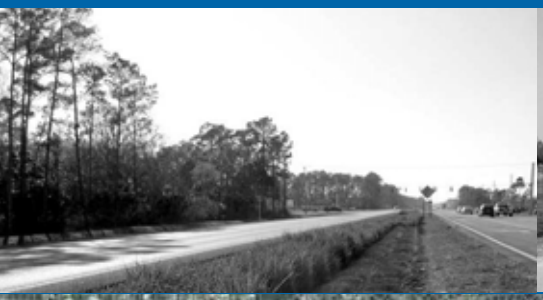
State Road 100 Corridor Community Redevelopment Area Plan

2008 Update

August 5, 2008



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1.0 Introduction

Palm Coast is located in eastern Flagler County, and along the Intracoastal Waterway, in Northeast Florida (Map 1). Palm Coast was originally established in the late 1960's by ITT Community Development Corporation and was intended as a planned retirement community with 48,000 platted lots for single-family residential development. Approximately 42,000 acres of the 68,000 acres were owned by ITT. The project included a complete infrastructure system of water, sewer, wastewater treatment, streets, and storm water drainage that served the core area of the community.

On December 31, 1999, Palm Coast was incorporated with a Council/Manager form of government. Palm Coast is the largest municipality in Flagler County, and accounts for over 75% percent of the county's total population.

On April 20, 2004, the City of Palm Coast City Council adopted Resolution No. 2004-22 providing for the Finding of Necessity related to the existence of blight and providing for the establishment of a Community Redevelopment Area. In addition, the City adopted Resolution 2004-23 creating the State Road 100 Corridor Community Redevelopment Agency (Agency) and designating the City Council the governing body of the Community Redevelopment Area.

On June 15, 2004, the Agency adopted Resolution No. 2004-31 to approve and adopt the Community Redevelopment Area plan (Master Redevelopment Plan State Road 100 CRA, June 2004, Prepared by Strategic Planning Group, Inc.). In addition, the City of Palm Coast established a trust fund for Tax Increment revenues generated within the area. Implementation strategies, a Capital Improvement Program, and tax increment revenue projections (pages 16-20) were included in the 2004 Master Redevelopment Plan. Projects included roadway reconstruction and streetscape/landscape, land acquisition, and the undergrounding of electrical lines.

Since the Community Redevelopment Area plan was adopted in 2004, numerous Capital Improvement Program (CIP) projects were completed, new private development occurred, and one CIP project was determined not to be feasible. In early 2008, the City of Palm Coast hired a consultant team to prepare an update to the State Road 100 Corridor Community Redevelopment Area Plan to document completed projects and update information including Tax Increment Financing (TIF) Projections and the Capital Improvement Program (CIP).

Map 2 depicts the Area boundary (legal description is included Appendix A). The boundary encompasses a total of approximately 2,946 acres and is generally located east of Belle Terre Parkway, north of the State Road 100 centerline, south of Royal Palm Parkway, and approximately .75 miles east of I-95. In the vicinity of Belle Terre Parkway and I-95, portions of the Area are located south of State Road 100. Interstate 95 (I-95) bisects the Area in a north-south direction and an interchange is located at State Road 100. Two Developments of Regional Impact (DRI) and Flagler Palm Coast High School are located within the Area. In addition, the Flagler Airport is located south of and adjacent to the Area.

STATE ROAD 100 CORRIDOR COMMUNITY REDEVELOPMENT AREA

MAP 1: GENERAL LOCATION

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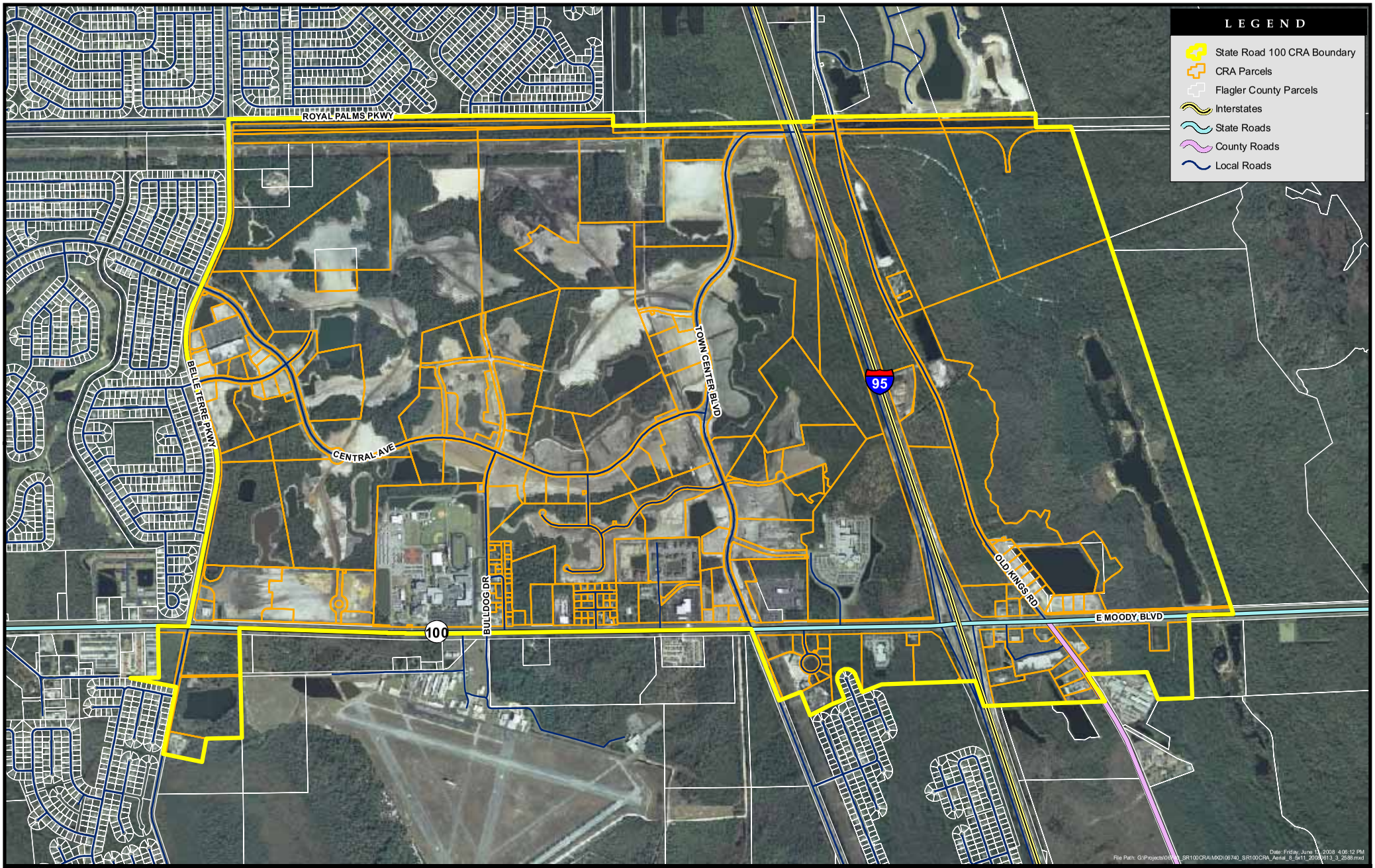

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MAP 2: AERIAL

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2.0 Statutory Requirements

Community Redevelopment Area requirements are addressed in the Community Redevelopment Act, Sub-sections 163.335 to 163.362, Florida Statutes. Creating a Community Redevelopment Area involves the preparation of a work program and schedule, a legal description of the area to be designated, a formal Finding of Necessity based upon survey and analysis, and the development of a Community Redevelopment Area Plan (CRA Plan). The CRA Plan is based on the Finding of Necessity and proposes the methods by which those conditions will be alleviated. The CRA Plan must also be determined consistent with the City's adopted Comprehensive Plan by the Local Planning Agency. The Plan must also be either consistent with the existing zoning and land use intensities and densities in the area or recommend changes deemed appropriate to encourage the appropriate development. The Plan proposes a general work program and time frame within which public and private resources may be used to accomplish rehabilitation and redevelopment, and provide appropriate public resources. Land acquisition, disposal and redevelopment may also recommend, if appropriate.

3.0 Regulatory Status

This section examines the regulatory environment that currently affects the land use patterns within the State Road 100 Corridor Community Redevelopment Area, including the City of Palm Coast Comprehensive Plan Future Land Use designations and zoning districts that regulate type, size, and placement of structures within the Area.

3.1 Community Redevelopment Agency

On April 20, 2004, the City of Palm Coast City Council adopted Resolution No. 2004-22 providing for the Finding of Necessity related to the existence of blight and providing for the establishment of a Community Redevelopment Area. In addition, the City adopted Resolution 2004-23 creating the State Road 100 Corridor Community Redevelopment Agency and designating the City Council the governing body of the Agency.

On June 15, 2004, the Agency adopted Resolution No. 2004-31 to approve and adopt the Community Redevelopment Area Plan (Master Redevelopment Plan State Road 100 Corridor CRA, June 2004, Prepared by Strategic Planning Group, Inc.). In addition, the City of Palm Coast established a trust fund for tax increment revenues generated within the area. Implementation strategies, a Capital Improvement Program, and tax increment revenue projections were included in the 2004 Community Redevelopment Area Plan (pages 16-20). Projects included roadway reconstruction and streetscape/landscape, land acquisition, and the undergrounding of electrical lines.

3.2 Comprehensive Plan

Palm Coast's Comprehensive Plan was reviewed for consistency with the goals of the Community Redevelopment Area. Goals, objectives, and policies in the adopted Comprehensive Plan that relate to the State Road 100 Corridor Community Redevelopment Area are listed in Appendix B and are generally discussed in the paragraphs below. Pursuant to Section 163.3191, F.S., local governments are required to adopt an Evaluation and Appraisal Report (EAR) every seven years assessing the progress in implementing Comprehensive Plan. The City of Palm Coast's Evaluation and Appraisal Report is due on November 1, 2011.

3.2.1 Future Land Use Element

As depicted on the adopted Future Land Use Map (Map 3), the predominant future land use categories within the Community Redevelopment Area are Mixed Use, DRI, and Conservation. West of I-95, the predominant categories include Institutional, DRI, and Mixed Use. East of I-95, the predominant categories include Mixed Use and Conservation. Table 1 lists the allowable zoning districts within each future land use category within the Community Redevelopment Area:

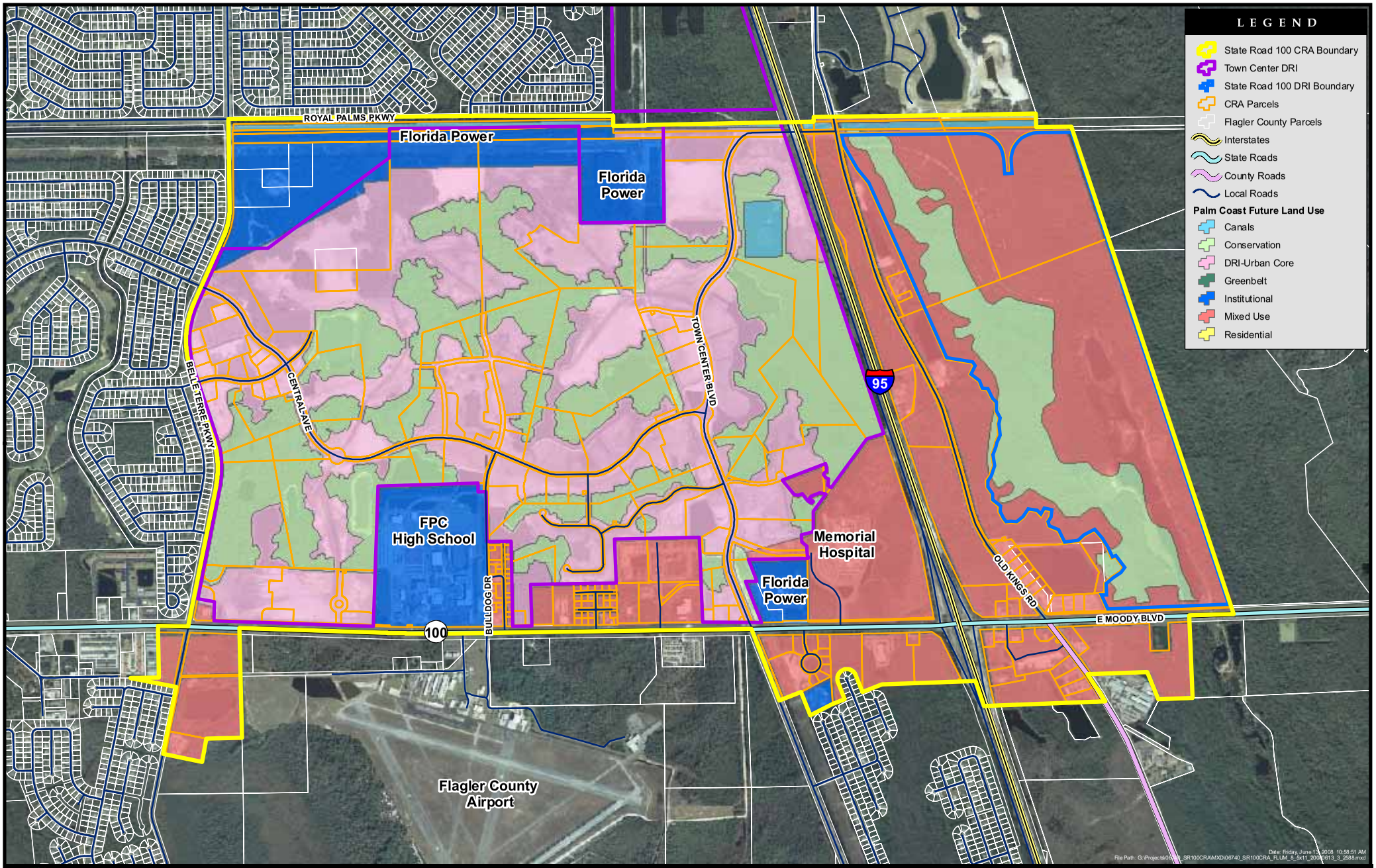
Table 1
Future Land Use Designations

Future Land Use Designation	Allowable Zoning Districts	Maximum Density/Intensity
Mixed Use	Residential, Institutional, Village Center including Neighborhood Scale, Neighborhood, General and High Intensity Commercial, Office, Light and Industrial Warehousing	Varies by Use
Residential	Single Family, Multi-family, Suburban Estate, Mobile Homes, Park Districts, Transportation, Communication, Utility, Educational, Public and Semi-Public	Density range: 1-12 units/acre Floor Area Ratio Range: .10 to .30.
Institutional	Park Districts, Transportation, Communication, Utility, Educational, Public and Semi-Public, Limited Office	Floor Area Ratio Range: .10 to .30
DRI	All, including Planned Unit Development	Established by Zoning
Conservation	Preservation	Minimal
Greenbelt	Suburban Estate, Rural Estate, Agriculture, Silviculture, Preservation, Communication, Utility, Public and Semi-Public, Park Districts	Range: 1 unit/10 acres to 1 unit /acre

The Future Land Use Element (FLUE) of the Palm Coast Comprehensive Plan includes Goals, Objectives, and Policies (GOPs). City policies pertaining to the Community Redevelopment Area pre-date the 2004 Community Redevelopment Area plan. Policy 1.1.6.1, for instance, recommends exploring the feasibility of creating the State Road 100 Corridor Community Redevelopment Area, identifying gateway corridors for enhanced landscaping and streetscaping, recognizing the Town Center DRI as a mixed use and urban town center, and requiring the preparation of a vacant land inventory and analysis. Updating the City's Comprehensive Plan to acknowledge the Finding of Necessity, Master Redevelopment Plan (2004), and the State Road 100 Corridor Community Redevelopment Area Plan Update is recommended.

3.2.2 Transportation Element

The Transportation Element includes Goals, Objectives and Policies pertaining to street network levels of service, increased interconnectivity, and a multi-use trails system.



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STATE ROAD 100 CORRIDOR COMMUNITY REDEVELOPMENT AREA

MAP 3: FUTURE LAND USE

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3.2.3 Housing Element

The Housing Element addresses several key issues including provisions for affordable housing, accommodating populations with special needs, maintaining housing stock, protecting existing residential areas, and the provision of diversified housing opportunities to meet the needs of the population.

Policy 3.3.3.1 recommends the creation of a State Road 100 Corridor CRA to address housing rehabilitation, demolition of dilapidated housing units, and the relocation of displaced residents.

Policy 3.3.3.2 of the City of Palm Coast's Comprehensive Plan Housing Element indicates that redevelopment plans, which are a requirement of the Community Redevelopment Area establishment process, shall address housing rehabilitation, demolition, and or relocation housing based upon several principles.

3.2.4 Intergovernmental Coordination Element

This element includes Goals, Objectives and Policies that relate to the achievement of collaborative planning of public resources and funds in order to implement public facilities provisions, and specifically with the Flagler County School District.

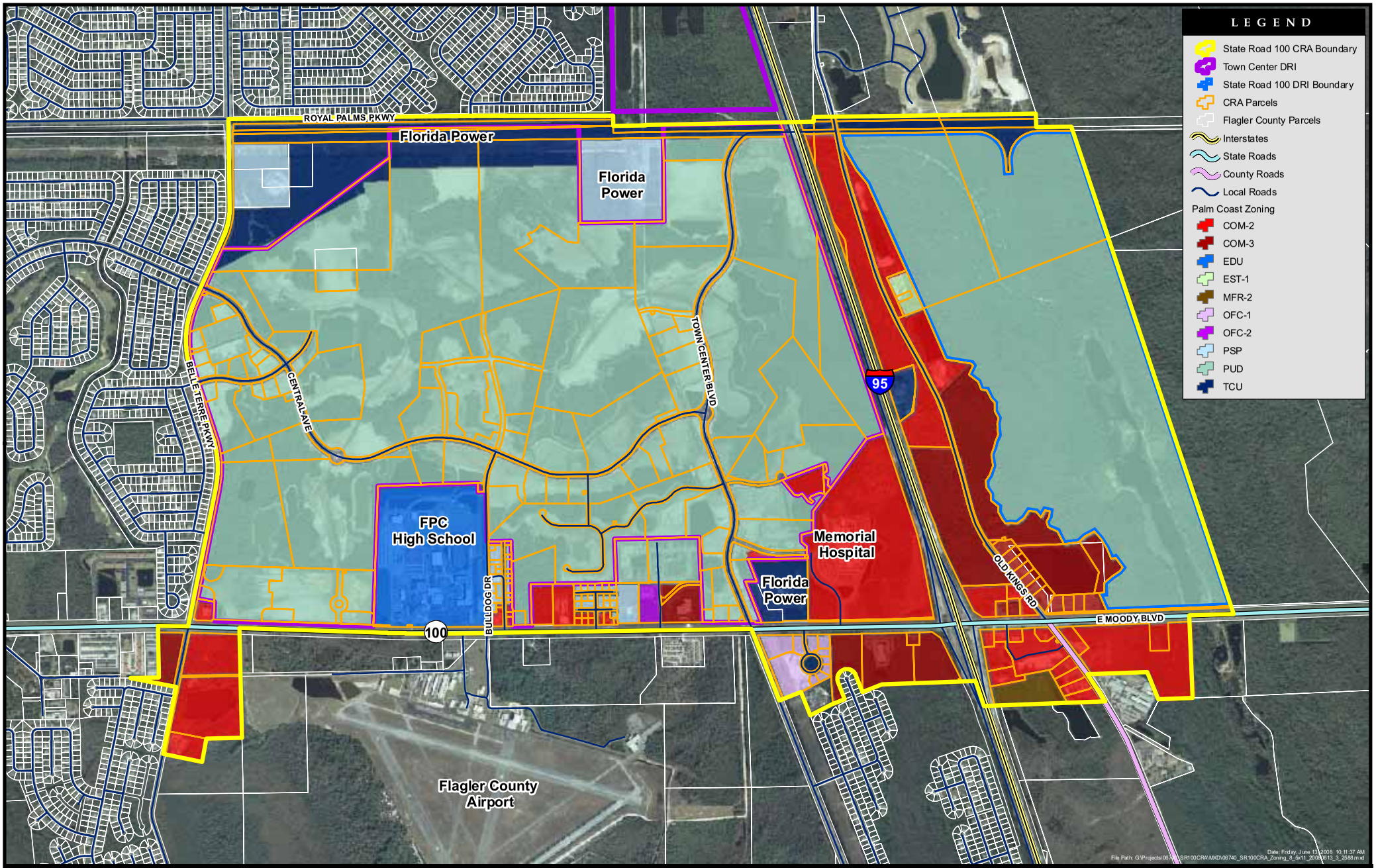
As the implementation of the Capital Improvement Program is achieved, TIF revenues could be returned to the County as early as 2023, based on a medium growth scenario.

3.3 Zoning

Map 4 depicts the zoning districts within the Community Redevelopment Area, including:

- Multiple-Family Residential (MFR-2)
- Office (OFC-1 and OFC-2)
- Educational (EDU)
- Estate (EST-1)
- Commercial (COM-2 and COM-3)
- Planned Unit Development (PUD)
- Public/Semi-Public (PSP)
- Transportation, Communication, Utility (TCU)

Section 6.2 describes two Developments of Regional Impact that were approved within the Community Redevelopment Area since 2004. New development and/or substantial renovations within the Town Center Development of Regional Impact must comply with the adopted "Town Center at Palm Coast Architectural Review Criteria and Guidelines" document (See Section 6.2.1 for more information regarding the Town Center DRI). Guidelines are based on Traditional Neighborhood Design goals including compact, mixed use development, connected streets and a pedestrian emphasis. Design elements including landscaping, street furnishings, architectural design, and building orientation area addressed in the guidelines. An Architectural Review Committee reviews new development for compliance with the guidelines.



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MAP 4: ZONING

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Land located east of Bulldog Drive and North of State Road 100, including portions of the Whispering Pines and Midway Parks Estates Subdivisions, are subject to the Bulldog Drive Overlay Zoning District (Ordinance 2005-35). Regulations address architectural features, conformance with the Community Redevelopment Area plan, and right of way expansions on Bulldog and State Road 100.

Map 5 depicts the type of development that is anticipated throughout the area in future years, based on existing, approved, and proposed development and discussions with the City of Palm Coast. This map is not regulatory, but provides an overview of the anticipated land uses in the Community Redevelopment Area.

4.0 Need for Redevelopment

The City of Palm Coast is taking steps to encourage investment and economic development that will improve the quality of life for its residents, both current and future. Redevelopment is necessary to create the community envisioned by the City's citizens, merchants, and visitors.

4.1 Neighborhood Character

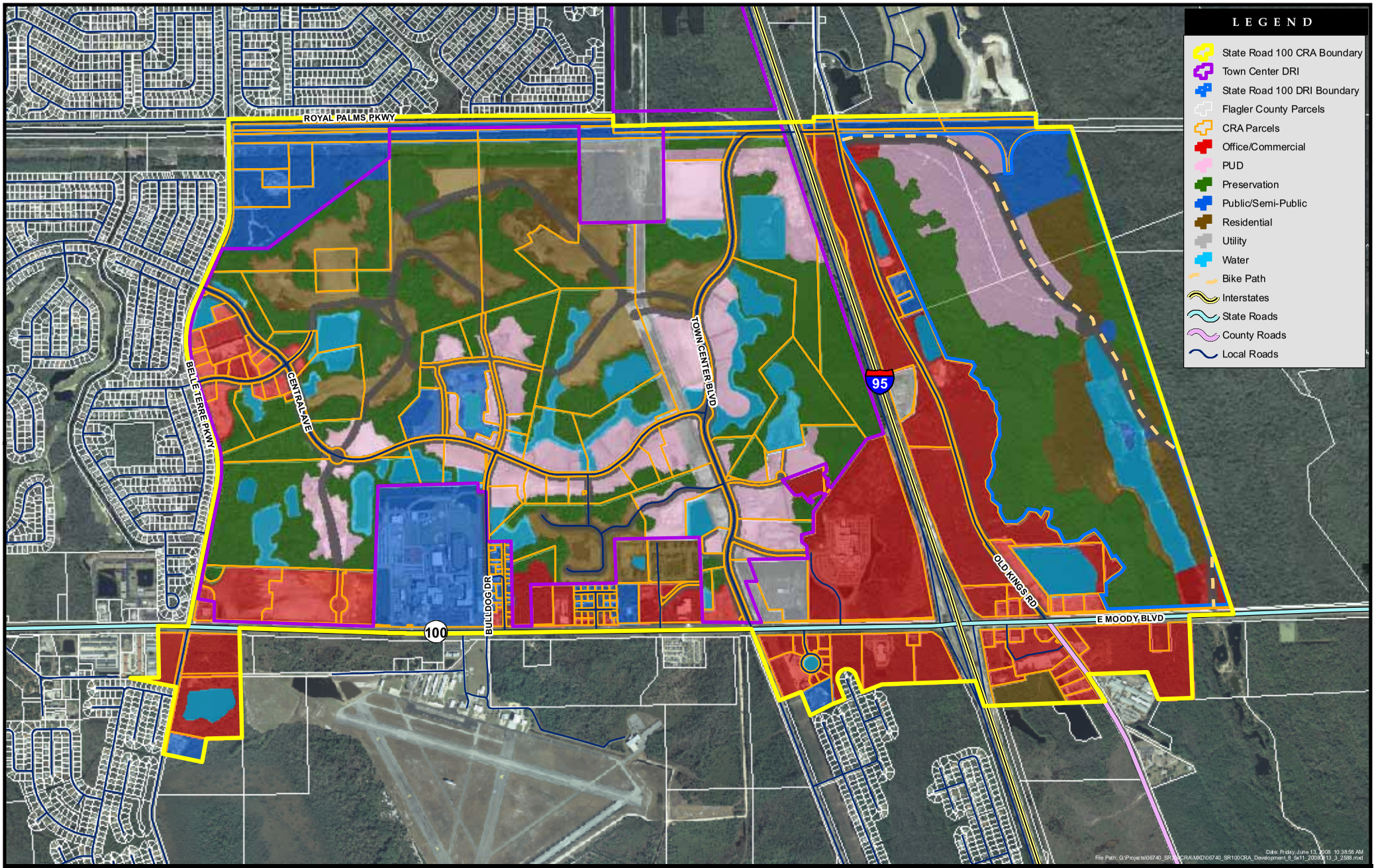
Map 2 depicts the Community Redevelopment Area boundary, which encompasses a total of approximately 2,946 acres. As depicted, the Area is generally located east of Belle Terre Parkway, north of the State Road 100 centerline, south of Royal Palm Parkway, and approximately .75 miles east of I-95. In the vicinity of Belle Terre Parkway and I-95, portions of the Area are located south of State Road 100. Town Center Boulevard, Interstate 95 (I-95), and Old Kings Road are north-south roadways within the Area. Central Avenue is an east-west corridor that extends from Belle Terre Parkway east to Town Center Boulevard. The legal description is included Appendix A.

Palm Coast is proximate to three other cities including St. Augustine (25 miles), Daytona Beach (31 miles), and Jacksonville (62 miles). Palm Coast is located along the Intracoastal Waterway. The existing development pattern is suburban and most buildings were constructed in 1960 or later. Numerous canals, including the Intracoastal canal, are located in Palm Coast. Roadways are enhanced with median and right of way landscaping.

Within the Community Redevelopment Area, the neighborhood character will be greatly influenced by the approved Developments of Regional Impact (described in 6.2.1). The Town Center DRI is intended to be a Traditional Neighborhood Development, with a mix of land uses designed as compact urban neighborhoods. The State Road 100 DRI is also a mixed use development, with commercial and residential land uses, which are intended to be designed with traditional design principles.

4.1.1 Population

As depicted on Map 6, the Area is located within two census tracts (060202 and 060203). Population data and projections for Flagler County and Palm Coast are included in Table 2.



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MAP 5: EXISTING, APPROVED AND PROPOSED DEVELOPMENT

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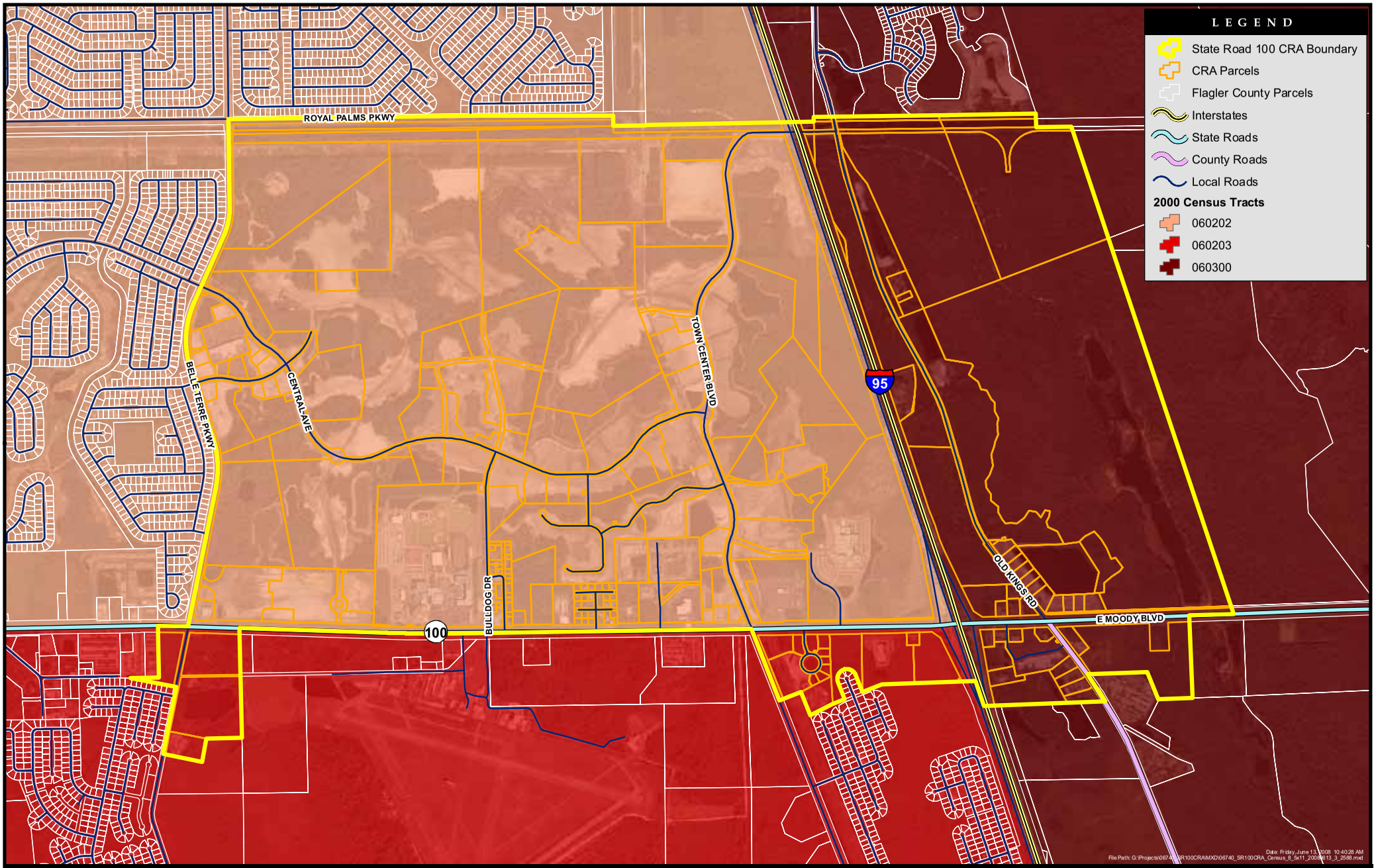

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MAP 6: CENSUS TRACT BOUNDARIES

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Table 2
Population in Flagler County and Palm Coast

					2003-2006			2000-2020	
	1990[1]	2000[1]	2003[1]	2006[2]	Change	% Change	2020[2,3]	Change	% Change
Flagler County	28,701	49,832	62,206	88,397	+26,191	42.1%	168,000	+118,168	237.1%
Palm Coast	N/A	32,732	41,600	70,237	+28,637	68.8%	141,557	+108,825	332.5%

Sources:
[1]2004 Master Redevelopment Plan
[2]US Census
[3]Flagler - Bureau of Economic and Business Research (BEBR) Medium

Table 3 summarizes the change in population housing units within the Area.

Table 3
Population and Housing Unit Change

	2004[1]	2008	Change
Population	54	52[3]	-2
Housing Units	28	21[2]	-7

Sources: [1]2004 Master Redevelopment Plan
[2]Property Appraiser Data
[3]Assumption of 2.46 persons per unit

4.1.2 Current Land Use

Map 2 is an aerial of the Area, and depicts the existing land uses within the Area. Table 4 summarizes the acreage and percentage of existing land uses:

Table 4
Existing Land Use

	2004		2008		Change	
Land Use	**Acres**	**Percent**	**Acres**	**Percent**	**Acres**	**Percent**
Residential	10	<1	20	<1	+10	100.0
Commercial	55	1.9	76	2.5	+21	38.1
Institutional/Public	377	12.8	303	10.2	-74	-19.6
Vacant Land	2,503	84.9	2,547	86.4	+44	1.8
Total	2,946	100%	2,946	100%		

Source: Flagler County Property Appraiser

Since 2004, residential land uses increased by 10 acres, commercial land uses increased by 21 acres, institutional/public land decreased by 74 acres, and vacant land increased by 44 acres. Most of the land (86%) within the Community Redevelopment Area is vacant.

Map 7 depicts public lands. Over ten percent of the Community Redevelopment Area is in public ownership. Existing and future public community uses include:

Existing
- Tennis Center
- Flagler Palm Coast High School and Bus Depot
- Flagler County Auditorium
- Other City Owned parcels
- County Senior Center (South of State Road 100 and East of Belle Terre Parkway)
- Masonic Cemetery (privately owned)

Under Construction
- Fire Station

Future
Town Center DRI
- Future City Hall Site and Park (includes a 3-acre stormwater pond that will remain in public open space)
- Community Center
- Cultural Arts Center

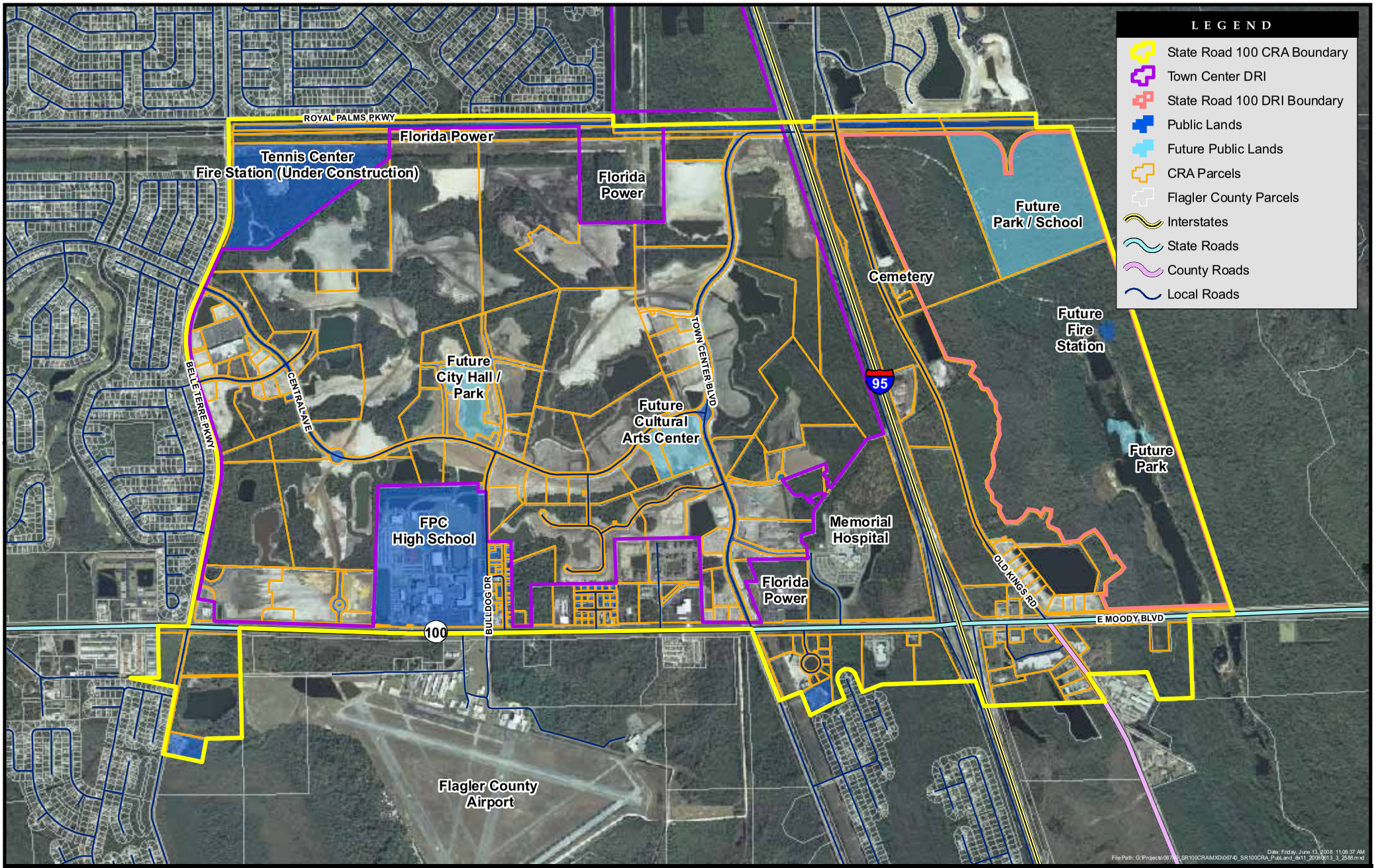
State Road 100 DRI
- Combined School and Park Site
- Park
- Fire Station

Appendix E includes conceptual site plans for the City Hall, community center, and cultural arts center site. Map 8 depicts the commercial development that exists within the Area.

4.2 Factors Determining Blight

As required by Chapter 163, Part III, Florida Statutes, the City of Palm Coast adopted Resolution No. 2004-23 (April 20, 2004) and a Finding of Necessity Report that concluded blighted conditions were present within the State Road 100 Corridor Community Redevelopment Area. The following conditions of blight were found within the State Road 100 Corridor Community Redevelopment Area:

- Defective or inadequate street layout
- Assessed Property Values have failed to increase over the past 5 years
- Faulty lot layout in relation to size, adequacy and accessibility
- Unsafe or unsanitary conditions
- Deterioration of site or other improvements
- Inadequate and outdated building density patterns
- Falling lease rates
- Tax delinquency exceeding land value
- High vacancy rates
- Incidence of Crime
- Incidence of Fire and EMS calls
- Building code violations



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MAP 7: PUBLIC LANDS

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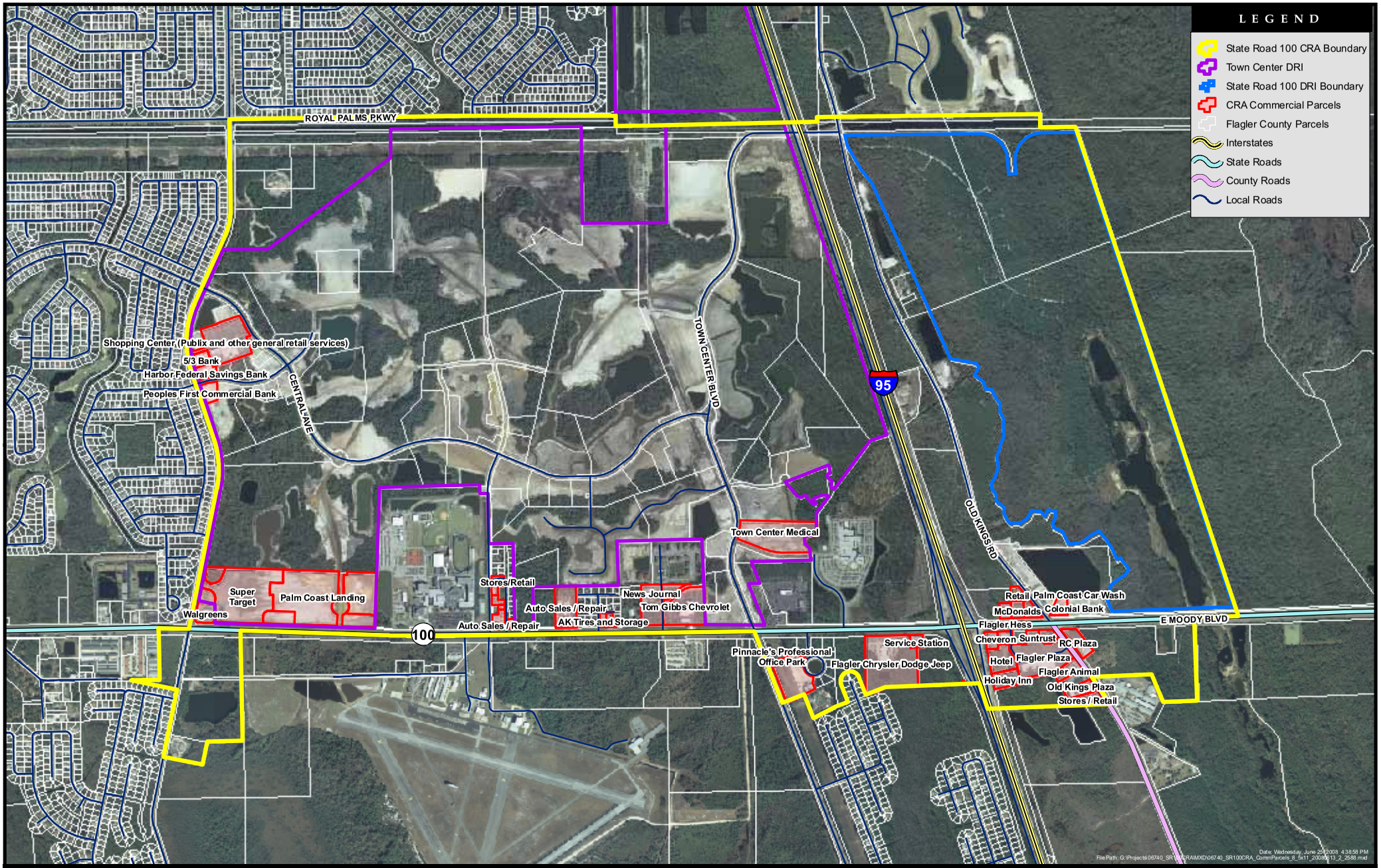

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MAP 8: COMMERCIAL DEVELOPMENT

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- Diversity of ownership
- Property with adverse environmental conditions

These conditions prevent or substantially impair the orderly growth and development or redevelopment by any entity.

4.3 Development Environment

New development has occurred within the State Road 100 Corridor Community Redevelopment Area since 2004. In the southwestern portion of the Community Redevelopment Area, a Walgreens was completed and a shopping center was under construction at the time of plan development (including SuperTarget and Palm Coast Landings). A shopping center, including Publix, was constructed at the intersection of Central Avenue and Belle Terre Parkway. Section 9.3 (Map 8) includes a summary of permitting and construction activity that occurred within the Developments of Regional Impact. Permits were issued for a mix of development within the Town Center Development of Regional Impact, including retail, residential, and nursing home land uses.

The State Road 100 Corridor Community Redevelopment Area is far from meeting its development potential envisioned in the 2004 Master Redevelopment Plan and Development of Regional Impact Development Orders. With the encouragement of the City, the development environment in the area is promising. Continued market demand for a more diverse mixed-use environment for residents and businesses is anticipated, and the City is committed to welcoming that demand.

5.0 Neighborhood Impact

5.1 Land and Building Acquisition

Since 2004, the City of Palm Coast acquired several parcels located east of Bulldog Road, as described in Section 9.3. Continued implementation of this plan may necessitate additional land acquisition and building demolition. It is intended that private market land and building transactions be used to the maximum extent possible in the implementation of this Plan. Acquisition of real property through condemnation, which has been severely limited by recent State legislation, or other lawful means, to assist or facilitate the redevelopment process will only be utilized when all concerted efforts to acquire key properties and/or buildings through private transactions have failed.

Lands acquired by the City of Palm Coast are intended for redevelopment to address identified community needs and community uses. These lands may be leased or resold with an agreement from the City of Palm Coast that the land uses and development program are consistent with the Community Redevelopment Area plan.

5.2 Affordable and Replacement Housing

The Finding of Necessity documented blight within the Midway Park and Whispering Pines subdivisions, including deteriorating buildings, faulty lot layouts, and a high vacancy rate.

Additional acquisition of parcels is a potential activity of the Community Redevelopment Agency. During necessary land acquisition activities initiated by the City, property owners will be offered fair market value for property.

Palm Coast's Comprehensive Plan Housing Element Policy 3.3.3.2 states that redevelopment plans shall address housing rehabilitation, demolition, and or relocation in a manner that minimizes disruption and relocation, allows opportunities for those living in the redevelopment area to return to their area if redeveloped for residential use, adheres to Housing and Urban Development (HUD) Notice CPE 88-33 guidelines, and provides equitable treatment of persons and businesses displaced through government action supported by Federal aid funds in accordance with the Section 421.55, F.S.

Table 5 includes home purchase price thresholds for income levels within the City of Palm Coast and the quantity of homes with an assessed value at or below the threshold. Most of Palm Coast's housing stock is at or below the affordability threshold for workforce employees.

Table 5
Palm Coast Income Levels and Housing Costs

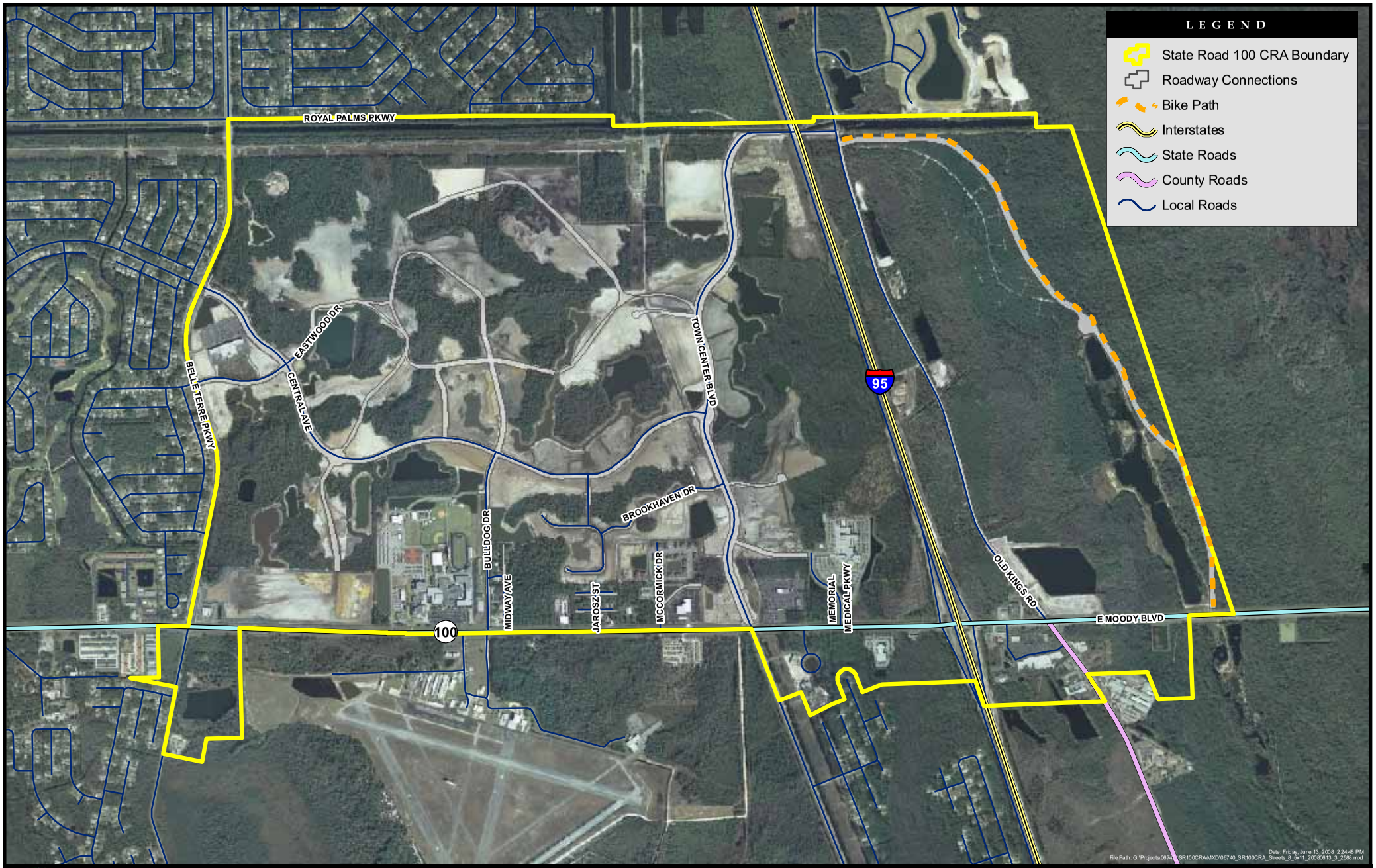
Income Level	Sale Price Maximum	Quantity of Homes *	% of Total Residential
Very Low	$67,600	628	2
Low	$120,400	7,078	23
Median Income	$155,500	7,151	23
Moderate	$190,700	6,940	22
Workforce	$225,900	4,433	14
Above Workforce	$225,900+	4,851	16
			100%

* 2008 Property Appraiser Assessed Value Data, including single family, multi-family, townhouse, Condominium, and mobile home uses.

5.3 Transportation

Map 9 depicts the existing roadway system. The Finding of Necessity report identified defective or inadequate street layouts. In particular, the report indicated a deficiency within the Midway and Whispering Oaks subdivisions. In addition, the Finding identified a lack of through streets and turn around space that negatively impact fire and emergency service.

As the State Road 100 Corridor Community Redevelopment Area transforms into mixed use neighborhoods, the development of an interconnected roadway, sidewalk and trail system will become an integral part of the area's success. These changes will create an improved transportation network, which will allow for easy movement for residents, and improved access for future businesses. Improvements to the transportation system will be undertaken both by the private sector and the Community Redevelopment Agency through the use of TIF and other available sources of funding.



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MAP 9: STREET / ROADWAY NETWORK

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5.4 Community Facilities and Infrastructure

The Finding of Necessity documented a lack of water and sewer systems and deteriorating septic systems. The Area's central location, together with infrastructure improvements that are scheduled as part of the redevelopment effort, ensure provision of access to public water and sewer and the same high level of fire and emergency services and police protection as is available to all citizens of Palm Coast. Infrastructure needs will be funded through both public and private initiatives.

With the exception of the high school and tennis center, the Community Redevelopment Area does not currently have any park or community uses; however, as new development occurs, community uses are programmed. Section 4.1.2 includes a listing of all existing and future anticipated public land uses within the Area. Access to public facilities, parks and open space is an integral part of the overall redevelopment effort in creating a pedestrian-friendly community. Appendix E includes conceptual site plans for several future community land uses including the community center, City Hall, and cultural arts facility. In addition, the Capital Improvement Program (Section 10.3) includes programmed funding for these facilities.

5.5 School Population

Flagler Palm Coast High School is located on an 87-acre site within the Community Redevelopment Area and includes a bus storage depot. Enrollment for the 2007-2008 school year was 2,301 students. In addition, at the time of plan preparation, permits had been filed by Imagine Charter School for construction of a school (Kindergarten through Eighth Grade) within the Town Center DRI. Residential development that occurs within the Area will be subject to school concurrency review in the development review process, to ensure adequate capacity for new students.

The City of Palm Coast will coordinate with the School District on any future improvements, and in particular, improvements programmed adjacent to the school site.

5.6 Community Policing

The City of Palm Coast intends to incorporate community policing practices within the Community Redevelopment Area.

6.0 Private Enterprise

6.1 Commercial Businesses

Proposed land uses within the Community Redevelopment Area are expected to provide a focal point for daily shopping needs, City services, entertainment, cultural activities and gathering places. Since 2004, numerous commercial developments were constructed within the Community Redevelopment Area. Map 8 depicts the existing commercial development. As seen on the map, commercial businesses are prominent adjacent to Belle Terre Parkway and State Road 100. Both of the Developments of Regional Impact within the Community Redevelopment Area have approved commercial and office entitlements. As a result, non-residential land uses could occur in other locations, including adjacent to Old Kings Road, Town Center Boulevard, and Central Avenue in future years.

It is a goal of this plan to both protect and improve current businesses, to encourage the development of local private sector enterprises, and to attract new businesses of differing scales into the State Road 100 Corridor Community Redevelopment Area. If displacement or relocation is necessary, it will be addressed through the appraisal and negotiation process. Every effort will be made to accommodate the desires of the business owners to find mutually beneficial solutions that are consistent with redevelopment objectives.

6.2 Developments of Regional Impact

As depicted on Map 10, two Developments of Regional Impacts (DRI) are located within the Area, including the Town Center DRI and the State Road 100 DRI.

6.2.1 Town Center DRI

Approved by the City of Palm Coast on July 11, 2003, the Town Center DRI is comprised of approximately 1,557 acres. Generally, the boundaries are I-95 on the east, Belle Terre Parkway on the west, State Road 100 on the south, and south of Royal Palms Parkway. Table 6 includes the approved, maximum entitlements.

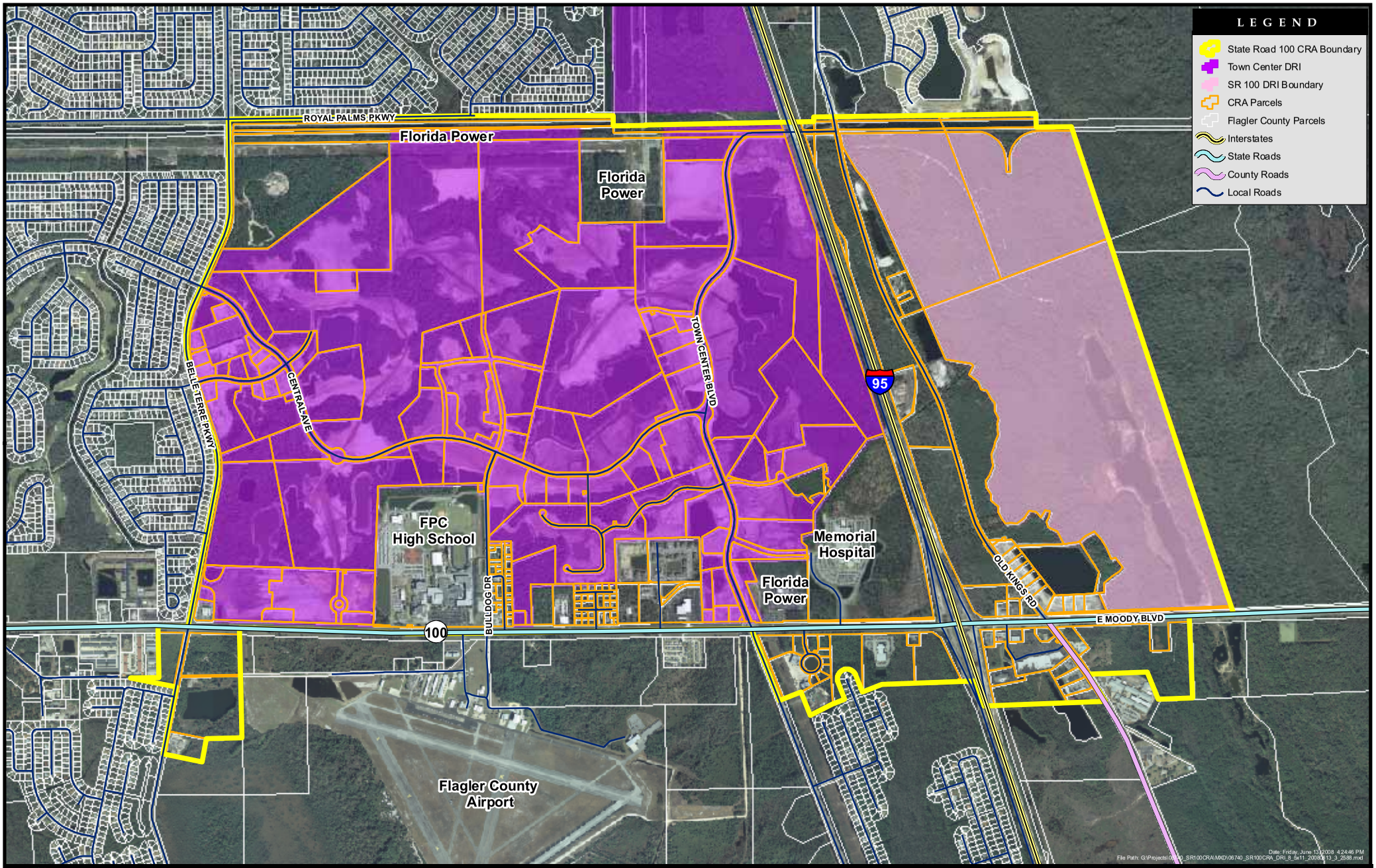
Table 6
Town Center DRI Maximum Entitlements

Land Uses	Units/Sq. Ft.
Residential	2,500 units
Office	1,400,000 sq. ft.
Retail Commercial	2,000,000 sq. ft.
Non-Retail Commercial	1,400,000 sq. ft.
Institutional	625,000 sq. ft.
Movie Theater	2,400 seats
Lodging	480 rooms
Assisted Living/Nursing Home	240 beds
Common Area	714 acres

Development within the Town Center DRI is required to meet the adopted "Town Center at Palm Coast Architectural Review Criteria and Guidelines."

6.2.2 State Road 100 DRI

Approved on September 15, 2006, the 505.6-acre State Road 100 DRI is located in the northeasterly quadrant of State Road 100 and Old Kings Road. Designed as a two-phase project, the DRI is to include a variety of housing types, in addition to, general commercial uses, recreational facilities, active and passive park space, conservation/open space, a school, and multi-use trail. Table 7 summarizes the DRI maximum entitlements.



N

0 1,000 2,000 Feet

STATE ROAD 100 CORRIDOR COMMUNITY REDEVELOPMENT AREA

MAP 10: DRI BOUNDARIES

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Table 7
State Road 100 DRI Maximum Entitlements

Land Use	Phase I 2006-2011
Residential	
Single Family	773 Units
Multi Family	1,638 Units
Total	**2,411 Units**
Commercial	
General Retail	50,000 sq. ft.
General Office	30,000 sq. ft.
Hotel	150 Rooms
Total	**80,000 sq. ft. /150 rooms**

Maximum entitlements for the two approved Developments of Regional Impact include:

- 4,911 Residential Units
- 1,430,000 sq. ft. Office
- 3,450,000 sq. ft. Retail
- 630 Hotel Rooms
- 240-room Nursing Home
- Movie Theater
- 625,000 sq. ft. Institutional Uses

7.0 Plan Update

7.1 Philosophy

The State Road 100 Corridor Community Redevelopment Area Plan Update documents completed projects and updates information including Tax Increment Financing (TIF) Projections and the Capital Improvement Program (CIP) since the original plan was adopted in 2004.

The Community Redevelopment Area leverages the positive impact of key public sector initiatives, improving the transportation system, replacing infrastructure and improving the quality of life for area residents, property owners, businesses, and visitors. It is intended to provide a facilitative framework for the development of a mixed-use community including a public, commercial, and residential development that will allow flexibility within the Community Redevelopment Area to changing market conditions and priorities.

This update provides guidelines for actions intended to eliminate conditions of blight as identified in the Finding of Necessity. Plan goals include an interconnected transportation system, streetscape and gateway elements that encourage the feeling of a sense of place, and infrastructure. With the increased economic activity expected as a result of these efforts, the City can anticipate additional residents, new business development, job creation, and an enhanced ad valorem tax base in the Area.

Community Redevelopment Area goals, as identified in the 2004 Master Redevelopment Plan include:

- State Road 100 will be the City of Palm Coast's new Downtown Front Door
- Eliminate the identified blight conditions within the Area 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 streetscapes, providing additional maintenance to the City's portion of downtown and cover other operations and maintenance costs.

Although this plan documents investments programmed by the Community Redevelopment Agency, private sector investment programmed within the Town Center and State Road 100 Developments of Regional Impact are also critical to the successful redevelopment of the Area.

7.2 Development Controls

Land use and zoning are governed by the City of Palm Coast Comprehensive Plan and the City's Code of Ordinances. Section 3.0 of this report fully describes the future land use, zoning, Developments of Regional Impact entitlements, and overlays governing development within the Community Redevelopment Area.

New construction is required to comply with applicable local laws and ordinances. Proposals for new development and redevelopment will be reviewed by City staff.

7.3 Transportation Network

Map 9 depicts the existing transportation network. A few local roads exist within the Community Redevelopment Area, including Central Avenue, Bulldog Drive, Town Center Boulevard and Old Kings Road. Future roadway and sidewalk facilities are programmed as part of the Developments of Regional Impact that will result in an interconnected roadway and sidewalk system. Opportunities for connections north of the Area are limited by a canal and utility corridor. A multi-use trail is planned within the utility corridor and will continue east and south within the State Road 100 Development of Regional Impact

As mentioned in Section 7.1 above, State Road 100 and Bulldog Drive are important to the Area and improvements are programmed to enhance their appearance and functionality, as well as, to provide gateway features for the Area.

State Road 100, a state-maintained roadway, parallels the southern Community Redevelopment Area boundary with a 4-lane, rural typical section, with medians. Located on State Road 100 are various existing commercial parcels, as well as, Flagler High School and bus depot, Florida Hospital, and a major automobile dealership. I-95 has an interchange at State Road 100. The northern half of State Road 100 (from the centerline north) is located within the Community Redevelopment Area.

Bulldog Drive is a local 2-lane road, with a rural typical section that intersects with State Road 100 north of the airport. Bulldog Drive runs north / south along the east side of Flagler High School. Bulldog Drive is envisioned as the main gateway to the future City Hall site.

7.4 Infrastructure-Related Needs

Water, wastewater, and stormwater facilities will be repaired or replaced in a manner that best promotes the goals and objectives of the Community Redevelopment Area Plan. The City may provide financial assistance to the private sector to undertake necessary infrastructure improvements, as circumstances dictate. Potential Community Redevelopment Agency infrastructure projects are included in the Capital Improvement Program (Section 10.3).

7.4.1 Storm Drainage

Most of the Community Redevelopment Area has elevations ranging from 25' to 30'. The Area is generally divided between two established drainage basins to the east and west. Bulldog Drive serves as an approximate divide between the two basins. Drainage to the east flows to Bulow Creek and ultimately to Graham Swamp east of I-95. Drainage to the west drains to Gore Lake, located southwest of the Flagler County Airport, and ultimately to Black Branch located south of SR 100 and west of Belle Terre Parkway. Each of these major basins has multiple subbasins.

Some wet drainage ponds have already been constructed. These ponds are associated with specific developments or the developed Town Center roadways and paths within the Community Redevelopment area. The outfalls for these ponds generally follow the overall drainage basin routes as described above.

The Area is located in Flood Zone C, which indicates areas of minimal flooding. Proposed development in the Area will not encroach upon the 100-year base floodplain. According to floodway boundary and floodway maps, regulated floodways do not exist in the Area.

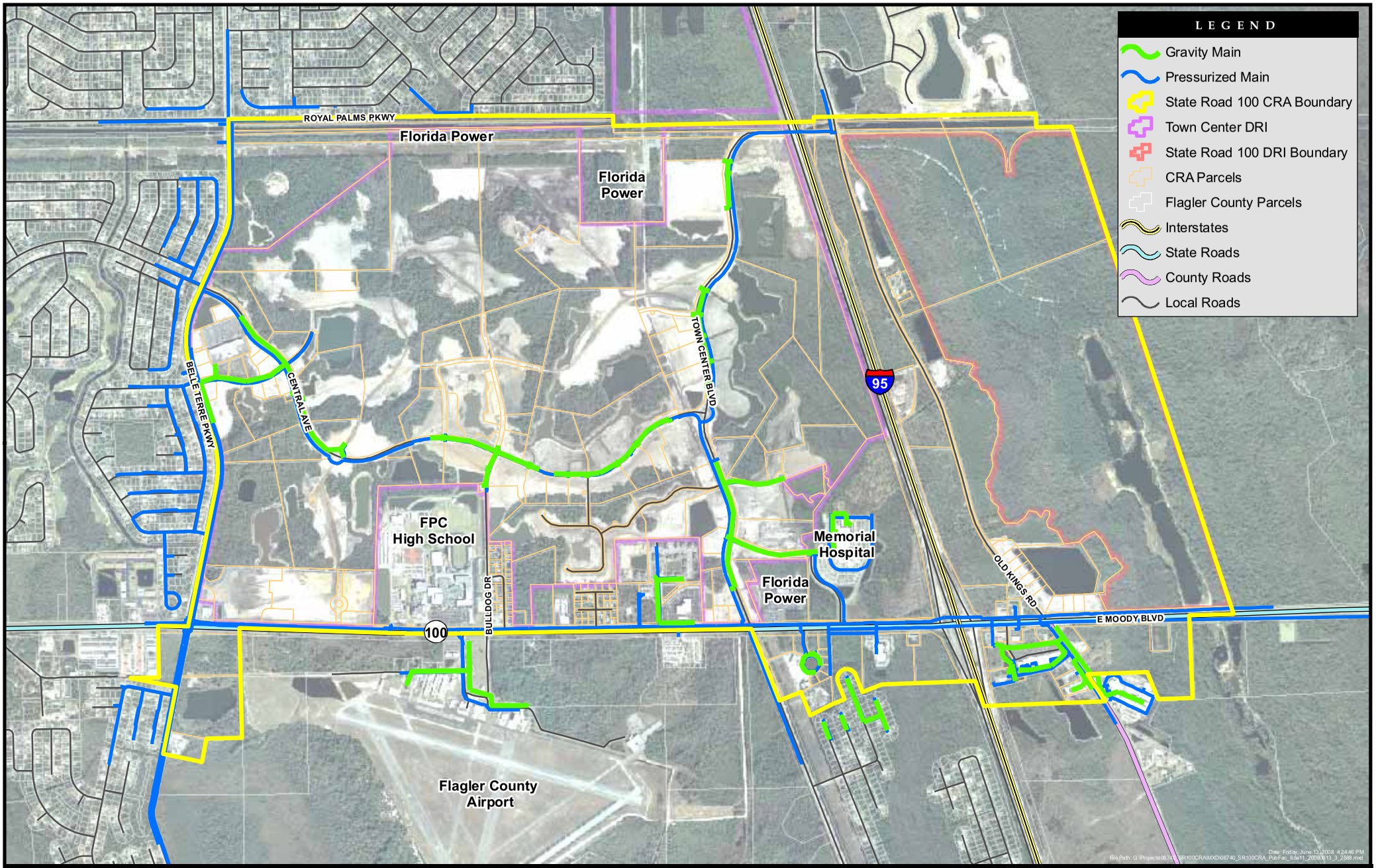
Any modifications to State Road 100 or Bulldog Drive will comply with stormwater regulations. Numerous stormwater ponds were developed within the Town Center DRI. Both the Town Center and State Road 100 Developments of Regional Impact include stormwater system plans.

7.4.2 Utilities

As depicted on Map 11, public water and sanitary sewer service are available to all quadrants of the Area.

In the area along Bulldog Drive and State Road 100 the relocation of existing water and/or sanitary sewer lines may be required due to the proposed location of new buildings or streets, and the realignment of existing streets. This provides an opportunity to replace aging pipelines concurrently with roadway construction.

Florida Power and Light has several facilities within the Area. Electric substation and transmission lines have been determined to have capacity to supply the additional load to serve the anticipated development and redevelopment. In some instances, electrical lines will be relocated underground to improve the quality of public services as well as the physical appearance of the Area.



STATE ROAD 100 CORRIDOR COMMUNITY REDEVELOPMENT AREA

MAP 11: PUBLIC FACILITIES

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7.4.3 Public Realm

The 2004 Community Redevelopment Area indicated several locations where improvements to the public realm were needed to create a unified community identity. Since 2004, landscape enhancements and mast arms were funded by the Community Redevelopment Agency within the State Road 100 right-of-way. The Capital Improvement Program (Section 10.3) includes funding for public realm improvements on State Road 100, Bulldog Drive, adjacent to the high school, and Belle Terre Parkway. Appendix E includes conceptual plans for Bull Dog Drive and State Road 100 that include landscaping, streetscaping, and gateways.

7.4.4 Transportation

Most of the transportation network within the Community Redevelopment Area is being funded through private investment. Many of the Town Center DRI roads are constructed and include landscaping and on-street parking. Both of the Developments of Regional Impact Development Orders include commitments to construct roads throughout the Community Redevelopment Area.

The Capital Improvement Program (Section 10.3) includes roadway construction projects for State Road 100 and Bulldog Drive. Funding is identified for State Road 100 signalization, mast arms, and a roadway widening project from four lanes to six lanes. Funding is identified for the reconstruction and alignment of Bulldog Drive from a 2-lane rural typical section to a 2-lane urban typical section with a median. Conceptual drawings of the State Road 100 and Bulldog projects are included in Appendix E.

7.5 Redevelopment Tools

The application of a Community Redevelopment Area designation makes a number of redevelopment tools available to the State Road 100 Corridor Community Redevelopment Agency. The following is a brief description of those redevelopment mechanisms:

- **Property Acquisition** – Florida Statutes Ch. 163 Part III authorizes the Community Redevelopment Agency (Agency) to acquire real property through purchase, condemnation, or other lawful means, to assist or facilitate the redevelopment process.

- **Property Rehabilitation** – the CRA (Agency) may rehabilitate, or require to be rehabilitated as part of a lease or sale, transaction, or otherwise develop and provide rehabilitation programs, including financial assistance, to provide private property owners, business owners or other invested parties in property improvements for any property within the Community Redevelopment Area.

- **Structure Relocation** – if a property is deemed to be worthy of rehabilitation and is in the path of a redevelopment project, the Agency may authorize the funds necessary to move it to a new location.

- **Cooperation with other public agencies** – the Agency will cooperate and coordinate with other public entities in the implementation of this Plan, in order to optimize the value of the community's investment in the Area.

- **Property Management** – the Agency may, at its discretion, enter into agreements to ensure the preservation, management, maintenance and/or operation of real property within the Area, with the exception of property preservation, management, maintenance and/or operation that was designated the responsibility of any CDD where capital resources, bond revenues or other financial resources provided to the CDD from any source may have been allocated for this purpose, or where any other taxing district, other than the CRA, may generate tax or other revenues for purposes that include property preservation, management or maintenance and/or operation.

- **Demolition and Clearance** – the Agency may authorize the demolition, removal or clearance of buildings, structures and other improvements on real property it has purchased within the Area, or for any other lawful demolition or clearance activities needed to remove blighting conditions or otherwise aid redevelopment.

- **Preparation of Building and Development sites** – the Agency may undertake building and/or site preparation on any real property within the Area to assist in the redevelopment process, including environmental remediation.

- **Public Improvements and Infrastructure** – the Agency shall advise the City on the timing and location of public improvements, including surface improvements and subsurface infrastructure, to be accomplished within the Area. The recommendations shall be consistent with the adopted Comprehensive Plan.

- **Real Property Disposition and Development** – the Agency may sell, or otherwise dispose of, real property within the Area, in accordance with the Community Redevelopment Area Plan Update (Update). The property may be disposed of at Fair Market Value, rather than at the Appraised Value. The documents of conveyance will contain any conditions necessary to safeguard the goals of the Update.

- **Relocation Policy** – It shall be the policy of the Agency that any persons displaced as a result of redevelopment projects shall be provided services that will ensure they are not unduly inconvenienced by their relocation. In the implementation of this Plan, the Community Redevelopment Agency will provide fair and equitable treatment to any and all displaced persons; including full opportunity to occupy comparable replacement housing, with regard to cost, location and related aesthetic considerations. The Agency will attempt to minimize the disruptions caused by the relocation, provide maximum choice to those required to relocate, provide whatever ancillary relocation services may be required to those in need of special assistance, such as the elderly or physically challenged, and make a diligent effort to avoid any financial hardship to relocating persons, due to the relocation process. The Agency will observe the same guidelines with any businesses and/or non-profit organizations that may be required to relocate.

- **Public Private Partnerships** – These types of agreements are important strategies in which a City service or private business venture is funded and operated through a partnership of government and one or more private sector companies. The City may use tax revenue to provide capital for investment, with operations run jointly with the private sector or under contract.

- **Grant Programs** – The City will pursue funding through all available sources for specific needs within the Area, such as roadway improvements, streetscaping, pedestrian and biking amenities and façade improvements.

8.0 Public Involvement

A public meeting was held on May 12, 2008 prior to the preparation of this Community Redevelopment Area Plan update. This meeting was held at the Palm Coast Community Center at 305 Palm Coast Parkway NE.

The purpose of meeting with the community was to discuss the City's intentions with regard to the Community Redevelopment Area Plan Update, the process to be followed, and to solicit input from Area's property owners, tenants and other interested parties. Eighty-six people signed in and thirty-five people submitted comment cards. The majority of attendees expressed support for an aquatic center within the Community Redevelopment Area with a pool that meets standards for swimming, diving, and synchronized swimming competitions. In addition, several attendees expressed support for a cultural arts facility and some attendees indicated support for a combined cultural arts/community center facility. School District staff expressed support for a Bulldog Drive design that had the least impact to the school site and indicated an interest in sharing stormwater capacity that may be created through the re-design of Bulldog Drive. A few attendees had questions regarding roadway permitting and design.

9.0 Update

9.1 Tax Increment Financing and Capital Improvement Program

Over a twenty year timeframe, the 2004 Community Redevelopment Area plan projected the State Road 100 Corridor Community Redevelopment Area would generate over $181 million in Tax Increment Finance (TIF) revenues. Table 8 compares the projected and actual TIF revenues for 2005-2007.

Table 8
TIF Estimated and Actual Comparisons
2005-2007

	2005	2006	2007	Total
Estimated[1]	$12,949	$155,578	$1,117,460	$1,285,987
Actual	$18,006	$150,646	$ 507,842	$ 676,494
Difference	**+$ 5,057**	**-$ 4,932**	**-$ 609,618**	**-$ 609,493**

Source: [1] 2004 Master Redevelopment Plan

Tables 9 and 10 provide information regarding the Capital Improvement Program projects identified in the 2004 Master Redevelopment Plan Capital Improvement Program (CIP) including the estimated cost and dollars spent.

Table 9
2004 CRA Plan Capital Improvement Program Update

Project	Budget (in 2008 Dollars)	Expenditures (2004-2007)
State Route 100 Enhancements	6.8 M	Y
Underground Electric Lines	3.6 M	N
State Road 100 Service Road (Land Acquisition and Construction)	7.8 M	N
Bulldog Drive Land Acquisition and Beautification	4.5 M	Y
Midway Park Land Acquisition	1.9 M	Y
Whispering Pines Land Acquisition	2.1 M	Y
High School Buffer/Landscaping	0.6 M	N
Old Kings Road Streetscape	3.1 M	N
Belle Terre Parkway Streetscape	3.0 M	N
Seminole Woods Parkway Streetscape	0.8 M	N
Land Acquisition (State Road 100 Frontage, Gibbs Dealership, Palm Coast Holdings)	4.5 M	N
Contingency (10%)	3.8 M	
TOTAL	**42.0 M**	

Table 10
Capital Improvement Program Project Expenditures

Projects	2008 Estimated Cost[1]	Dollars Spent
State Route 100		
Landscaping	$779,126	$786,782.24
Standardized Signal Mast Arms	$935,887	$270,700.00
Subtotal	$5,638,719	$1,057,482.24
Bulldog Drive		
Land Acquisition	$868,620	$1,572,110.00
Subtotal	$868,620	$1,572,110.00
Remainder Midway Park		
Land Acquisition	$1,035,325	$1,181,400.00
Subtotal	$1,035,325	$1,181,400.00
Whispering Pines		
Land Acquisition	$871,779	$2,376,648.00
Subtotal	$871,779	$2,376,648.00
Grand Total	**$8,414,443**	**$6,187,640.24**

Source: [1] 2004 Master Redevelopment Plan

9.2 Land Acquisition

Map 12 depicts the parcels acquired by the City of Palm Coast since 2004.

9.3 Private Development Summary

Table 11 summarizes the permitting and construction activities within the Town Center Development of Regional Impact.

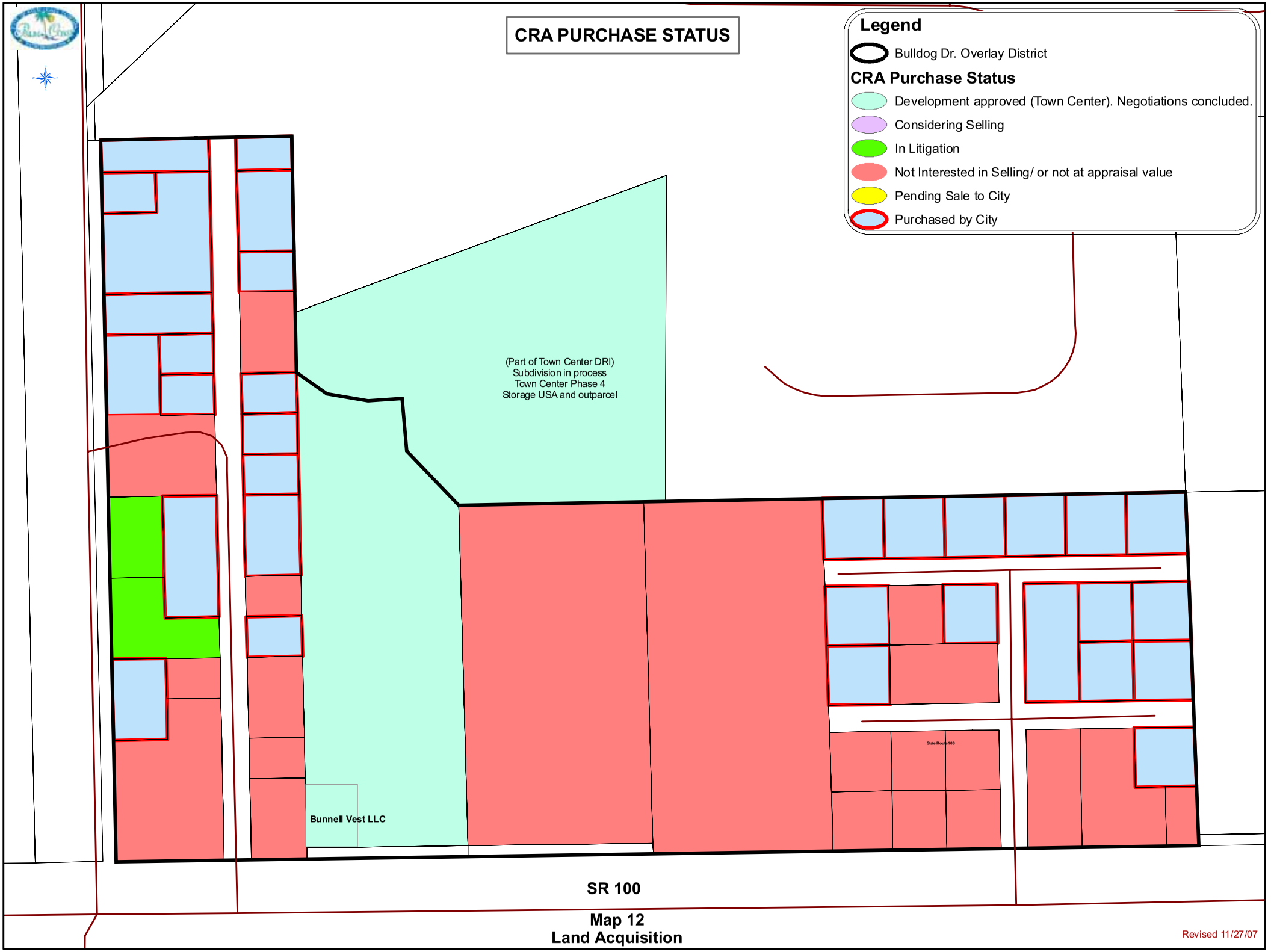
Table 11
Town Center DRI Development Summary

	DRI Entitlement	Development Approval	Building Permits Issued	Construction Completed
Residential	2,500 du	134 du	26 du	
Retail	2,000,000 sf	447,880 sf	401,150 sf	67,000 sf
Commercial/ Office	2,800,000 sf	288,040 sf	86,308 sf	86,308 sf
Movie Theater	2,400 seats	2,224 seats	-	-
Lodging	480 rooms	201 rooms	121 rooms	-
Assisted Living/Nursing Home	240 beds	118 beds	118 beds	-

Table 12 summarizes permitting and construction activities within the State Road 100 Development of Regional Impact.

Table 12
State Road 100 DRI Development Summary

	DRI Entitlement	Development Approval	Building Permits Issued	Construction Completed
Residential (SF)	773 du	0	0	0
Residential (MF)	1,638 du	0	0	0
General Retail	50,000 sf	0	0	0
General Office	30,000 sf	0	0	0
Hotel	150 Rooms	0	0	0


CRA PURCHASE STATUS
Legend
Bulldog Dr. Overlay District
CRA Purchase Status
Development approved (Town Center). Negotiations concluded.
Considering Selling
In Litigation
Not Interested in Selling/ or not at appraisal value
Pending Sale to City
Purchased by City
(Part of Town Center DRI)
Subdivision in process
Town Center Phase 4
Storage USA and outparcel
Bunnell Vest LLC
State Route 100
SR 100
Map 12
Land Acquisition
Revised 11/27/07

10.0 Cost and Timing of Redevelopment

10.1 Tax Increment Revenue Analysis

In the furtherance of this plan, Swan Development Advisors has undertaken efforts to develop tax increment revenue (also known as Tax Increment Financing) estimates for the 2,946 acre State Road 100 Corridor Community Redevelopment Area. This Area contains two Developments of Regional Impact that account for 2,035 acres of the land mass with the remaining acreage outside the DRI boundaries. Both of the DRI Development Orders specifically identify a Land Use program as cited previously in Section 6.2, which was used in our projections as a baseline of the amount of various allowable uses.

Tax increment financing is a unique tool available to cities and counties for redevelopment activities. It is used to leverage public funds to promote private sector activity in the targeted area. The dollar value of all real property in the Community Redevelopment Area is determined as of a fixed date, also known as the "frozen value." Taxing authorities, which contribute to the tax increment, continue to receive property tax revenues based on the frozen value. These frozen value revenues are available for general government purposes. However, any tax revenues from increases in real property value, referred to as "increment," are deposited into the Community Redevelopment Agency Trust Fund and dedicated to the redevelopment area.

It is important to note that property tax revenue collected by the School Board and any special district are not affected under the tax increment financing process. Further, unlike in some states, Florida taxing entities write a check to the CRA trust fund, after monies are received from the tax collector. In California, the increment is sent to the Community Redevelopment Agencies directly out of collected county tax revenues, before they are distributed to each taxing entity. The tax increment revenues can be used immediately, saved for a particular project, or can be bonded to maximize the funds available. Any funds received from a tax increment financing area must be used for specific redevelopment purposes within the targeted area, and not for general government purposes (Source: Florida Redevelopment Association, 2008).

10.2 Property Tax in Florida

To undertake tax increment revenue analysis in the State of Florida in 2008 we find ourselves in a unique position. During 2007, the state legislature undertook a property tax reform effort that resulted in a number of changes to how property taxes are calculated. In January 2008 the voters of the state passed Amendment 1, which further impacted the calculation of property taxes. Briefly described, property taxes were historically calculated by multiplying the millage of each taxing district by the taxable value of property. This mathematical function still occurs, however, there are now some additional complicating factors that impact the calculation and that must be considered when projecting future tax increment revenue. A summary of the most significant changes is below:

Tax Revenues received by counties and municipalities are now capped at:

- A roll-back level that is determined by calculation
- Plus, the percentage increase in personal income growth per capita
- Plus, new construction projects.

This approach limits government budget growth by the percentage increase in personal income growth per capita and then adds new construction projects. In aggregate this appears to limit property tax increases on existing properties to the percentage increase in personal income growth for the state. However, there are additional complications. Amendment 1 was passed in January 2008 and it includes several components that affect property valuations and assessments. The two most important elements of Amendment 1 are:

- Increasing the Homestead Exemption from $25,000 to $50,000 and applying the additional $25,000 exemption to the value of property between $50,000 and $75,000 so that value between $50,000 and $75,000 is now Homestead Exempt (except for school districts).
- Creating portability of the Save-our-Homes benefits which allows homestead property owners to transfer up to $500,000 of their Save-Our-Homes benefits to their next homestead.

All-in-all these appear to be fairly straightforward calculation adjustments. The problem occurs when we consider that any revenues that may be lost by the taxing authority because of Amendment 1 protecting homesteaders will most likely be made up by adjusting the millage rate to tax commercial and non-homestead properties at higher rates. An additional potential complication is that property value increases of commercial and non-homestead properties are now capped to not exceed more than 10% annually, irrespective of their current valuation.

The implications of doubling the homestead exemption and the portability of Save-our-Homes benefits significantly complicate the projection of future residential property taxable value. With respect to evaluating the future tax increment revenues to Community Redevelopment Agencies some challenges to conventional thinking include:

- How to estimate the future number of homestead exempt properties in the Community Redevelopment Area;
- How to estimate the value of the portability function of the Save-our-Homes benefit that may apply to relocatees moving into the Community Redevelopment Area (effectively reducing taxable value) and later may be 'ported' from the Community Redevelopment Area (potentially raising the taxable value);
- How to evaluate the impact of changing millage rates to ensure prescribed taxing authority budget targets are properly met; and,
- How to determine the long-term impacts to commercial property valuations where new construction projects could arguably be valued at significantly higher levels than existing property (based on construction costs), even though actual economic value might be similar?

Considerations for the current state of the property tax reform conditions and the unforeseen consequences of the nuances of this reform were presented to city leaders during preliminary meetings. It was determined that a great deal of uncertainty exists in the current property valuation and taxing systems, which will not likely be clarified until actual property transactions occur and property appraisers and taxing authorities gain some additional understanding of the implications of these recent changes; which could perhaps take several years.

10.3 Tax Increment Revenue Analysis

The City of Palm Coast determined that it would be most helpful for this tax increment revenue analysis to provide a range of outputs based on Low Growth, Medium Growth and High Growth scenarios. This would enable city leaders to utilize the projections as a tool during future budget analysis and estimating activities.

Table 13
Tax Increment Revenue Projections
Projected Future Taxable Value in SR 100 CRA

Year	Projected Future Tax Value - Low Growth[2]	Projected Future Tax Value - Medium Growth[3]	Projected Future Tax Value - High Growth[4]
2004 (Base)[1]	$ 40,091,077	$ 40,091,077	$ 40,091,077
2005 (Actual)[5]	$ 42,299,408	$ 42,299,408	$ 42,299,408
2006 (Actual)[5]	$ 59,344,805	$ 59,344,805	$ 59,344,805
2007 (Actual)[5]	$ 107,588,417	$ 107,588,417	$ 107,588,417
2008 (Actual)[5]	$ 156,804,299	$ 156,804,299	$ 156,804,299
2009[7]	$ 181,427,998	$ 181,427,998	$ 181,427,998
2010	$ 224,334,178	$ 265,397,258	$ 305,696,638
2011	$ 278,784,034	$ 348,002,717	$ 424,813,452
2012	$ 324,322,651	$ 429,844,736	$ 543,816,161
2013	$ 374,740,828	$ 515,511,234	$ 667,319,052
2014	$ 433,619,245	$ 606,916,575	$ 798,763,653
2015	$ 482,266,993	$ 726,193,743	$ 950,935,322
2016	$ 533,422,203	$ 822,748,077	$1,105,814,353
2017	$ 584,900,715	$ 940,104,392	$1,257,893,029
2018	$ 651,406,167	$ 1,044,250,969	$1,406,825,080
2019	$ 720,337,876	$ 1,152,187,368	$1,570,174,450
2020	$ 791,766,292	$ 1,264,023,522	$1,748,637,524
2021	$ 889,076,977	$ 1,403,185,515	$1,942,936,358
2022	$ 951,916,129	$ 1,547,408,380	$2,144,307,690
2023	$ 1,016,913,216	$ 1,672,583,760	$2,323,850,551
2024	$ 1,084,129,421	$ 1,802,147,192	$2,509,717,405
2025	$ 1,128,307,283	$ 1,884,816,398	$2,595,079,400
2026	$ 1,189,262,447	$ 1,995,811,246	$2,682,851,988
2027	$ 1,252,204,495	$ 2,110,491,961	$2,773,097,448
2028	$ 1,317,188,521	$ 2,186,114,193	$2,865,879,586
2029	$ 1,411,586,234	$ 2,263,917,118	$2,961,263,770
2030	$ 1,486,943,770	$ 2,360,674,622	$3,059,316,970
2031	$ 1,553,383,475	$ 2,466,080,608	$3,160,107,792
2032	$ 1,621,885,991	$ 2,574,758,563	$3,263,706,520
2033	$ 1,692,507,255	$ 2,663,143,716	$3,370,185,155
2034	$ 1,771,336,254	$ 2,754,034,371	$3,479,617,452

Table 14
Millage Rates and Tax Increment Revenues

Year		Palm Coast Assumed Millage .003000[6]			Flagler County Assumed Millage 0.004000[6]	
	Increment Revenue - Low Growth	Increment Revenue - Medium Growth	Increment Revenue - High Growth	Increment Revenue - Low Growth	Increment Revenue - Medium Growth	Increment Revenue - High Growth
2004 (Base)[1]						
2005 (Actual)[5]	$ 7,133	$ 7,133	$ 7,133	$ 10,873	$ 10,873	$ 10,873
2006 (Actual)[5]	$ 62,189	$ 62,189	$ 62,189	$ 88,457	$ 88,457	$ 88,457
2007 (Actual)[5]	$ 208,679	$ 208,679	$ 208,679	$ 299,163	$ 299,163	$ 299,163
2008 (Actual)[5]	$ 317,187	$ 317,187	$ 317,187	$ 435,925	$ 435,925	$ 435,925
2009[7]	$ 424,011	$ 424,011	$ 424,011	$ 565,348	$ 565,348	$ 565,348
2010	$ 552,729	$ 675,919	$ 796,817	$ 736,972	$ 901,225	$ 1,062,422
2011	$ 716,079	$ 923,735	$ 1,154,167	$ 954,772	$ 1,231,647	$ 1,538,890
2012	$ 852,695	$ 1,169,261	$ 1,511,175	$ 1,136,926	$ 1,559,015	$ 2,014,900
2013	$ 1,003,949	$ 1,426,260	$ 1,881,684	$ 1,338,599	$ 1,901,681	$ 2,508,912
2014	$ 1,180,585	$ 1,700,476	$ 2,276,018	$ 1,574,113	$ 2,267,302	$ 3,034,690
2015	$ 1,326,528	$ 2,058,308	$ 2,732,533	$ 1,768,704	$ 2,744,411	$ 3,643,377
2016	$ 1,479,993	$ 2,347,971	$ 3,197,170	$ 1,973,325	$ 3,130,628	$ 4,262,893
2017	$ 1,634,429	$ 2,700,040	$ 3,653,406	$ 2,179,239	$ 3,600,053	$ 4,871,208
2018	$ 1,833,945	$ 3,012,480	$ 4,100,202	$ 2,445,260	$ 4,016,640	$ 5,466,936
2019	$ 2,040,740	$ 3,336,289	$ 4,590,250	$ 2,720,987	$ 4,448,385	$ 6,120,333
2020	$ 2,255,026	$ 3,671,797	$ 5,125,639	$ 3,006,701	$ 4,895,730	$ 6,834,186
2021	$ 2,546,958	$ 4,089,283	$ 5,708,536	$ 3,395,944	$ 5,452,378	$ 7,611,381
2022	$ 2,735,475	$ 4,521,952	$ 6,312,650	$ 3,647,300	$ 6,029,269	$ 8,416,866
2023	$ 2,930,466	$ 4,897,478	$ 6,851,278	$ 3,907,289	$ 6,529,971	$ 9,135,038
2024	$ 3,132,115	$ 5,286,168	$ 7,408,879	$ 4,176,153	$ 7,048,224	$ 9,878,505
2025	$ 3,264,649	$ 5,534,176	$ 7,664,965	$ 4,352,865	$ 7,378,901	$10,219,953
2026	$ 3,447,514	$ 5,867,161	$ 7,928,283	$ 4,596,685	$ 7,822,881	$10,571,044
2027	$ 3,636,340	$ 6,211,203	$ 8,199,019	$ 4,848,454	$ 8,281,604	$10,932,025
2028	$ 3,831,292	$ 6,438,069	$ 8,477,366	$ 5,108,390	$ 8,584,092	$11,303,154
2029	$ 4,114,485	$ 6,671,478	$ 8,763,518	$ 5,485,981	$ 8,895,304	$11,684,691
2030	$ 4,340,558	$ 6,961,751	$ 9,057,678	$ 5,787,411	$ 9,282,334	$12,076,904
2031	$ 4,539,877	$ 7,277,969	$ 9,360,050	$ 6,053,170	$ 9,703,958	$12,480,067
2032	$ 4,745,385	$ 7,604,002	$ 9,670,846	$ 6,327,180	$10,138,670	$12,894,462
2033	$ 4,957,249	$ 7,869,158	$ 9,990,282	$ 6,609,665	$10,492,211	$13,320,376
2034	$ 5,193,736	$ 8,141,830	$10,318,579	$ 6,924,981	$10,855,773	$13,758,105

Table 15
Annual Increment

Combined City and County Tax Increment Revenue to CRA						
Year	Low Growth	% Change	Medium Growth	% Change	High Growth	% Change
2004 (Base)[1]						
2005 (Actual)[5]	$ 18,006		$ 18,006		$ 18,006	
2006 (Actual)[5]	$ 150,646	737%	$ 150,646	737%	$ 150,646	737%
2007 (Actual)[5]	$ 507,842	237%	$ 507,842	237%	$ 507,842	237%
2008 (Actual)[5]	$ 753,112	48%	$ 753,112	48%	$ 753,112	48%
2009[7]	$ 989,358	31%	$ 989,358	31%	$ 989,358	31%
2010	$ 1,289,702	30%	$ 1,577,143	59%	$ 1,859,239	88%
2011	$ 1,670,851	30%	$ 2,155,381	37%	$ 2,693,057	45%
2012	$ 1,989,621	19%	$ 2,728,276	27%	$ 3,526,076	31%
2013	$ 2,342,548	18%	$ 3,327,941	22%	$ 4,390,596	25%
2014	$ 2,754,697	18%	$ 3,967,778	19%	$ 5,310,708	21%
2015	$ 3,095,231	12%	$ 4,802,719	21%	$ 6,375,910	20%
2016	$ 3,453,318	12%	$ 5,478,599	14%	$ 7,460,063	17%
2017	$ 3,813,667	10%	$ 6,300,093	15%	$ 8,524,614	14%
2018	$ 4,279,206	12%	$ 7,029,119	12%	$ 9,567,138	12%
2019	$ 4,761,728	11%	$ 7,784,674	11%	$ 10,710,584	12%
2020	$ 5,261,727	11%	$ 8,567,527	10%	$ 11,959,825	12%
2021	$ 5,942,901	13%	$ 9,541,661	11%	$ 13,319,917	11%
2022	$ 6,382,775	7%	$ 10,551,221	11%	$ 14,729,516	11%
2023	$ 6,837,755	7%	$ 11,427,449	8%	$ 15,986,316	9%
2024	$ 7,308,268	7%	$ 12,334,393	8%	$ 17,287,384	8%
2025	$ 7,617,513	4%	$ 12,913,077	5%	$ 17,884,918	3%
2026	$ 8,044,200	6%	$ 13,690,041	6%	$ 18,499,326	3%
2027	$ 8,484,794	5%	$ 14,492,806	6%	$ 19,131,045	3%
2028	$ 8,939,682	5%	$ 15,022,162	4%	$ 19,780,520	3%
2029	$ 9,600,466	7%	$ 15,566,782	4%	$ 20,448,209	3%
2030	$ 10,127,969	5%	$ 16,244,085	4%	$ 21,134,581	3%
2031	$ 10,593,047	5%	$ 16,981,927	5%	$ 21,840,117	3%
2032	$ 11,072,564	5%	$ 17,742,672	4%	$ 22,565,308	3%
2033	$ 11,566,913	4%	$ 18,361,368	3%	$ 23,310,659	3%
2034	$ 12,118,716	5%	$ 18,997,603	3%	$ 24,076,685	3%

Table 16
Cumulative Tax Increment

	Cumulative Tax Increment Revenue to CRA		
Year	**Low Growth**	**Medium Growth**	**High Growth**
2004 (Base)[1]			
2005 (Actual)[5]			
2006 (Actual)[5]	$ 150,646	$ 150,646	$ 150,646
2007 (Actual)[5]	$ 658,488	$ 658,488	$ 658,488
2008 (Actual)[5]	$ 1,411,600	$ 1,411,600	$ 1,411,600
2009[Ŧ]	$ 2,400,958	$ 2,400,958	$ 2,400,958
2010	$ 3,690,660	$ 3,978,102	$ 4,260,197
2011	$ 5,361,511	$ 6,133,483	$ 6,953,254
2012	$ 7,351,132	$ 8,861,759	$ 10,479,330
2013	$ 9,693,680	$ 12,189,700	$ 14,869,925
2014	$ 12,448,377	$ 16,157,478	$ 20,180,633
2015	$ 15,543,609	$ 20,960,197	$ 26,556,543
2016	$ 18,996,927	$ 26,438,796	$ 34,016,606
2017	$ 22,810,594	$ 32,738,889	$ 42,541,220
2018	$ 27,089,800	$ 39,768,009	$ 52,108,358
2019	$ 31,851,527	$ 47,552,683	$ 62,818,941
2020	$ 37,113,254	$ 56,120,210	$ 74,778,767
2021	$ 43,056,155	$ 65,661,871	$ 88,098,683
2022	$ 49,438,930	$ 76,213,092	$102,828,200
2023	$ 56,276,685	$ 87,640,541	$118,814,516
2024	$ 63,584,954	$ 99,974,933	$136,101,900
2025	$ 71,202,467	$ 112,888,011	$153,986,819
2026	$ 79,246,667	$ 126,578,052	$172,486,145
2027	$ 87,731,461	$ 141,070,858	$191,617,190
2028	$ 96,671,143	$ 156,093,020	$211,397,709
2029	$106,271,609	$ 171,659,802	$231,845,918
2030	$116,399,578	$ 187,903,887	$252,980,499
2031	$126,992,625	$ 204,885,814	$274,820,616
2032	$138,065,189	$ 222,628,486	$297,385,924
2033	$149,632,102	$ 240,989,855	$320,696,583
2034	$161,750,819	$ 259,987,458	$344,773,268

[1] - CRA Base Year Total Taxable Value
[2] - Low Growth model estimates tax increment revenue for 33% residential buildout and 50% commercial buildout of DRIs. 33% commercial buildout of non-DRI areas by 2024 and 66% commercial buildout by 2034.
[3] - Medium Growth model estimates tax increment revenue for 50% residential buildout and 66% commercial buildout of DRIs. 66% commercial buildout of non-DRI areas by 2024 and 100% commercial buildout by 2034.
[4] - High Growth model estimates tax increment revenue for 66% residential and 100% commercial buildout of DRIs. 100% commercial buildout of non-DRI areas by 2024
[5] - Data provided by City of Palm Coast
[6] - Actual millage subject to change each year
[Ŧ] - Includes $35,600,000 of projects scheduled for completion in 2008

Additional Notes:
Commercial construction cost estimates inflated by 2% annually. Model anticipates 2% annual increase in taxable property value. Demographic indicators anticipate household growth of 20,478 units in Palm Coast between 2010 and 2020. SR 100 CRA would account for between 660 and 1310 of these household units in that time period.

10.4 Implementation and Safeguards

One of the clear intents of Chapter 163, Florida Statutes, is that the Plan be protected in terms of implementation and intent. It also makes clear that all private property developed in the State Road 100 Corridor Community Redevelopment Area must be developed consistent with this Plan. The following safeguards are offered to satisfy these requirements.

- City's staff will prepare annual reports to the Community Redevelopment Agency concerning progress on the Plan.

- No use of tax increment revenues should be approved that will replace funding for projects that are already funded with another revenue source or to pay for existing City debt for City-funded projects within the Area. "Existing debt" is any City encumbrance for any capital projects ongoing, or planned and funded at the date of the approval of this Plan.

- Require that the development of any private property within the Community Redevelopment Area be developed in accordance with the provisions of this Plan.

- Coordinate the City's five-year strategic planning process and any other mid-range planning processes in the City from succeeding administrations with the implementation of the Plan on a regular basis and suggest any inconsistencies or lapses, if any.

This Plan has a thirty-year horizon (2004-2034), during which substantial redevelopment of the Community Redevelopment Area is anticipated to be completed. The Palm Coast City Council may modify the Plan from time to time, in accordance with the appropriate provisions of local and state law.

Facilitating the redevelopment process in the Area will require additional public investment to stimulate private investment and remedy the causes of the blighted conditions identified in the City's February 2004 Existing Conditions report.

The Community Redevelopment Area designation will permit the City greater latitude in providing technical and financial assistance in identifying and solving those problems on both public and private property. Assistance could include joint application for grants and potential funding from the establishment of a Tax Increment Finance District, waivers of other development fees, and special loan programs.

In addition, the City will consider additional urban design analysis in the Area, and ongoing citizen participation to ensure coordination of public and private planning and development efforts, and a consensual approach to proposed public investment.

The net result from these efforts by the City of Palm Coast and other major public players, property owners, residents, and commercial tenants will be the steady and thoughtful

redevelopment of the Area. Redevelopment will dramatically increase property values and ad valorem tax base, and affect a replacement of the economic distress evident in the district today.

10.5 Capital Projects

The Community Redevelopment Agency will evaluate and make specific recommendations to the City regarding a variety of potential capital improvements within the Community Redevelopment Area, in accordance with the Five-Year Schedule of Capital Improvements.

In addition to infrastructure-related improvements, capital projects may include land acquisition, upgrades and/or connections to existing infrastructure and utilities that serve the Area, new public open space, the provision of public parking facilities, pedestrian-oriented urban design improvements such as sidewalks, landscaping, street furniture, and signage.

Such recommendations will be considered in accordance with the vision and goals of the Community Redevelopment Area Plan, the needs and recommendations of Area property owners, and the actual redevelopment proposals and projects which come about.

The City of Palm Coast will retain the responsibility of ensuring adequate public infrastructure and public safety, and a redevelopment environment conducive to achieving the Policies, Goals and Objectives for the Area articulated within the Palm Coast Comprehensive Plan. The City will also retain the ability to enter into development agreements with private sector entities to assist in the achievement of those goals and objectives.

Table 17 summarizes the Capital Improvement Program.

Capital Improvement Program
Table 17

Projects/Priority	Elements	Unit Measure	Unit Cost	Unit(s)	2008 Estimated Cost	Totals
Belle Terre Parkway						
Low Priority	Street Lighting	Linear Ft.	$215	9,400	$2,021,000	
	Subtotal					**$2,021,000**
Bulldog Drive						
High Priority	Land Acquisition	Acres	$435,600	0.7	$304,920	
High Priority	Demolition Costs	Structures	$7,500	2	$15,000	
High Priority	New 4-Lane Road Construction - SR 100 to Town Center Improvements (Urban x-section, includes stormwater)	Centerline Mile	$16,022,427	0.5	$8,011,214	
High Priority	Landscaping	Lump Sum	$1,863,546	1	$1,863,546	
High Priority	Street Lighting	Linear Ft.	$215	2,640	$567,600	
High Priority	Gateway Identity Signage/Features	Feature	$200,000	1	$200,000	
	Subtotal					**$10,962,280**
Central Park Enhancements – Phase II						
High Priority	Restroom Facility	Lump Sum		1		
High Priority	Amphitheatre	Lump Sum		1		
High Priority	Other					
	Subtotal					**$600,000**
Central Park Enhancements – Phase III						
Medium Priority	Gazebo	Lump Sum		1		
Medium Priority	Overlook	Lump Sum		1		
Medium Priority	Stormwater Pond Bulkheads - Amphitheatre and Overlook Areas	Lump Sum		1		
Medium Priority	Pedestrian Bridge	Lump Sum		1		
Medium Priority	Park Identity Monument Sign	Each		2		
Medium Priority	Water Play Park	Lump Sum		1		
Medium Priority	Landscaping	Lump Sum		1		
Medium Priority	Other					
	Subtotal					**$783,000**
Civic Architecture						
Medium Priority	New Cultural Arts Building	Square Ft.	$175	88,000	$15,400,000	
Medium Priority	New City Hall Building	Square Ft.	$200	50,000	$10,000,000	
High Priority	New Community Center Building	Square Ft.	$125	10,000	$1,250,000	
Low Priority	New Library Building	Square Ft.	$175	25,000	$4,375,000	
Medium Priority	New Aquatic Center	Square Ft.	$150	75,000	$3,750,000	
	Subtotal					**$35,775,000**
Midway Park Area						
Low Priority	Land Acquisition	Acres	$435,600	1.4	$609,840	
Low Priority	Demolition Costs	Structures	$7,500	6	$45,000	
Low Priority	New 2-Lane Street Construction - SR 100 to north (Urban x-section)	Centerline Mile	$12,109,284	0.1	$1,210,928	
	Subtotal					**$1,865,768**

Capital Improvement Program (Continued)

Projects/Priority	Elements	Unit Measure	Unit Cost	Unit(s)	2008 Estimated Cost	Totals
Old Kings Road						
Low Priority	Milling & Resurfacing 2-Lane Road - SR 100 to South CRA Boundary (Rural x-section)	Centerline Mile	$1,064,181	0.3	$319,254	
	Subtotal					**$319,254**
Seminole Woods Parkway						
Low Priority	Milling & Resurfacing 2-Lane Road - SR 100 to South CRA Boundary (Rural x-section)	Centerline Mile	$1,064,181	0.3	$319,254	
Low Priority	Landscaping	Linear Mile	$300,000	0.3	$90,000	
Low Priority	Street Lighting	Linear Ft.	$215	1,100	$236,500	
	Subtotal					**$645,754**
State Road 100						
Low Priority	Landscaping - North Side R/W	Lump Sum	$692,473	1	$692,473	
Low Priority	Street Lighting - North Side R/W	Linear Ft.	$215	8,000	$1,720,000	
Low Priority	Street Lighting - South & Remainder R/W	Linear Ft.	$215	7,600	$1,634,000	
High Priority	5' Sidewalk - North Side R/W	Linear Ft.	$15	6,150	$92,250	
Low Priority	Buffer Landscaping-FP&L	Linear Ft.	$80	1,000	$80,000	
Low Priority	Integrated Traffic System	Each	$50,000	5	$250,000	
High Priority	Traffic Signalization (Mast Arm Assembly) - 6 Lane Span	Each	$349,881	2	$699,762	
High Priority	Gateway Identity Signage/ Features-I 95	Each	$125,000	2	$250,000	
Low Priority	6-Lane Road Widening - Belle Terre to Florida Hospital Entrance (Rural x-section, milling and resurfacing)	Centerline Mile	$8,104,108	2.3	$18,639,448	
	Subtotal					**$24,057,933**
Whispering Pines Area						
Low Priority	Land Acquisition	Acres	$435,600	0.8	$348,480	
Low Priority	Demolition Costs	Structures	$10,000	2	$20,000	
Low Priority	New 2-Lane Street Construction - SR 100 to north (Urban x-section)	Centerline Mile	$12,109,284	0.2	$2,421,857	
	Subtotal					**$2,790,337**
Underground FP&L Electric Lines						
Low Priority	North Side State Road 100 R/W	Linear Mile	$1,000,000	2.3	$2,300,000	
	Subtotal					**$2,300,000**
Other						
Medium Priority	Technical Business Incubator				$2,500,000	
Low Priority	Higher Education Campus	Property and Infrastructure			$8,000,000	
Low Priority	Tennis Center Expansion				$3,500,000	
High Priority	Historic Property/Site Rehabilitation				$150,000	
	Subtotal					**$14,150,000**
Total CIP 2008						**$95,270,326**

10.6 Funding Sources

The Community Redevelopment Agency will use multiple funding sources to carry out redevelopment objectives. Supported by City staff, the State Road 100 Corridor Community Redevelopment Agency will seek private funding, as well as, state, federal, and local government sources. There are a number of funding sources available to the Agency that can be used to supplement anticipated tax increment revenues. Funding methods and sources that will be examined to implement the redevelopment projects include:

1) Tax increment financing - This is a power delegated by Statute to the State Road 100 Corridor Community Redevelopment Area. This method captures the increase in tax revenue in the district and directs it to a special redevelopment trust fund. Revenues from the City of Palm Coast and Flagler County will accrue to the trust fund. The fund captures all increases in value, whether from redevelopment or appreciation of existing property. Any decreases in value are also reflected in fund revenues. For example, the tax yield from a large development on one site can be offset by a reduction in value in an existing property.

2) Special taxing district - A special district can be formed for the purpose of levying a millage assessment within a defined area to pay for services and improvements.

3) Federal and state funds - Funding for redevelopment is an eligible expense of the Community Development Block Grant (CDBG) program, administered through Flagler County for the Federal Government. Urban infill grants were authorized by the State Legislature in 1999. Implementation grants will be made available on a 50-50 matching funds basis.

4) Revenue bonds - May be issued by public agencies (such as the State Road 100 Corridor Community Redevelopment Agency) to finance eligible public improvements. Utility improvements are commonly funded through revenue bonds. General Obligation bonds or Industrial Revenue bonds may also be an option.

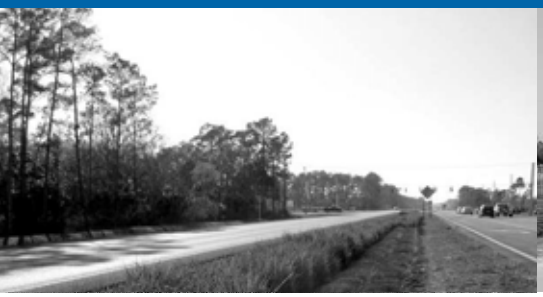
5) Local funds - Have been used to support development of this plan. General funds are also the source for improvements which benefit the overall community, such as parks, government buildings and local streets.

The State Road 100 Corridor Community Redevelopment Agency and City of Palm Coast will regularly evaluate potential projects and available funding sources.

Redevelopment is expected to occur over the life of this Plan, which will not exceed thirty (30) years as allowed by Florida Statutes. It is within the powers of the City of Palm Coast to choose either pay-as-you-go financing or long term financing to implement any or all parts of this Plan. However, any financing of redevelopment activities using tax increment revenues shall occur prior to the 30-year time limit. Private sector redevelopment will probably occur gradually, and in the initial years, it is expected to be predominantly small in scale.

The amount of available tax increment is expected to increase as private sector redevelopment begins to take place, however for the first few years of this Plan Update, the low growth scenario will be most likely to occur. Investments made by the City using tax increment could include any element of this Plan, as determined by the State Road 100 Corridor Community Redevelopment Agency.

State Road 100 Corridor Community Redevelopment Area Plan
2008 Update



Appendix A:
Legal Description

Appendix A

Legal Description

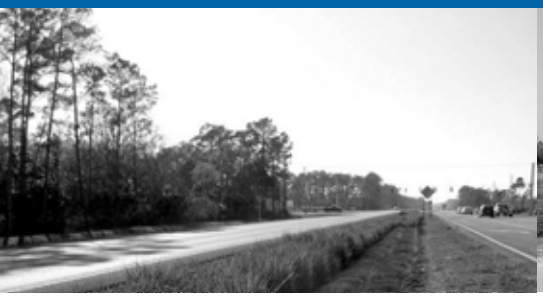
A parcel of land lying in government Sections 31, 32, 33 and 54, Township 11 South, Range 31 East, Section 12, Township 12 South, Range 30 East, Sections 4, 5, 6, 7, 8, 9, 39 and 40, Township 12 South, Range 31 East, Flagler County, Florida, being more particularly described as follows;

A point of reference being the southwest corner of government Section 32, Township 11 South, Range 31 East, thence north 00°d51'09" 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°d15'49" 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°d40'55" 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°d15'49" east a distance of 510.00 feet thence north 00°d40'55" 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°d46'16" 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°d51'13" west along the east line of Section 32 a distance of 75.00 feet, thence departing said east line of Section 32 north 89°d13'53" east a distance of 1996.07 feet, thence north 89°d11'13" east a distance of 1500.00 feet, thence south 00°d44'11" east a distance of 208.86 feet, thence north 89°d15'49" 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°d54'58" east along the east line of said land a distance of 2088.67 feet, thence south 18°d25'23" 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°d48'45" west along the center of state road 100 a distance of 698.41 feet, thence south 02°d11'15" 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°d48'45" west a distance of 535.57 feet, thence north 22°d22'09" 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°d48'45" 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°d19'24" 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°d20'57", a radius of 2864.93 feet, a chord bearing of south 32°d08'56" east and a chord distance of 217.41 feet to a point of tangency, thence south 29°d58'27" east along said center of Old Kings Road a distance of 38.07 feet, thence departing said center of Old Kings Road south 86°d47'28" 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°d19'56" west along said center of Interstate-95 a distance of 416.63 feet, thence departing said center of interstate- 95 south 87°d48'35" 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°d26'55" west a distance of 329.38 feet to the southeast corner of lot 5, block 2, plat Ulysses Trees Section 57, Map Book17, pages 12 through 28, thence north 21°d33'05" 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°d38'48", a radius of 150.00 feet, a chord bearing of north 62°d22'29" west and a chord distance of 196.12 feet to a point, thence south 68°d26'54" 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°d38'47", a radius of 150.00 feet, a chord bearing of south 19°d16'18" west and a chord distance of 196.12 feet to a point of tangency, thence

south 21°d33'05" east a distance of 290.00 feet to the southwest corner of lot 1, block 1, of said Plat Ulysses Trees thence south 68°d26'55" west a distance of 212.77 feet, thence south 62°d39'37" west a distance of 389.21 feet, thence north 21°d33'05" west along the westerly boundary line of the Flagler Beach water plant a distance of 399.99 feet, thence south 68°d26'55" 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°d33'05" 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°d09'05" 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°d46'31", a radius of 22918.32 feet, a chord bearing of north 89°d27'40" west and a chord distance of 1109.95 feet to a point of tangency, thence north 88°d04'24" 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°d13'44" east a distance of 1729.90 feet, thence south 88°d46'16" 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°d13'22" west along the east line of said tract a distance of 372.00 feet, thence north 78°d46'38" 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°d13'22" 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°d46'38" west a distance of 733.63 feet, thence north 89°d16'07" east a distance of 447.09 feet, thence north 00°d06'26" east a distance of 50.01 feet, thence north 01°d16'45" 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°d08'37" 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°d11'34", a radius of 22970.14 feet, a chord bearing of south 89°d21'12" 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°d13'22" 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°d32'31", a radius of 1538.00 feet, a chord bearing of north 03°d32'53" west and a chord distance of 784.24 feet to a point of tangency, thence north 18°d19'09" 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°d27'17", a radius of 1462.00 feet, a chord bearing of north 02°d54'30" east and a chord distance of 1058.69 feet to a point of tangency, thence north 24°d08'08" 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°d52'19", a radius of 1062.00 feet, a chord bearing of north 11°d41'59" east and a chord distance of 457.40 feet to a point of tangency, thence north 00°d44'11" 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°d15'49" east along the center of Royal Palms Parkway a distance of 3917.01 feet to the point of beginning.

Parcel containing 2,945.64 acres more or less.

State Road 100 Corridor Community Redevelopment Area Plan
2008 Update



Appendix B: Comprehensive Plan Goals, Objectives, and Policies

Appendix B

Comprehensive Plan

The City of Palm Coast's Comprehensive Planning Document was approved by the State Department of Community Affairs in 2004.

The following Goals, Objectives and Policies from the City of Palm Coast 2020 Comprehensive Plan are consistent with the State Road 100 Corridor Community Redevelopment Area.

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.

A. Palm Coast Parkway
B. Belle Terre Parkway
C. Whiteview Parkway
D. Seminole Woods Parkway
E. Palm Harbor Parkway

F. Matanzas Woods Parkway
G. Royal Palms Parkway
H. Old Kings Road (Flagler County jurisdiction)
I. Colbert Lane (Flagler County jurisdiction)
J. State Road 100 (FDOT jurisdiction)
K. US 1 (FDOT jurisdiction)
L. Interstate 95 exit ramps (FDOT jurisdiction)

Policy 1.2.2.3 – 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.

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.

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 residential 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 Trail 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 2.3.1.6 – The City shall include in the Multi-Use Trails System Plan a trail component that shows the interconnections and interrelationships between all non-motorized modes of travel.

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 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.

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.

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.

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:

The elimination of public health and safety hazards;
Replacement or rehabilitation of facilities and the elimination of existing capacity deficiencies necessary to maintain level of service standards;
Necessity for compliance with statutory or regulatory requirements;
Provision of capacity for redevelopment and new development, based upon projected growth patterns;
Possible availability of private funds such as, and by way of example, potential collaborative funding by the Palm Coast Community Service Corporation and developer contributions in the context of public/private partnerships.

State Road 100 Corridor Community Redevelopment Area Plan
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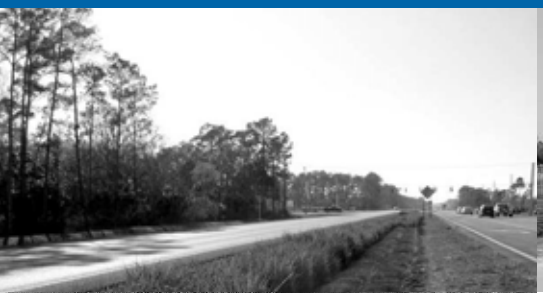


Appendix C:
Florida Statutes Chapter 163.360

Appendix C

Florida Statutes
Chapter 163.360 Community Redevelopment Plans

(1) Community redevelopment in a community redevelopment area shall not be planned or initiated unless the governing body has, by resolution, determined such area to be a slum area, a blighted area, or an area in which there is a shortage of housing affordable to residents of low or moderate income, including the elderly, or a combination thereof, and designated such area as appropriate for community redevelopment.

(2) The community redevelopment plan shall:
   (a) Conform to the comprehensive plan for the county or municipality as prepared by the local planning agency under the Local Government Comprehensive Planning and Land Development Regulation Act.
   (b) Be sufficiently complete to indicate such land acquisition, demolition and removal of structures, redevelopment, improvements, and rehabilitation as may be proposed to be carried out in the community redevelopment area; zoning and planning changes, if any; land uses; maximum densities; and building requirements.
   (c) Provide for the development of affordable housing in the area, or state the reasons for not addressing in the plan the development of affordable housing in the area. The county, municipality, or community redevelopment agency shall coordinate with each housing authority or other affordable housing entities functioning within the geographic boundaries of the redevelopment area, concerning the development of affordable housing in the area.

(3) The community redevelopment plan may provide for the development and implementation of community policing innovations.

(4) The county, municipality, or community redevelopment agency may itself prepare or cause to be prepared a community redevelopment plan, or any person or agency, public or private, may submit such a plan to a community redevelopment agency. Prior to its consideration of a community redevelopment plan, the community redevelopment agency shall submit such plan to the local planning agency of the county or municipality for review and recommendations as to its conformity with the comprehensive plan for the development of the county or municipality as a whole. The local planning agency shall submit its written recommendations with respect to the conformity of the proposed community redevelopment plan to the community redevelopment agency. Upon receipt of the recommendations of the local planning agency, or, if no recommendations are received, then without such recommendations, the community redevelopment agency may proceed with its consideration of the proposed community redevelopment plan.

(5) The community redevelopment agency shall submit any community redevelopment plan it recommends for approval, together with its written recommendations, to the governing body and to each taxing authority that levies ad valorem taxes on taxable

real property contained within the geographic boundaries of the redevelopment area. The governing body shall then proceed with the hearing on the proposed community redevelopment plan as prescribed by subsection (6).

(6) The governing body shall hold a public hearing on a community 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 community redevelopment area covered by the plan, and outline the general scope of the community redevelopment plan under consideration.

(7) Following such hearing, the governing body may approve the community redevelopment and the plan there from if it finds that:
   (a) A feasible method exists for the location of families who will be displaced from the community redevelopment area in decent, safe, and sanitary dwelling accommodations within their means and without undue hardship to such families;
   (b) The community redevelopment plan conforms to the general plan of the county or municipality as a whole;
   (c) The community redevelopment plan gives due consideration to the utilization of community policing innovations, and 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 plans;
   (d) The community 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 community redevelopment area by private enterprise; and
   (e) The community redevelopment plan and resulting revitalization and redevelopment for a coastal tourist area that is deteriorating and economically distressed will reduce or maintain evacuation time, as appropriate, and ensure protection for property against exposure to natural disasters.

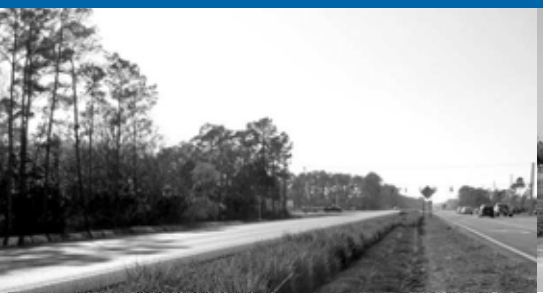
(8) If the community redevelopment area consists of an area of open land to be acquired by the county or the municipality, such area may not be so acquired unless:
   (a) In the event the area is to be developed in whole or in part for residential uses, the governing body determines:
      1. That a shortage of housing of sound standards and design which is decent, safe, affordable to residents of low or moderate income, including the elderly, and sanitary exists in the county or municipality;
      2. That the need for housing accommodations has increased in the area;
      3. That the conditions of blight in the area or the shortage of decent, safe, affordable, and sanitary housing cause or contribute to an increase in and spread of disease and crime or constitute a menace to the public health, safety, morals, or welfare; and
      4. That the acquisition of the area for residential uses is an integral part of and is essential to the program of the county or municipality.
   (b) In the event the area is to be developed in whole or in part for nonresidential uses, the governing body determines that:

1. Such nonresidential uses are necessary and appropriate to facilitate the proper growth and development of the community in accordance with sound planning standards and local community objectives.
2. Acquisition may require the exercise of governmental action, as provided in this part, because of:
   a. Defective, or unusual conditions of, title or diversity of ownership which prevents the free alienability of such land;
   b. Tax delinquency;
   c. Improper subdivisions;
   d. Outmoded street patterns;
   e. Deterioration of site;
   f. Economic disuse;
   g. Unsuitable topography or faulty lot layouts;
   h. Lack of correlation of the area with other areas of a county or municipality by streets and modern traffic requirements; or
   i. Any combination of such factors or other conditions which retard development of the area.
3. Conditions of blight in the area contribute to an increase in and spread of disease and crime or constitute a menace to public health, safety, morals, or welfare.

(9) Upon the approval by the governing body of a community redevelopment plan or of any modification thereof, such plan or modification shall be deemed to be in full force and effect for the respective community redevelopment area, and the county or municipality may then cause the community redevelopment agency to carry out such plan or modification in accordance with its terms.

(10) Notwithstanding any other provisions of this part, when the governing body certifies that an area is in need of redevelopment or rehabilitation as a result of an emergency under S. 252.34(3), with respect to which the Governor has certified the need for emergency assistance under federal law, that area may be certified as a "blighted area," and the governing body may approve a community redevelopment plan and community redevelopment with respect to such area without regard to the provisions of this section requiring a general plan for the county or municipality and a public hearing on the community redevelopment.

State Road 100 Corridor Community Redevelopment Area Plan
2008 Update



Appendix D:
Florida Statues Chapter 163.362

Appendix D

Florida Statutes
Chapter 163.362 Contents of Community Redevelopment Plan

(1) Contain a legal description of the boundaries of the community redevelopment area and the reasons for establishing such boundaries shown in the plan.

(2) Show by diagram and in general terms:
   (a) The approximate amount of open space to be provided and the street layout.
   (b) Limitations on the type, size, height, number, and proposed use of buildings
   (c) The approximate number of dwelling units.
   (d) Such property as is intended for use as public parks, recreation areas, streets, public utilities, and public improvements of any nature.

(3) If the redevelopment area contains low or moderate income housing, contain a neighborhood impact element which describes in detail the impact of the redevelopment upon the residents of the redevelopment area and the surrounding areas in terms of relocation, traffic circulation, environmental quality, availability of community facilities and services, effect on school population, and other matters affecting the physical and social quality of the neighborhood.

(4) Identify specifically any publicly funded capital projects to be undertaken within the community redevelopment area.

(5) Contain adequate safeguards that the work of redevelopment will be carried out pursuant to the plan.

(6) Provide for the retention of controls and the establishment of any restrictions or covenants running with land sold or leased for private use for such periods of time and under such conditions as the governing body deems necessary to effectuate the purposes of this part.

(7) Provide assurances that there will be replacement housing for the relocation of persons temporarily or permanently displaced from housing facilities within the community redevelopment area.

(8) Provide an element of residential use in the redevelopment area if such use exists in the area prior to the adoption of the plan or if the plan is intended to remedy a shortage of housing affordable to residents of low or moderate income, including the elderly, or if the plan is not intended to remedy such shortage, the reasons therefore.

(9) Contain a detailed statement of the projected costs of the redevelopment, including the amount to be expended on publicly funded capital projects in the community redevelopment area and any indebtedness of the community redevelopment agency, the county, or the municipality proposed to be incurred for such redevelopment if such indebtedness is to be repaid with increment revenues.

(10) Provide a time certain for completing all redevelopment financed by increment revenues. Such time certain shall occur no later than 30 years after the fiscal year in which the plan is approved, adopted, or amended pursuant to S. 163.361(1). However, for any agency created after July 1, 2002, the time certain for completing all redevelopment financed by increment revenues must occur within 40 years after the fiscal year in which the plan is approved or adopted.

Subsections (1), (3), (4), and (8), as amended by S. 10, Chapter 84-356, Laws of Florida, and subsections (9) and (10) do not apply to any governing body of a county or municipality or to a community redevelopment agency if such governing body has approved and adopted a community redevelopment plan pursuant to S. 163.360 before Chapter 84-356 became a law; nor do they apply to any governing body of a county or municipality or to a community redevelopment agency if such governing body or agency has adopted an ordinance or resolution authorizing the issuance of any bonds, notes, or other forms of indebtedness to which is pledged increment revenues pursuant only to a community redevelopment plan as approved and adopted before Chapter 84-356 became a law.

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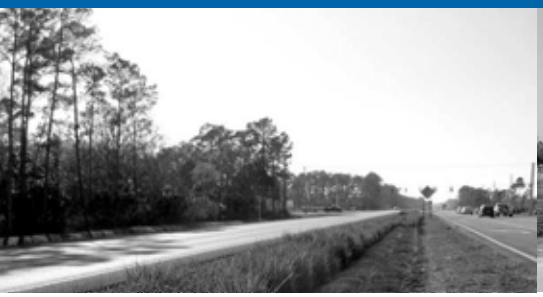


Appendix E: Conceptual Graphics

Appendix E
Capital Improvement Program Project Concepts

Several of the projects included in the Capital Improvement Program are conceptually described below.

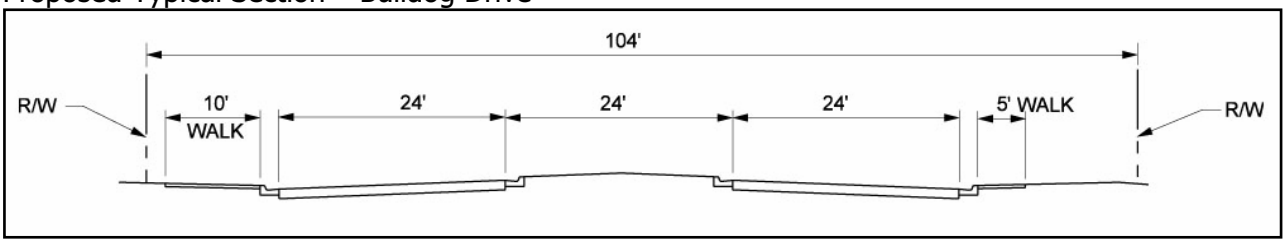
Bulldog Drive Corridor Reconstruction

Existing
- Rural, 2-lane Cross Section, without Sidewalks
- 24' of Right-of-way and 14' Easement
- From State Road 100 North to Town Center Boulevard (0.5-mile Length)

Photograph – Bulldog Drive Facing North

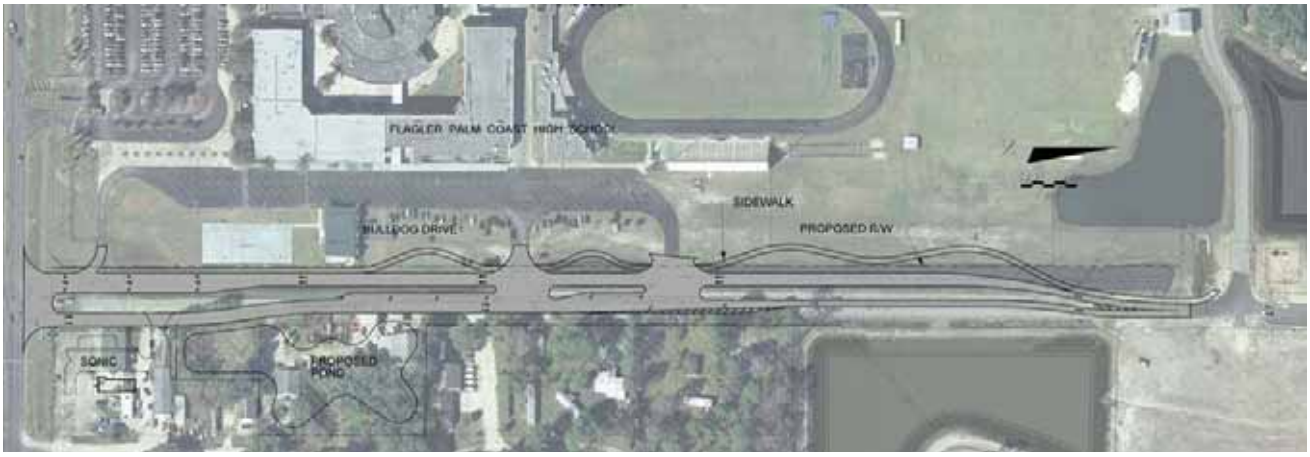
Proposed
- Reconstruction to Four Lane, Urban Typical Cross Section with Median
- 10' Sidewalk on West Side and 5' Sidewalk on East Side
- Gateway Signage and Landscaping

Proposed Typical Section – Bulldog Drive



Bulldog Drive Corridor (Continued)

Alternate 1



Alternate 2

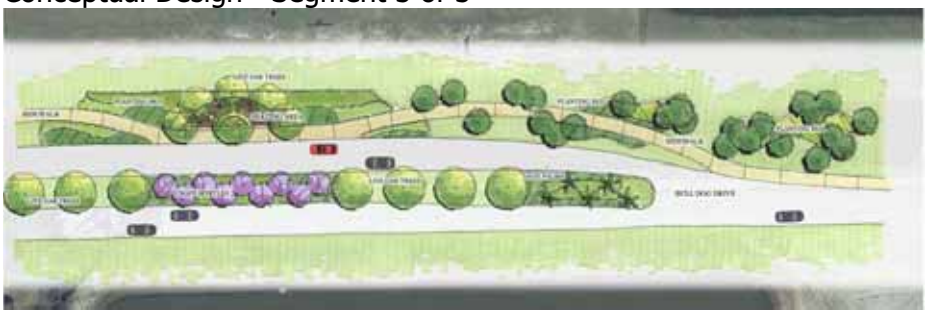
Alternate 3

Alternate 2 Conceptual Design – Bulldog Drive (Overall)

Alternate 2 Conceptual Design - Segment 1 of 3

Conceptual Design - Segment 2 of 3

Conceptual Design - Segment 3 of 3



State Road 100/Bulldog Drive Intersection Facing North –
Existing Condition

State Road 100/Bulldog Drive Intersection Facing North –
Proposed Design

State Road 100 Corridor Expansion

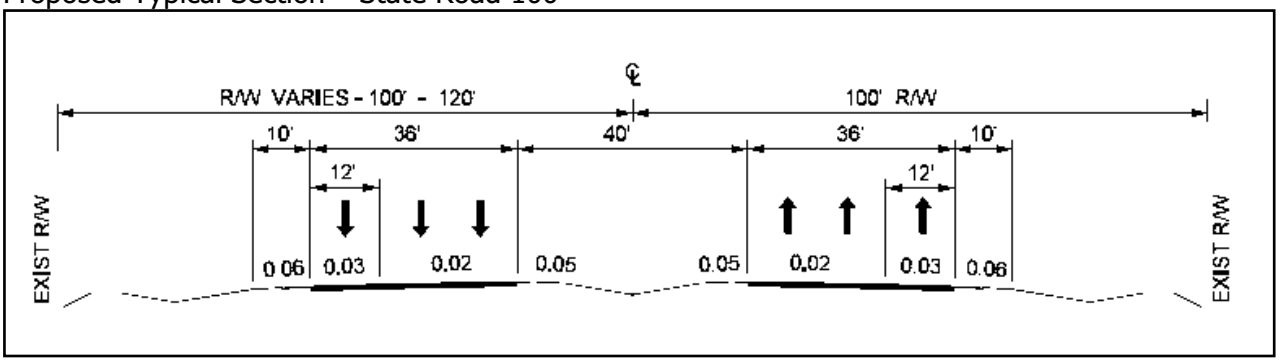
Existing

- 4-lane, Rural, Arterial Highway
- FDOT-Maintained

Proposed

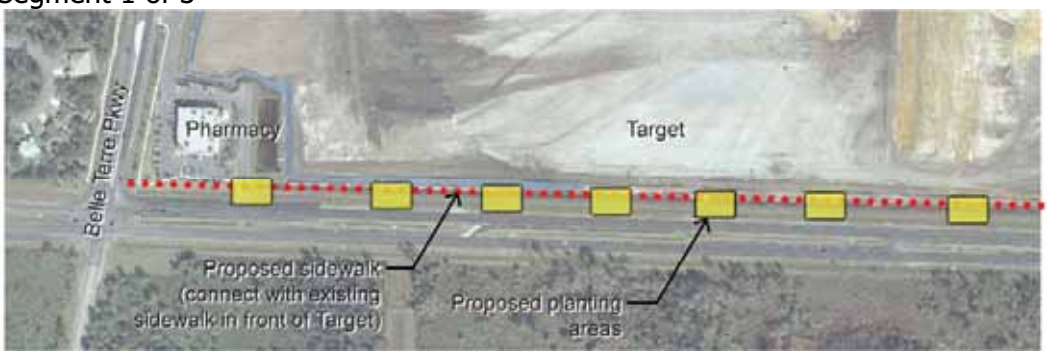
- Expansion to 6-lane Rural Typical Section
- No Programmed Widening in FDOT Capital Improvement Program

Proposed Typical Section – State Road 100



Conceptual Design – State Road 100

Segment 1 of 3



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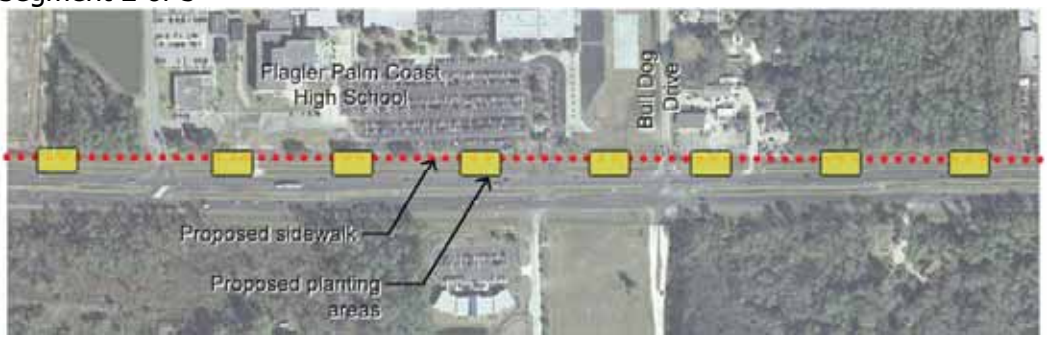

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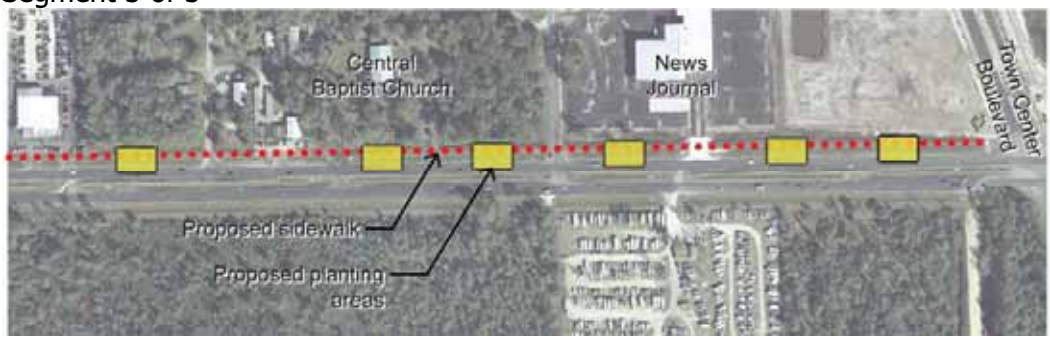
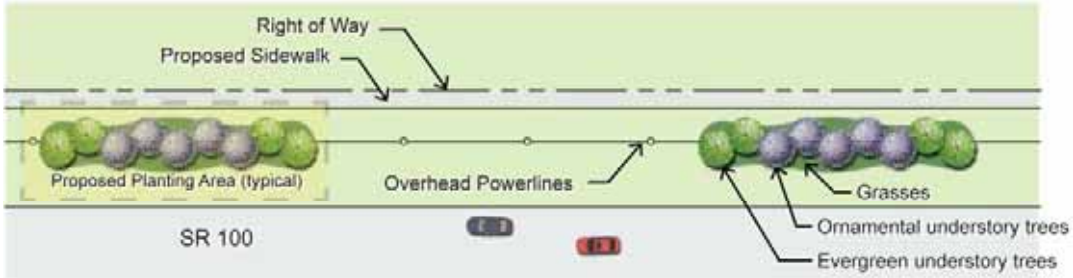


Conceptual Plan View



Plan View

*NOTE: Distance between planting areas varies based on driveway locations.

*NOTE: Where opportunities exist, the sidewalk may adjust to add greater variety and interest with a meandering, free-form alignment.

Bulldog Drive Stormwater Park Concept

Proposed:
- +/- 8 Acre Site
- Two Stormwater Ponds
- Passive Open Space with Gazebo and Trail

Bulldog Drive Stormwater Park Conceptual Site Plan

Stormwater/Community Pool

Proposed:
- +/- 8 acre site
- 50,000 sq. ft. Community Center with Pool
- .1 Floor Area Ratio
- Stormwater Pond, Walking Trail, and Parking

Bulldog Drive Stormwater/Community Pool Conceptual Site Plan

Stormwater/Swimming Center Complex

Proposed:

- +/- 8 acre site
- 25,000 sq. ft. Swimming Center
- 50 Meter Pool
- Children's Play Area
- .07 Floor Area Ratio
- Stormwater Pond, Walking Trail, and Parking

Bulldog Drive Stormwater/Community Pool Conceptual Site Plan

State Road 100 - Community Use Concept

Proposed:

- Site Acreage: 1.6
- Community Building: 13,500 sq. ft.
- Floor Area Ratio: .2
- Parking Spaces: 67

Community Building Conceptual Site Plan

Cultural Arts Facility/Community Center Concept

Proposed

- Cultural Arts Facility: 88,000 sq. ft./2 stories
- Site Acreage: 17.2 acres
- Floor Area Ratio: .1
- Parking Spaces: 725

Cultural Arts Facility Conceptual Site Plan

Town Center/City Hall Site Conceptual Site Plan

Proposed:

- City Hall and Urban Park: +/- 23 acres
- Surrounding Mixed Use Development, Civic and Public Open Space, and Parking

State Road 100 Corridor Community Redevelopment Area Plan
2008 Update

Appendix F:
Civic Architectural Guidelines

1.0 Purpose:

The intent of the Civic Architecture Guidelines is to establish provisions to implement consistent architectural and design standards and create a unified design treatment for future major civic buildings within the City of Palm Coast.

Incorporated in 1999, this new local government includes master planned residential communities that developed throughout the last 30 years with various residential styles with limited civic presence. The City is now embarking on the creation of new, major community facilities with an intended long lifespan. These new buildings and their individual sites should be designed to contribute to the City's overall community character.

These guidelines are intended to:

1. *Ensure that Major Civic Buildings (e.g., those with substantial public use) are designed within a cohesive traditional Florida small town character, has an architectural presence to be immediately recognizable as a community icon, is sympathetic to the architectural style of adjacent existing buildings and public amenities, and appropriately sited with community context;*
2. *Provide a minimal set of uniform design standards to establish a cohesive and high quality facility design;*
3. *Prevent disjointed, disorganized development caused by unplanned and uncoordinated uses, buildings, and structures; and*
4. *Maintain and enhance property values.*

2.0 Elements of Civic Architecture

Civic or public buildings are built by institutions or groups of citizens that generally have an interest in their continued existence for an indefinite period of time. Their buildings require an architectural legibility shared by many, not just one or a few, over an undetermined number of years. At the same time they must by virtue of their hierarchical function be distinguishable from a generally harmonious cityscape.

The City's anticipated Major Civic Building's (e.g., those with substantial public use) include:

1. City Hall

Historically the role of the City Hall in a community was to house the offices of government and provide a place of assembly for people to participate in their civic responsibility. Set in the center of a town, it was likely to be modeled after an urban icon, and it often included a prominent façade and tall clock tower. As a focal point of community planning, the City Hall stood as an imposing symbol of civic pride and identity.

Examples of City Hall Architecture

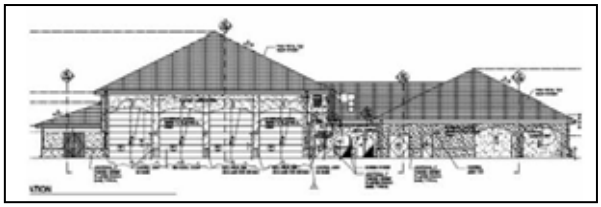
2. Performing Arts Center

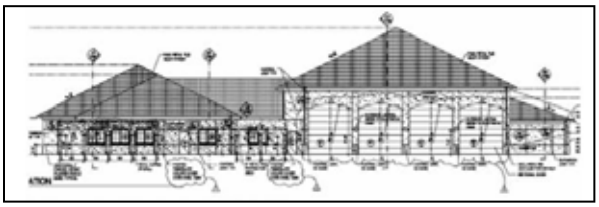
The role of a Performing Arts Center is to serve as a gathering place for the community to engage in educational opportunities and enhance understanding and enjoyment of life through the creation and presentation of the arts. This is accomplished by providing a premier venue for performing arts attractions and a dynamic environment for arts organizations to ply their craft and enrich the lives of citizens through inspiring experiences.

Examples of Performing Arts Centers

3. Fire Stations

The City has recently embarked on design and construction of new fire stations that have elements of Mediterranean revival architecture. The new fire stations will provide fire protection and emergency medical services to the City. The stations include meeting rooms, equipment bays, dormitories and a kitchen. The need for architectural design was thoroughly discussed and produced a prototype that has timeless, classic and modest qualities.





New Fire Station Design

4. Community Center

A Community Center is a public building that plays an important role in the development of a community where citizens may gather for group activities, social support, public information, recreation, and leisure. Community centers provide a safe, accessible community space for activities and programs that meet community needs; strengthening and uniting the community by brining together its diverse elements; and raising conscious awareness through public education, art and to promote the full inclusion of all persons. Community centers strive to provide and promote community programs, services and activities aimed at building a sense of neighborhood.

Examples of Community Centers

5. Civic Plaza – Public Open Space

Civic Plaza's are public open space area commonly found in the heart of a community used for public gatherings. Most civic plazas are designed for open green space, music concerts, political rallies, and other events that require open areas. Civic plazas are usually surrounded by retail shops and urban high-density residential with easy and safe pedestrian access. Civic plazas always have a significant public building such as a city hall, courthouse, arts center or community center that anchors its design and draws people daily to the area. At their center is often a significant historic or community icon, water feature or public art.

Examples of Public Open Space

2.1 Site Orientation and Planning Elements

1. Site design shall specifically address the creation of an attractive, safe and functional urban environment.

2. Buildings shall be organized to create or strengthen view corridors to significant natural or man made features.

3. Building siting and orientation shall create a healthier pedestrian environment designed within the existing urban context.

4. When two or more buildings are proposed on a single lot of record, the primary building shall be oriented to face the public right-of-way.

5. Buildings shall be oriented to maximize pedestrian access and view of significant natural or man made features, even if there is a primary façade on the public right of way.

6. Building orientation and massing should relate to nearby buildings and to the urban context with off-street parking areas located to the side and rear of the site.

7. Secondary building entrances shall be considered when parking is located to the rear of the building to provide direct service and customer access to the store from parking areas as well as improve circulation between the parking lots and the street.

8. Architectural embellishments, awnings, landscaping and directional signage shall be used to mark the secondary entrance, and the design and building materials of the rear of the building shall be consistent with the front façade.

Small Town Pedestrian Environment

Vehicle Access to Rear Loaded Parking

Secondary Entry

9. Parking areas shall be designed to avoid the appearance of a large expanse of pavement, and shall be conducive to safe pedestrian access and circulation.

10. All maintenance and service areas shall be located in the rear of the buildings or, if a rear location is not possible, such areas shall be screened from public view.

11. Efficient access shall be provided to service drops and maintenance or trash collection areas.

12. Buildings shall be oriented to establish framework for outdoor spaces, including parks, plazas and walkways.

13. Joint or shared parking and cross access are encouraged to create physical and visual linkages and to create more developable areas for commercial, institutional and amenity uses.

14. Developments that have a primary building and anchor tenant and out-parcel developments on the same site shall conform to the following guidelines:

    A. In order to provide a unified design with the main structure and enhance the visual impact of out-parcels, all exterior facades of the out-parcel buildings shall be considered primary facades and shall employ architectural and landscape design treatments similar to or compatible with the primary building and anchor tenant.

    B. Interconnection of pedestrian walkways with the main structure and adjacent out-parcels is required. Pedestrian walkways that are incorporated into parking areas or roadways shall be distinguished as such through the use of different materials.

    C. Joint or shared parking areas shall be used where feasible. The main structure and adjacent out-parcels shall share driveway access.

    D. Vehicular connection between the out-parcel, the main structure and the adjacent out-parcel is required to provide for safe and convenient vehicular movement within the site.

Mid-Block Plaza Space

Traditional Building Hierarchal Setting

15. The site plan shall be integrated with adjacent parcels to provide a logical, safe and harmonious system of roadways, interconnecting bike paths and sidewalks and building facades.

16. National corporate building design in which the architecture of the building is recognizable as the corporate/company brand that is typically read as signage, corporate logo, or branding is discouraged.

2.2 Building Design Elements

All Major Civic Buildings shall have architectural features and patterns that provide visual interest from the perspective of pedestrians and motorists. Buildings shall include substantial variation in massing, such as articulation of vertical and horizontal planes. Primary building facades shall be enhanced by the use of vertical and horizontal elements. Building ornamentation can range from simple to dramatic and may draw from a number of architectural style references. Design flexibility shall be permitted by the City when appropriate for architectural interpretation.

1. Traditional Florida Small Town Character

It is important to recognize that the development of future City facilities will make a dramatic contribution towards increased community identity. Elements of Civic Building design, site plan and community location characteristics include:

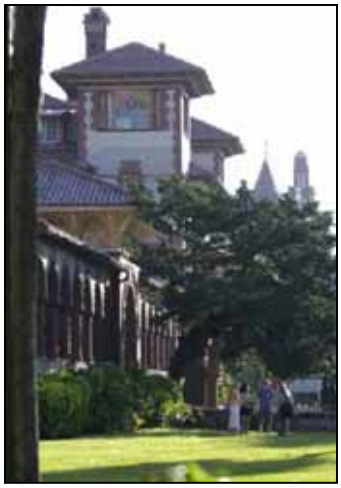
A. Prominent building locations visible from surrounding community;
B. Hierarchal building masses (e.g. number of stories, finishes, etc.);
C. Appropriate iconic architectural elements (e.g. cupola, tower, clock, etc.); and
D. Staged, sense of arrival with modal way finding and circulation signing (e.g. Entry, Procession, Arrival).

Multi-Storied, Iconic Elements and Public Space

2. Building Style

All Major Civic Buildings (e.g., buildings with substantial public use) shall be generally designed in harmony with traditional Florida small town character and an architectural style which creates the community image of the building and Civic Building recognizable to the public as an icon. Elements of this style include:

A. Multi-story buildings, located adjacent to street build-to lines where possible;
B. Wall surfaces shall be of materials consistent with the architectural style of the building and designed to be durable for the Florida climate to maximize performance of the building and minimize life cycle costs;
C. Roofs shall be consistent with the architectural style of the building and have overhangs to create sunscreens to minimize heat build-up on the building façade and that provides shaded areas for pedestrians;
D. Arches, openings, change in building materials, columns, lighting and colonnades shall be used to identify and create easy and accessible access to building entrances and to feature the location of windows;
E. Doors shall have a transparent element to create visual access for the pedestrian and be located and designed to identify and create easy public ingress and egress;
F. Windows shall be arranged to provide transparency into the building from the exterior and to maximize the filtration of natural light into the building;
G. Balconies and window grilles shall be incorporated into the building design when appropriate to be consistent with the elements of the building's architectural style;
H. Canopies, arcades, overhangs, colonnades, screening or other pedestrian weather protection, and
I. Public spaces included in the streetscape, site plan and building layout/floor plan design.



Architectural Building Elements

3. Building Height

All civic buildings shall conform to the City's LDC Section 3.06.04(C) per applicable zoning district. Increased building heights for major civic buildings of up to 25 percent higher than maximum code provision may be administratively approved for elements (e.g., unique roofing systems, cupola's, towers, screened mechanical appurtenances, etc.) that add to the building design appropriateness.

4. Building Facades

All major civic buildings shall be designed to avoid visual monotony from all sides of the structure.

A. Facades shall not exceed 30 horizontal feet and ten 10 vertical feet without incorporation of 2 of the following elements:

1) A change in plane, such as an offset, reveal or projecting rib. Such plane projections or recesses may include but are not limited to columns, planters, arches and voids and shall be a minimum of 12 inches in depth, applied to at least 20% of the building length.

2) Control and expansion joints constitute a blank wall, unless used in a decorative pattern with varied materials or textures and spaced a maximum of 10 feet on center. Relief and reveal depth shall be a minimum of 3/4ths of 1 inch.

3) Architectural details, such as raised bands and cornices.

4) Awnings.

5) Change in color and/or texture; banding alone does not constitute a change in color or texture.

Change in Plane
and Cornice Element

B. Facades that extend for more than 100 feet in length shall incorporate, in addition to 2 of the above requirements, at least 1 of the following elements:

1) A change in plane, such as an offset, reveal, or projecting rib a minimum of 12 inches in depth with a maximum spacing of 100 feet between features.

2) Prominent public entrance defined by substantive architectural features.

3) Change in building material, such as split face block

C. Façade treatments for primary and secondary facades shall include the following:

1) Primary façades shall have at least 2 of the following elements for at least 60% of the width of the façade:

a. Public entrances;
b. Arcades or other roof treatment such as shutters or secondary roofs to provide pedestrian shade and façade interest;
c. Windows;
d. Awnings, associated with windows or doors; or
e. Foundation plantings adjacent to the building with a minimum width of five (5) feet.

2) Secondary facades shall incorporate 2 of the following design elements for primary facades:

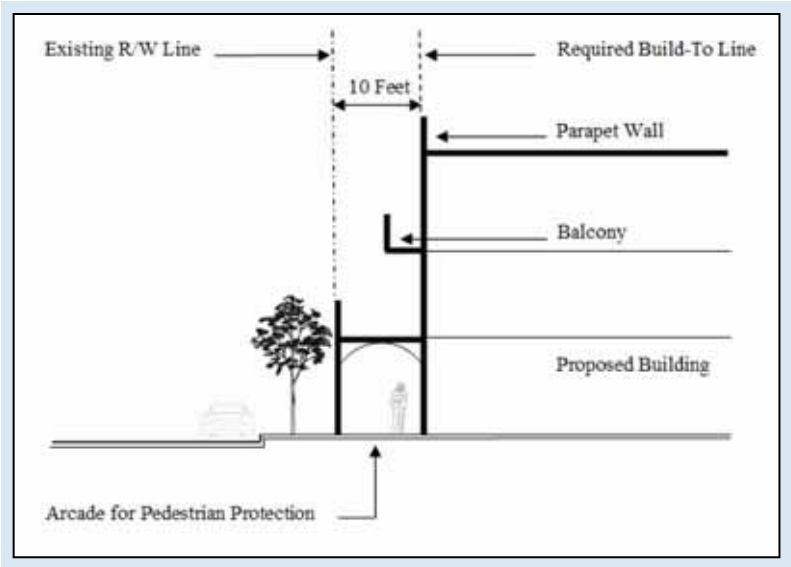
a. The first floor of all buildings, including structured parking, shall be designed to encourage pedestrian-scale activity.
b. Overhangs/awnings shall be no less than five (5) feet deep to protect pedestrians from inclement weather.
c. The highest point of first floor awnings on a multi-story building shall not be higher than the midpoint between the top of the first story window and the second story windowsill.
d. All accessory structures, shall have the same architectural detail, design elements and roof design as the primary structure, appropriate to the scale of the structure.
e. All additions, alterations and accessory buildings shall be compatible with the principal structure in design and materials.

D. Building Fenestration

Fenestration details such as windows, awnings, covered arcades, sills, shutters, relieves, trims, columns, pilasters, accent tiles, quoins, reveals, cornices, arches, and decorative vents shall be provided along a minimum of 60% of the façade length of the primary front elevation. If a secondary side or rear elevation is contiguous to a public street or residential use, forty percent of the elevation must have fenestration details.

E. Building Entrances

1) Primary customer entrances shall face a public street. Buildings larger than thirty 30,000 square feet located on corner lots shall provide customer entrances on both streets, or a corner entrance. Additional entrances are encouraged facing parking lots, plazas, lake fronts and adjacent buildings. When a property is adjacent to multiple public streets, the street that carries the greatest volume of traffic is the preferred orientation for the main entrance.



2) A primary and a secondary entry feature design element listed in the chart below shall be provided at each customer entrance:

Primary:	Secondary:
Canopies, porte-cochere or porticos	Overhangs, cornices and eaves
Wall recess or projection a minimum of 12 inches in depth	Details at windows and doors consistent with the architectural style of the building
Covered arcades, a minimum of 8 feet clear in width	Covered public outdoor patio or plaza incorporated with entry area which is not part of a tenant space
Roof forms consistent with the architectural style of the building	Special pavers, bricks, decorative concrete or similar marked pavement treatment
Arches, columns or pilasters	Architectural details, such as tile work or moldings
Landscape planters a minimum width of 5 feet	Landscape planters a minimum width of 5 feet

F. Building Roofs

1) Buildings shall have a recognizable roof design that creates an iconic image easily identifiable to the public that can include clock towers, cupolas, domes, spires, gables, dormers, lighting, cornice treatments, roof overhangs with brackets, steeped parapets, and richly textured materials. Color bands typically used for advertising, are prohibited.

2) Mechanical equipment located on roofs shall be integrated into the overall design of a building by screening it behind parapets or by recessing equipment into hips, gables, parapets or similar features. Plain boxes are prohibited.

3) Backlit awnings used as mansard or canopy roofs are prohibited.

Recognizable Roof
and Texture Elements

1. Pedestrian Amenities

A. Walkways a minimum of 4 feet in width shall be provided from each adjacent perimeter public sidewalk to all customer entrances and shall include all of the following:

1) One native canopy tree for each 30 linear feet with a maximum spacing of 50 between trees; trees may be massed to enhance views, create public spaces or otherwise improve the overall appearance of the project.

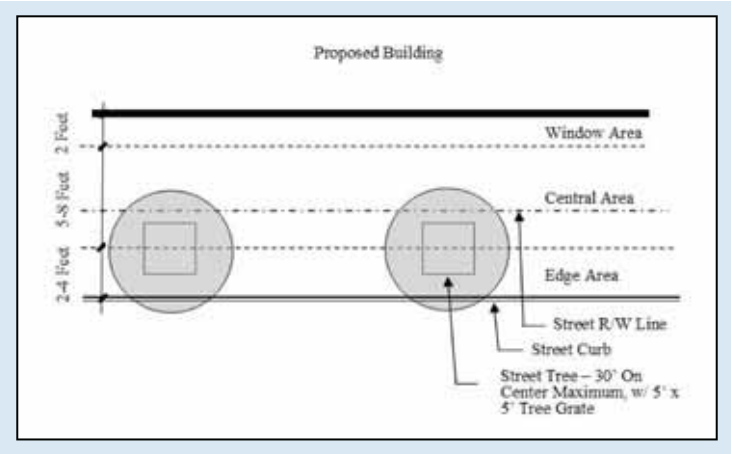
2) A bench every 200 feet between the public right of way and front the customer entrance. Benches may be grouped within a street block.

3) Walkways traversing vehicular use areas shall be accented with special pavers, bricks, decorative concrete, stamped concrete or similar decorative pavement treatment.

4) Bicycle parking/storage shall be provided in accordance with the LDC.

Benches and Decorative Pavement

Pedestrian Wayfinding



Street Tree Installations Provide Pedestrian Protection

2. Parking

1. On-street parking shall be utilized on local roadways and within master planned development where possible to reinforce the traditional civic siting of Major Civic Buildings. All on-street parking will provide appropriate pedestrian protection and compliant with accessibility requirements by making sidewalk connections to the building.

2. Off-street parking shall be located and designed to minimize its effect upon surrounding public areas. All parking areas and/or structures shall be located at the rear of the building where possible or buffered from the public right-of-way by landscaping, knee-walls and/or decorative fencing that emphasizes the quality of the pedestrian experience.

3. Shared parking areas shall be used wherever possible to increase the effectiveness of parking use and to implement area wide solutions. Appropriate way finding signage shall be used to direct people to available parking locations.

Pedestrian Accessibility

3. Service, Utility, Display and Storage Areas

A. Loading areas or docks, outdoor storage, waste disposal, mechanical equipment, satellite dishes, truck parking and other service support equipment shall be located behind the building line and shall be fully screened from the view of adjacent properties both at ground and roof top levels by walls made of masonry, brick or durable man-made materials.

B. All utilities shall be located underground. Utility boxes must be totally screened from view of principal streets, as well as pedestrian walkways and areas. Backflow preventers shall be landscaped.

C. Areas for outdoor storage, trash collection and loading shall be incorporated into the primary building design and construction materials for these areas shall be of comparable quality and appearance as that of the primary building.

D. Shopping cart storage shall be located inside the building. Cart corrals used by patrons shall be screened by a solid landscaping hedge or wall consistent with the building architecture and materials.

E. Outdoor storage of materials is prohibited.

F. Vending machines located outside of the building or structures are prohibited.

G. Off premise signs are prohibited.

Auto Oriented Wayfinding

4. Site Lighting

A. Site lighting shall be provided along all streets, sidewalks, parking lots, steps/ramps, plazas and other areas of high pedestrian use.

B. Light fixtures shall be spaced in a manner to provide soft and uniform illumination for a given area or corridor.

C. Light fixtures shall be consistent with Town Center DRI theme, style, materials, scale, proportion, color and location.

D. Building lighting shall consist of light fixtures mounted on or near the building.

E. Areas to be lit shall have a system of hierarchy or priority to establish which elements or areas will have the most emphasis in regard to lighting intensity and color. Prominent Areas such as building facades, entries and walkways shall receive the highest priority.

F. Landscape lighting shall be of low-level illumination with tones and colors that enhance the look of the plant material. Fixtures and light source shall be concealed.

Pedestrian Scaled Fixture

G. Light pole maximum heights: parking lots and access drives – 30 feet; pedestrian walkways, terraces, and plazas – 20 feet.

H. Illumination shall be limited to the site and shall not cause glare or visual disturbance to adjacent properties.

I. Flood lighting, beacon or search lights, except as pre-empted by State of Florida or Federal law, or drop lens fixtures are prohibited.

J. Animated lighting is prohibited unless permitted under Section VII – Signage.

K. Site lighting shall comply with the LDC.

5. Landscaping Elements

Proposed plantings shall be in compliance with the uniform set of standards contained in Ordinance 2005-23 of the LDC. Designers are strongly encouraged to use the following plant materials, in order to create a consistent and uniform planting program for the area:

Common Name	Botanical Name
Trees:	
American Holly	Ilex sp.
Bald Cypress	Taxodium distichum
Black Gum	Nyssa sylvatica
Crape Myrtle	Lagerstromea indica
Drake Elm	Ulmus parvifolia 'Drake'
Ligustrum	Ligustrum sp.
Loblolly Bay	Gordonia Iasianthus
Loblolly Pine	Pinus taeda
Loquat	Eriobotrya japonica
Oak	Quercus sp.
Red Maple	Acer rubrum
Slash Pine	Pinus ellotti
Southern Magnolia	Magnolia grandiflora
Southern Red Cedar	Juniperous silicicola
Sweet Gum	Liquidambar styraciflua
Sycamore	Platinus, sp.
Wax Myrtle	Myrica cerifera

The following palms may be used instead of the above referenced tree material at a ratio of 3 palms for each required tree:

Cabbage Palm	Sabal palmetto
Washington Palm	Myrica cerifera

Shrubs:	
Azalea	Rhododendron sp
Cleyera	Cleyera japonica
Coontie	Zamia floridana
Dwarf Oleander	Nerium oleander 'dwarf'
Dwarf Yaupon Holly	Ilex vomitoria 'Nana'
Glossy Abelia	Abelia grandiflora
Indian Hawthorne	Raphiolepsis indica
Japanese Boxwood	Buxus microphylla
Juniper	Juniperous sp.
King Sago	Cycas relevuto
Lantana	Lantana camera
Pittosporum	Pittosporum tobira
Privet	Ligustrum recurvifolia
Saw Palmetto	Serenoa repens
Schellings Holly	Ilex vomitoria 'schellings'

Ground Covers:

Annual flowers	multiple varieties
Asiatic Jasmine	Trachelospermum asiaticum
Boston Fern	Nephrolepsis exaltata
Cast Iron Plant	Aspidistra elatior
Cape Plumbago	Plumbago capensis
Confederate Jasmine	Trachelospermum jasminoides
Cordgrass	Spartina bakeri
Daylilly hybrids	Hemerocalis hybrida
Evergreen Giant Liriope	Liriope muscari 'Evergreen Giant'
Mondo Grass	Ophiopogon japonicus
Muhly Grass	Muhlenbergia cpillaris
White African Iris	Dietes sp.

Lawn/Grass:

Bahia Grass	Paspalum notatum
Bermuda Grass	Cynoldon dactylon
St. Augustine Grass	Stenotaphrum secundatum
Zoysia Grass	Zoysia japonica