabilitation, demolition, and or relocation housing based upon the following principles:

- A. In areas where there is strong community identification, redevelopment will occur in a manner to minimize disruption and 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 Housing and Urban Development (HUD) Notice CPE 88-33 guidelines and the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 for displacements if Federal funds are used.

- 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 3.3.3.3 – 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.

CHAPTER 5 - INFRASTRUCTURE ELEMENT

Policy 5.2.2.3 – The City shall designate urban densities or intensities on the Future Land Use Map only in areas that have sufficient existing or planned capacity for sanitary sewer facilities and where connection is available as set forth in State law and City regulations. The City shall minimize the use of septic tanks in accordance with the provisions of Objective 5.2.3 and policies implementing that objective. For the purposes of this Plan, any residential density exceeding one (1) dwelling unit per acre shall be deemed to be an urban density.

Objective 5.2.3 - Septic Tank Minimization

Limit the use of septic tanks in order to discourage urban sprawl and prevent adverse impacts to groundwater, surface water, and the quality of life.

Policy 5.2.3.2 - The City shall take all appropriate actions to eliminate existing septic tank systems on lots that are less than one (1) acre in size and/or pose an environmental hazard or public health threat.

Policy 5.2.3.5 - The City shall require connections to central wastewater systems within one

(1) year from the date of notice that these services are available and when septic tank systems experience documented operational problems.

CHAPTER 7 - INTERGOVERNMENTAL COORDINATION

GOAL 7.1: COORDINATION OF PLANNING

To achieve effective and efficient planning of public resources and funds to implement the provision of public facilities and services collaboratively with other public agencies.

Objective 7.1.2 – Coordinate Planning With School District

Ensure coordination of planning of infrastructure and development with the Flagler County School District (School Board) and local governments by implementing the adopted Interlocal Agreement with the School Board on a continuing basis.

Policy 7.1.2.1 – The City shall comply with and implement the terms of the Interlocal Agreement for Public School Facility Planning between the School Board of Flagler County, the Flagler County Board of County Commissioners, the City Council of City of Palm Coast, City Commission of the City of Bunnell, and the City Commission of the City of Flagler Beach, adopted by the City on November 18, 2003. The City shall coordinate its planning efforts with the planning efforts of the School Board:

- C. To improve student access and safety by coordinating the construction of new and expanded schools with the road and sidewalk construction programs of local governments;

GOAL 7.4: TRANSPORTATION MOBILITY

Maintain and enhance the mobility of roads and all other modes of transportation and traffic circulation.

Objective 7.4.1 – Coordinated Transportation Planning

Enter into intergovernmental agreements and coordinate planning activities, at a minimum, with FDOT, Flagler County, Volusia MPO, and the Flagler County Legislative Delegation to improve traffic circulation and provide other modes of transportation in addition to automobile travel.

Policy 7.6.1.5 – The City shall coordinate and plan with the School Board to site new school facilities to connect with public infrastructure, facilities, services and greenways within the City.

CHAPTER 8 - CAPITAL IMPROVEMENTS ELEMENT

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.

Policy 8.1.1.6 - Capital projects shall be evaluated for possible addition to the Capital Improvement Program schedule of projects relative to identified appropriate and legally available revenue sources using as a guide the degree of compliance with the following criteria for programming public capital 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;