# Planning & Architectural Review Board Regular Meeting Agenda

**Tuesday, April 7, 2026 at 5:30 PM**

**City Commission Chambers – 105 S. 2ND Street, Flagler Beach, FL 32136**

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**All meeting items will be continued until meeting is complete.**

1. **Call the meeting to order**
2. **Pledge of Allegiance**
3. **Roll Call / Determination of Quorum**
4. **Approve Minutes**
   a. March 10, 2026 Meeting Minutes
5. **Old Business**
6. **New Business**
   a. Ordinance 2026-07. An Ordinance of the City Commission of the City of Flalger Beach, Florida, amending the City of Flagler Beach Code of Ordinances, Chapter 12, Impact Fees, to rename Chapter 12 as Impact and Mobility Fees, to amend Section 12-1 adopting the Mobility Plan and Mobility Fee Technical Report; to amend Section 12-2 Definitions; to amend Sect 12-3 to incorporate Mobility Fee Funds; to establish Sec 12-10 Mobility Fees; to establish Section 12-11 Mobility Fee Determination; providing for codification, conflicts, severability, and an effective date; and for other purposes.
   b. Ordinance 2026-06. Application PCPA26-0001. An Ordinance of the City Commission of the City of Flagler Beach, Florida, amending the Comprehensive Plan Future Land Use Map Designation for approximately 2.943 acres of certain real property with Flagler County Parcel ID 29-12-32-0000-01010-0010 generally located interior to the property known as the Ocean Palm Golf Course; providing for severability; providing for conflicts; and providing for an effective date.
7. **Other Business**
8. **City Planner Report**
9. **Board Comments**
10. **Adjournment**

RECORD REQUIRED TO APPEAL: In accordance with Florida Statute 286.0105 if you should decide to appeal any decision the Commission makes about any matter at this meeting, you will need a record of the proceedings. You are responsible for providing this record. You may hire a court reporter to make a verbatim transcript. The City is not responsible for any mechanical failure of the recording equipment. In accordance with the Americans with Disabilities Act, persons needing assistance to participate in any of these proceedings should contact the City Clerk at (386) 517-2000 ext 233 at least 72 hours prior to the meeting. The City Commission reserves the right to request that all written material be on file with the City Clerk when the agenda item is submitted.

# Planning & Architectural Review Board Regular Meeting Minutes

**Tuesday, March 10, 2026 at 5:30 PM**

**City Commission Chambers – 105 S. 2ND Street, Flagler Beach, FL 32136**

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**1. Call the meeting to order**

Chair Suzie Johnston called the meeting to order at 5:30 p.m.

**2. Pledge of Allegiance**

Chair Suzie Johnston led the Pledge of Allegiance.

**3. Roll Call / Determination of Quorum**

Present: Barbara Revels, Scott Chappuis, Suzie Johnston, Paul Mykytka, Joann Soman, Lisa Smith

Absent: None

Staff Present: City Attorney Drew Smith, City Planner Lupita McClenning and Secretary Michele Ficocello

**4. Approve Minutes**

a. February 3, 2026 Meeting Minutes

A motion to approve the meeting minutes was made by Lisa Smith, seconded by Paul Mykytka. The motion carried unanimously.

**5. Old Business -** None

**6. New Business**

a. Ordinance 2026-04 / Rezoning Application PRZ26-0001; Parcel ID: 29-12-32-0000-01010-0010; Applicant: City of Flagler Beach; Request to rezone the subject property from Medium Density Residential (MDR) to Recreation (REC).

City Planner Lupita McClenning presented the item and staff report. Board discussion ensued and included current zoning of parcel surrounding subject property, clarification on justification for rezoning subject property and deed restrictions related to the sale of subject property. Public comment was opened. Mary Levine, 41 Ocean Palm Villa N, spoke before the Board related to clarification on who is purchasing the subject property. No further public comments were received.

Paul Mykytka made a motion to recommend approval of item 6a.; Joann Soman seconded. Motion passed unanimously after a roll call vote.

**7. Other Business -** None

**8. City Planner Report**

City Planner Lupita McClenning provided her report to the Board including forwarding the current parking pool status spreadsheet and discussion ensued related to the parking pool regulations.

**9. Board Comments**

Chair Johnston announced there is a vacant seat for PAR Board and the City is receiving applications. Paul Mykytka requested an update on the 1708 S Ocean Shore Blvd project which was presented to the PAR Board on February 3, 2026, and Ms. McClenning stated that City Staff is currently working with the Applicant to address the concerns raised at the meeting. Paul Mykytka announced he will be unable to attend the March 2026 PAR Board meeting. Ms. McClenning discussed potentially having workshops prior to the PAR Board meetings to address various topics.

**10. Adjournment**

A motion to adjourn the meeting was made by Joann Soman; seconded by Barbara Revels. Chair Johnston adjourned the meeting at 5:44pm.

# Staff Report

**Planning & Architectural Review Board Regular Meeting**

**April 7, 2026**

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| **To:** | Planning & Architectural Review Board |
| **From:** | Lupita McClenning, Planner |
| **Meeting Date:** | April 7, 2026 |
| **Item Name:** | Ordinance 2026-07. An Ordinance of the City Commission of the City of Flalger Beach, Florida, amending the City of Flagler Beach Code of Ordinances, Chapter 12, Impact Fees, to rename Chapter 12 as Impact and Mobility Fees, to amend Section 12-1 adopting the Mobility Plan and Mobility Fee Technical Report; to amend Section 12-2 Definitions; to amend Sect 12-3 to incorporate Mobility Fee Funds; to establish Sec 12-10 Mobility Fees; to establish Section 12-11 Mobility Fee Determination; providing for codification, conflicts, severability, and an effective date; and for other purposes. |

**Background:**

In 2025, the City of Flagler Beach contracted NUE Urban Concepts, LLC (Consultant) to prepare a Mobility Plan and assist the City with adopting a mobility fee applicable to new development and redevelopment. Two (2) Stakeholder Meeting(s) were held, 12/09/2025 and 03/10/2026, to provide an overview of the transportation evaluation/assessment, receive feedback on preliminary recommended projects, and review design concepts of key projects. The Mobility Fee Technical Report, dated April 2026, documents the data and methodology used to develop the mobility fee(s) to mitigate the impact of new development based on the 2050 Mobility Plan. The City of Flagler Beach will determine how Mobility Fee revenues are allocated and expended through its annual Capital Improvements Program. Mobility Fee revenues may be expended on projects identified in the 2050 Mobility Plan and the City's Capital Improvements Program.

**Fiscal Impact:**

The Mobility Fee is an equitable and simplified one-time payment from new development to mitigate its impact to the City's multimodal transportation system. The City Mobility Fee, documented in the Technical Report, is consistent with legal and statutory requirements and meets the dual rational nexus test and the rough proportionality test, consistent with Florida Statute Sections 163.3164, 163.3180, 163.31801, and Florida Statute Chapter 380.

**Staff Recommendation:**

Staff recommends the PARB recommend that the City Commission approve Ordinance 2026-07.

**Attachments:**

1. Staff Report Mobility Fee Ordinance 26-07
2. Ordinance 2026-07 Mobility Plan and Fee_DRAFT
3. Flagler Beach Mobility Plan Report DRAFT 03-27-26
4. CoFB_DRAFT_MobilityFee_TechReport_03272026
5. FlaglerBeach_Stakeholders_03102026
6. CoFB_MPMF_StakeholderMeeting^N2_Memo_c
7. CoFB_MPMF_StakeholderMeeting_Memo

March 31, 2026

To: Planning and Architectural Review Board (PARB)

From: Lupita McClenning, City Planner

Re: Staff Report - Mobility Plan & Fee ORD #2026-007

Date: March 31, 2026

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In 2025, the City of Flagler Beach contracted NUE Urban Concepts, LLC (Consultant) to prepare a Mobility Plan and assist the City of Flagler Beach with adopting a mobility fee applicable to new development and redevelopment. The Mobility Plan sets the framework for moving people, providing mobility choices, and meeting future travel demand throughout the city.

Existing and future transportation conditions were evaluated to develop a draft mobility plan, including a preliminary list of project recommendations. Two stakeholder meetings were held and changes were made to the draft Mobility Plan in response to feedback received during the stakeholder meetings.

The 2050 Mobility Plan includes projects addressing future mobility needs for the residents, businesses, employees, and visitors to Flagler Beach. The development of a City Mobility Fee is the first step in a multi-step process to replace transportation concurrency with an alternative transportation system based on a mobility plan and mobility fee as provided for in Florida Statute Section 163.3180.

The Mobility Fee is an equitable and simplified one-time payment from new development to mitigate its impact to the City's multimodal transportation system. The City Mobility Fee, documented in the enclosed Technical Report, is consistent with legal and statutory requirements and meets the dual rational nexus test and the rough proportionality test, consistent with Florida Statute Sections 163.3164, 163.3180, 163.31801, and Florida Statute Chapter 380.

**Staff Recommendation**

Staff recommends the Planning and Architectural Review Board recommend to the City Commission to approve the Mobility Plan and Fee as presented.

**ORDINANCE 2026-07**

**AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF FLAGLER BEACH, FLORIDA, AMENDING CHAPTER 12 OF THE CODE OF ORDINANCES; SETTING FORTH GENERAL PROVISIONS FOR MOBILITY FEES, DEFINITIONS, PURPOSE, AND ADOPTION OF THE MOBILITY FEE STUDY; PROVIDING FOR IMPOSITION AND A MOBILITY FEE SCHEDULE; PROVIDING FOR CODIFICATION, CONFLICTS, SEVERABILITY, AND FOR AN EFFECTIVE DATE.**

**WHEREAS,** pursuant to Article VIII, Section (2)(b), of the Florida Constitution and Chapter 166, *Florida Statutes*, the City of Flagler Beach has broad home rule powers to adopt ordinances to provide for and operate a transportation system, including bicycle and pedestrian facilities, transit facilities, roadways, intersections, and personal mobility technology within the City; and

**WHEREAS,** Flagler County currently has an established road impact fee system, which has been one part of an overall growth management program as set forth in the unincorporated portions of the County; and

**WHEREAS,** Flagler County's road impact fee system is principally focused on vehicular mobility, whereas a mobility fee system takes a comprehensive view on the provision of mobility through walking, biking, transit, motor vehicles, and personal mobility technology; and

**WHEREAS,** § 163.3180, *Florida Statutes*, encourages local governments to develop tools and techniques including adoption of long-term strategies to facilitate development patterns that support multimodal solutions, adoption of area wide service standards that are not dependent on any single road segment function, and establishing multimodal service standards that rely primarily on non-vehicular modes of transportation where existing or planned community design will provide an adequate level of personal mobility; and

**WHEREAS,** authorizes local governments to repeal transportation concurrency and to adopt an alternative transportation system; and

**WHEREAS,** the City of Flagler Beach intends to replace its current transportation concurrency system with a mobility fee system administered and programmed by the City for new development in the Mobility Fee Assessment Area consistent with the requirements for alternative transportation systems pursuant with § 163.3180, *Florida Statutes*; and

**WHEREAS,** the mobility fee system focuses on person travel demand from projected development within Flagler Beach, which includes walking, biking, transit and motor vehicular trips, generated by new development and the resulting impact on the transportation system and accordingly

requires the expenditure of revenue derived under that system to be used on mobility projects identified to meet the travel demand needs of projected development within Flagler Beach; and

**WHEREAS,** the City of Flagler Beach is experiencing growth and new development that necessitates the expansion of transportation capacity for a variety of modes to meet the person travel demands of new development including adequate and efficient mobility projects along with different mobility options; and

**WHEREAS,** imposition of a mobility fee requiring future growth within Flagler Beach to contribute its attributable share of the cost of growth-necessitated mobility projects is necessary and reasonably related to the public health, safety, and welfare of the people of the City; provided that the mobility fee does not exceed the actual amount necessary to offset the demand on the multimodal transportation system generated by new development; and

**WHEREAS,** the City of Flagler Beach Mobility Plan, dated April 2026, prepared by NUE Urban Concepts, LLC, identifies needed mobility projects to accommodate projected travel demand from new development and provides the technical analysis to determine the mobility fee and constitutes a proper factual predicate for imposition and expenditure of the mobility fees; and

**WHEREAS,** the establishment of a Mobility Fee Fund to regulate mobility fee expenditures is the best method of ensuring that the mobility projects funded by mobility fees have the rational nexus and benefit to the new development for which the mobility fees were paid; and

**WHEREAS,** mobility fees collected will be deposited in the Mobility Fee Fund for the benefit of new development and expended for the purposes set forth herein; and

**WHEREAS,** mobility fees imposed hereunder achieve the goals, objectives and policies of the City of Flagler Beach Comprehensive Plan and utilize the tools and techniques encouraged by § 163.3180, *Florida Statutes*; and

**WHEREAS,** the City Commission has determined that this Ordinance adopting a mobility fee will help to preserve and enhance the rational nexus between the need for person travel demand generated by new development in Flagler Beach and the mobility fees imposed on that new development; and

**WHEREAS,** the City Commission authorizes, based upon mobility project development timeframes which are often delayed depending upon economic realities, the refund of collected mobility fees for projects for which a building permit or change of occupancy approval has expired, without construction or extension; and

**WHEREAS,** the City Commission further determines that it is in the best interests of the City of Flagler Beach to replace, within the City of Flagler Beach, the transportation concurrency systems for transportation facilities with a mobility fee system; and

**WHEREAS,** the City Commission has noticed, advertised, scheduled, and held public hearings in compliance with Florida Statutes on this Ordinance; and

**WHEREAS,** the City Commission has determined that it is advisable and in the public interest to adopt and implement the amended Impact Fee and Mobility Fee Ordinance.

**NOW THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF FLAGLER BEACH, FLORIDA, THAT:**

**SECTION 1. Findings.** It is hereby found, ascertained, determined, and declared by the City Commission that:

(A) Pursuant to Article VIII, Section 2(b), Florida Constitution, and §§ 166.021 and 166.041, *Florida Statutes*, the City Commission has all powers of local self-government to perform municipal functions and to render municipal services in a manner not inconsistent with law, and such power may be exercised by the enactment of City ordinances.

(B) The City Commission may exercise any governmental, corporate, or proprietary power for a municipal purpose except when expressly prohibited by law, and the City Commission may legislate on any subject matter on which the Florida Legislature may act, except those subjects described in (a), (b), (c), and (d) of § 166.021(3), *Florida Statutes*. The subject matter of paragraphs (a), (b), (c), and (d) of § 166.021(3), *Florida Statutes*, are not relevant to the imposition of a mobility fee within the City of Flagler Beach.

(C) By § 163.3180, *Florida Statutes*, the Legislature encouraged local governments to adopt mobility plans and mobility fees as an alternative transportation system to replace transportation concurrency, proportionate share and road impact fees.

(D) The City of Flagler Beach is experiencing growth and new development that necessitates the expansion of transportation facilities for a variety of modes to meet the mobility demands of new development, including adequate and efficient mobility projects along with different mobility options.

(E) A mobility fee will help to preserve and enhance the rational nexus between the need for travel demands generated by new development and the mobility fees imposed on that development.

(F) Establishment of a Mobility Fee Fund to regulate mobility fee expenditures is the best method of ensuring that the mobility projects funded by mobility fees have the rational nexus and benefit to the development for which the mobility fees were paid.

(G) The City Commission has determined that it is in the best interests of the City of Flagler Beach to replace its transportation concurrency system with a mobility fee system.

**SECTION 2. Mobility Plan.** The City of Flagler Beach Mobility Plan, dated April 2026, prepared by NUE Urban Concepts, LLC, identifies mobility projects intended to meet the travel demands from new development by 2050. The mobility projects established in the Mobility Plan form the basis for calculation of the Mobility Fee. The City Commission shall prioritize mobility projects annually through its capital improvements program. The City Commission may amend the Mobility Plan as necessary to address future mobility project needs.

**SECTION 3. Mobility Fee Analysis.** The City of Flagler Beach Mobility Fee Technical Report, dated April 2026, prepared by NUE Urban Concepts, LLC, providing the technical analysis to determine the mobility fee is hereby accepted. This Report sets forth the basis of the assumptions, conclusions and findings for the mobility fee, the methodology for calculating the mobility fee, the person miles of travel assigned to new development and mobility projects and the person travel demand assigned to various land use categories. The study presents the technical analysis and detailed methodology supporting the Mobility Fees.

**SECTION 4. Amendment.** *Chapter 12 – Impact Fees* of the City of Flagler Beach Code of Ordinances is hereby amended as follows:

## CHAPTER 12 - IMPACT FEES AND MOBILITY FEES

**Sec. 12-1. Adoption of fee study and rational nexus.**

(a) The city commission hereby adopts by reference the impact fee study dated February 8, 2024 as prepared by Tischler Bise relating to the capital costs of the City of Flagler Beach to meet facilities and infrastructure needs related to the impacts of new development for water, wastewater, police, fire, library parks and recreation, and administrative services.

(b) The city commission hereby adopts by reference the Mobility Plan dated, April X 2026, and the Mobility Fee Technical Report dated April 2026 as prepared by NUE Urban Concepts, LLC relating to the capital costs of the City of Flagler Beach to identify the mobility project needs related to the impacts of new development on the multimodal transportation system and to provide for mobility.

(~~b~~ c) The city commission finds that there is a reasonable connection, or rational nexus, between the need for new or expanded facilities and infrastructure in the city and the growth in

population anticipated within the city. In addition, the city commission finds there is a reasonable connection, or rational nexus, between the anticipated expenditures of the impact fees and mobility fees collected and the benefits accruing to anticipated new development.

**Sec. 12-2. - Definitions.**

The following words, terms and phrases, when used in this chapter, shall have the meaning ascribed to them in this section, except where the context clearly indicates a different meaning, or except as otherwise provided.

*Additive fees for commercial services and retail uses* means a land use with a mobility fee rate based on a unit of measure that generates high levels of impact per unit, such as service bays, fueling positions for motor vehicles, and drive-through lanes for banks, restaurants, and retail uses. These mobility fees per unit of measure are assessed in addition to mobility fees assessed per land use based on square footage of buildings and structures or the applicable unit of measure for the land use.

*Applicant* means any person, developer, builder or entity which requires public services as a result of development for the benefit of itself or a prospective future occupant.

*Building* is any structure, either temporary or permanent, designed or built for the support, enclosure shelter or protection of persons, chattels or property of any kind. This term shall include trailers, mobile homes or any other vehicles serving in any way the function of a building. This term shall not include temporary construction sheds or trailers erected to assist in construction and maintained during the time of a construction.

*Chain* means a retail use with seven or more locations and may be either corporate-owned, individually-owned, or use a franchise model, or some combination thereof. Chain uses benefit from pooled sourcing of goods and advertising and branding that covers multiple locations and platforms. Signage, logos, color schemes, goods, services, or perishable items are often the same regardless of location.

*Commercial recreational uses* mean those public or quasi-public uses that serve a community's social, cultural, fitness, entertainment, and/or recreational needs, and which include applicable land uses specified in the ITE Trip Generation Manual under Land Use Code Series 400.

*Commercial and retail uses* mean those commercial activities which provide for sale, lease, or rent of goods, products, services, motor vehicles, or accommodations for use by individuals, businesses, or groups and which include those uses specified in the ITE Trip Generation Manual under Land Use Code Series 800 and 900.

*Community serving* means those uses that are operated by non-profit civic organizations, governmental entities, foundations, or fraternal organizations, including places of assembly. Community serving also includes uses such as YMCA, museum, art studio, gallery, cultural center, community centers, community theater, library, or a fraternal or masonic lodge or club, or any community and civic-based uses that do not sell retail goods or services for profit and that participates in community and public activities. Food, beverages, goods, and services may be offered for ancillary fundraising and sales to support the community serving use.

*Convenience retail* means car washes, chain fast food, convenience markets or stores, and gas stations. Convenience retail with fast food restaurant drive-through lanes or motor vehicle charging or fueling shall be assessed an additive impact fee per drive-through and charging or fueling position. ITE Land Use Codes 851, 930, 933 through 938, and 944 through 949.

*Enclosed commercial recreation* means facilities that primarily focus on individual or group fitness, exercise, training or provide recreational activities. The uses typically provide exercise, dance or cheerleading classes, weightlifting, yoga, Pilates, cross-fit training, fitness, and gymnastics equipment. Indoor commercial recreation also includes uses such as bowling, pool, darts, arcades, video games, batting cages, trampolines, laser tag, bounce houses, skating, climbing walls, and performance centers. Food, beverages, equipment, and services may be offered for ancillary sales. The use would generally fall under the ITE Land Use Code Series 400.

*High impact retail* shall mean chain grocery stores, supermarkets, superstores, variety stores, package stores, liquor, or alcohol for off-site consumption, where 50% or more of the gross square footage of the use is for the sale of edible or drinkable goods. These uses may offer other goods, products, and services such as on-site consumption of food or beverages, pharmacies, cleaning and household supplies, pharmacies, and other personal services. High Impact Retail uses also include banks, credit unions, sit-down restaurants, and pharmacies. These uses generally generate between 75 and 250 daily trips per 1,000 sq. ft.

*Institutional uses* mean those public or quasi-public uses that serve one or more community's social, educational, health, cultural, and religious needs and which include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 500, and includes Land Use Codes 253, 254, 255, and 620. Land Use Codes 540 and 550 are included in office uses and 580 and 590 falls under community serving.

*Local* means a grocery store, pharmacy, or restaurant with six or fewer locations that is not owned by a chain corporation or is not part of a chain franchise model. Local uses do not generally have statewide or national advertisements and do not benefit from pooled sourcing of goods, advertising, and branding that covers multiple locations and platforms.

*Long term care* means communities designed for long term care of on-site residents, such as assisted living facilities, care or recovery homes, congregate living facilities, and nursing homes, with common dining and on-site health facilities for residents that is not a general retail or commercial use open to the public. This use includes ITE Trip Generation Manual Land Use Codes 253, 254, 255, and 620.

*Marina* means facilities that provide docks and berths for boats, including yacht clubs. Any buildings for shops, retail, or restaurants accessible to the public would fall under retail land use and pay the mobility fee rate for retail uses.

*Mobile residence* means land uses for the temporary or permanent placement of manufacture homes, mobile homes, recreational vehicles, tiny homes on wheels, or travel trailers, within predefined lots or spaces that have connections for communications, electric, water, and wastewater. Mobile residence maybe located on an individual lot or parcel, or part of a unified development, park, or resort. Mobile residential parks may have common amenities and building with recreational uses, laundry, and park offices.

*Mobility fee* means a monetary exaction imposed on new development to fund mobility projects identified in the most recently adopted mobility plan.

*Mobility fee technical report* means the City of Flagler Beach Mobility Fee Technical Report dated April 2026 and prepared by NUE Urban Concepts, LLC that identifies mobility projects within and adjacent to the City to meet future person travel demand from new development and serves as the basis for the City's mobility fee. The Technical Report documents the analysis, data and methodology used to develop a mobility fee and is adopted pursuant to an implementing ordinance which authorizes imposition of the mobility fee.

*Mobility Plan* means the City of Flagler Beach 2050 Mobility Plan dated April 2026 that identifies mobility projects within and adjacent to the City and includes a separate document that details the description, cost, and capacity of each mobility project.

*Mobility project* means improvements such as bike lanes, buffered bike lanes, protected bike lanes, cycle tracks, raised bike lanes, intersections, interchanges, roundabouts, boardwalks, pathways, shared-use paths, multi-use paths/trails, sidewalks, traffic calming, elevated crossings, pedestrian bridges, overpasses or underpasses, roads, streets, and streetscape. Mobility projects also include policies, programs and services, wayfinding, micromobility devices, and transit vehicles, circulators, lanes, stops, and facilities, along with mobility hubs and corridor studies. Projects can include new or additional travel lanes and turn lanes, upgrade of roads that results in a change in functionally classification of the road, complete and low speed streets, curbless shared streets, new or upgraded traffic signals, traffic synchronization, mobilization, maintenance of traffic, survey, geotechnical and engineering, utilities, construction, PD&E, planning, engineering and inspection, utility relocation,

right-of-way, easements, land acquisition, stormwater management facilities. These projects may also be referred to as mobility plan projects or multimodal projects.

*Motor vehicle charging or fueling* means the total number of motor vehicles that can be charged or fueled at one time (fueling positions). Increasingly, land uses such as superstores, (i.e., super Wal-Mart), variety stores, (i.e., Dollar General), and wholesale clubs (i.e., Costco) are also offering motor vehicle charging and fueling with or without small convenience stores. Outside of Florida, several grocery store chains are also starting to sell fuel. Free standing motor vehicle charging stations that charge a fee for use and are not a requirement of the City as an ancillary use of a development shall be required to pay a mobility fee. The impact fee rate per charging or fueling position would be in addition to any mobility fee per square foot under the applicable retail land use with motor vehicle charging or fueling. Motor vehicle charging stations that are not a primary use or function of a commercial or retail use and are either required by the City or provided as an ancillary use are exempt from payment of the mobility fee. The City shall have the ability to determine if a charging or fueling station is a commercial use.

*Motor vehicle repair service* means a building, bays, service bays, stalls, or stations for the routine maintenance of motor vehicles including oil changes, cleaning, or replacing filters, replacing windshield wipers, changing tires, providing for maintenance, service, and repair, and changing and topping off motor vehicle fluids and falls under the description of ITE Trip Generation Manual Land Use Code Series 800 and 900. Any building square footage associated with motor vehicle service would fall under retail uses and pay the applicable impact fee per the square footage of the building not associated with the quick lube service.

*Multimoda*l means travel by multiple modes of transportation, including travel lanes, sidewalks, pathways, shared-use paths, boardwalks, trails, canals, waterways for walking, jogging, running, bicycling, rollerblading, skating, scootering, driving, or use of a device for mobility impaired persons, and where allowed use of micromobility devices. Multimodal also means transit travel by microtransit, autonomous transit shuttles, buses, trolleys, boats or water born vehicles.

*Multimodal transportation system* means the right-of-way, easements, roads, streets, canals, alleyways, curb-cuts, traffic control devices, stormwater management facilities, utilities, bridges, waterways, and multimodal facilities that allow for circulation, mobility, and parking within the City and accessibility to land uses, property, and modes of transportation within the City.

*Nonresidential* includes all land uses not otherwise specified as residential on impact fee schedules or exempted as set forth herein. This shall include, but is not limited to, day care facilities, residential care facilities, nursing homes, boarding houses, educational facilities, cultural facilities, churches, all commercial uses, all transient lodging and entertainment facilities except those which are temporary in nature, all automotive facilities and/or structures, all miscellaneous business uses and services and all industrial uses.

*Non-residential square feet* mean the sum of the gross floor area (in square feet) of the area of each floor level under cover, including cellars, basements, mezzanines, penthouses, corridors, lobbies, stores, and offices, that are within the principal outside faces of exterior walls, not including architectural setbacks or projections. Included are all areas that have floor surfaces with clear standing head room (six feet six inches, minimum) and are used as part of primary use of the property of their use. If an area within or adjacent to the principal outside faces of the exterior walls is not enclosed, such as outdoor restaurant seating, areas used for storage of goods and materials, or merchandise display, and is determined to be a part of the primary use of property, this gross floor area is considered part of the overall square footage of the building. Areas for parking, circulation, ingress, egress, buffers, conservation, walkways, landscape, stormwater management, and easements or areas granted for transit stops or multimodal parking are not included in the calculation of square feet.

*Overnight lodging* means places of accommodations, such as bed and breakfast, inns, motels, hotels and resorts that provide places for sleeping and bathing and may include supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, and limited recreational facilities (pool, fitness room) intended for primary use by guest(s) and which include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 300. Overnight lodging also includes short term vacation rentals where fees shall be assessed per habitable room where a person could reasonably sleep overnight.

*Owner of record* means the most recent owner of a parcel of property appearing in the official records of Flagler County, Florida.

*Parking* means a motor vehicle oriented non-residential use of land or structures primarily dedicated to the temporary or long-term parking garages or lots, storage, renting, staging, movement, or disposition of vehicles or equipment, towing or transitional lots whether operated for a fee or as part of a commercial enterprise.

*Private Education* means building or buildings used for pre-school, private school, childcare, or daycare where students are educated by a non-governmental entity with grades ranging from pre-kindergarten to 12th grade. Private schools do not include Charter Schools, which are exempt from local government fees per Florida Statute. Childcare and daycare shall mean a facility where care for young children is provided, normally during the daytime hours. Daycare facilities generally include classrooms, offices, eating areas and playgrounds. Post-secondary education falls under office uses. These uses are under ITE Trip Generation Manual under Land Use Code Series 500.

*Residential square feet* mean the sum of the area (in square feet) of each dwelling unit measured from the exterior surface of the exterior walls or walls adjoining public spaces such as multifamily or dormitory hallways, or the centerline of common walls shared with other dwelling units. Square feet include all livable, habitable, and temperature controlled enclosed spaces (enclosed by doors,

windows, or walls). This square footage does not include unconditioned garages or unenclosed areas under roof. For multifamily and dormitory uses, common hallways, lobbies, leasing offices, and residential amenities are not included in the square feet calculation, unless that space is leased to a third-party use and provides drinks, food, goods, or services to the public or paid memberships available to individuals that do not reside in a dwelling unit.

*Residential* on impact fee schedules means multifamily dwelling units, mobile homes, and single-family detached houses.

*Residential and lodging uses* shall mean a dwelling unit or room in overnight accommodations or mobile home or RV park and shall include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 200 and 300 and land use code 416. Land use codes 253, 254, and 255 are considered institutional uses.

*Retail* means personal service and retail uses, including local grocery, pharmacy, or restaurant uses. This includes land uses under ITE Land Use Codes Series 800, and 900. Retail includes all uses that do not fall under High Impact or Convenience Retail uses.

*Retail drive-through* means any drive-through lane associated with a personal service or retail use. The drive-through may include an order window or a door, window, or other means of access to drop off or pick up up goods, items, services, ordered through a mobile app or online. Common uses include dry cleaners, pharmacies, or restaurants. Increasingly retail uses are including drive-through lanes to pick up ordered goods. Drive-through lanes associated with a bank, fast food or quick service restaurant, or financial institution are assessed additive mobility fees. Retail uses include those under ITE Land Use Codes Series 800 and 900, except those uses included on the mobility fee schedule with defined mobility fee rates.

*Unenclosed commercial recreation* means outdoor recreational activity including land uses with miniature golf, batting cages, video arcade, bumper boats, go-carts, golf driving ranges, tennis, racquet or basketball courts, soccer, baseball and softball fields, paintball, skating, cycling, or biking that require paid admittance, membership, or some other type of fee for use. Buildings for refreshments, bathrooms, changing, and retail may be included. The fee shall be based upon the total acreage of the facility for active uses outside of buildings and all buildings used to carry out a primary function of the land use activity. Areas for parking, buffers and stormwater that are not active features of the land use are excluded from the fee acreage. The use would generally fall under the ITE Land Use Code Series 400.

**Sec. 12-3. - General terms related to collection and accounting of impact fee and mobility fee funds.**

(a) There are established capital fund accounts for impact fees, to be generally designated as the "Impact Fee Capital Improvement Trust Fund for the Extension of Primary Water Systems," "Impact Fee Capital Improvement Trust Fund for the Extension of Primary Wastewater Systems," "Police Impact Fee Account," "Fire Impact Fee Account," "Library Impact Fee Account," ~~and~~ "Parks and Recreation Impact Fee Account," and "Mobility Fee Account." Each capital fund account for impact fees and mobility fees shall continue to be maintained separate and apart from all other accounts of the city. The monies deposited into the impact fee capital fund accounts and mobility fee fund accounts shall be used solely for the purposes allowed by Florida Statutes and as set forth in this chapter.

(b) Funds on deposit in impact fee and mobility fee accounts established within this chapter shall not be used for any expenditure that would be classified as an operational expense, a maintenance expense or a repair expense.

(c) Any funds on deposit in an impact fee or mobility fee account not immediately necessary for expenditure shall be invested in interest-bearing accounts. Applicants shall not receive a credit for or be entitled to interest from the investment of such funds, except as otherwise required in this chapter.

(d) An applicant may request an estimate of impact fees and mobility fees which may be imposed by filing a written request to the city. Any estimate which the city provides is non-binding and may be subject to change when the impact fees and mobility fees become due and payable pursuant to this chapter. Non-binding estimates are for the sole benefit of the prospective applicant and neither bind the city, nor preclude it from making amendments or revisions to any provisions of this chapter. No vested rights, legal entitlements, or equitable estoppel accrue by reason of a non-binding estimate. A non-binding fee estimate does not constitute a final decision and may not be appealed pursuant to this chapter.

(e) Any person who disagrees with a decision or interpretation of this chapter may appeal to the city manager or designee by filing a written notice of appeal within ten (10) days after the date of the action or decision complained of. The written notice of appeal shall set forth concisely the action or decision appealed as well as the grounds upon which the appeal is based. The city manager or designee shall consider all facts material to the appeal and render a written decision within thirty (30) days of receiving the appeal. Any person who disagrees with the decision of the city manager or designee may appeal to the city commission by filing a written notice of appeal with the city manager's office setting forth concisely the decision appealed within ten (10) days after the date of the city manager's decision. The appeal shall be set for the next available city commission meeting for consideration. The city commission's written decision shall constitute final administrative review.

(f) In accordance with state law, impact fees and mobility fees for new construction shall not become due until issuance of building permits for such construction. Notwithstanding the foregoing, impact fees and mobility fees may be prepaid at the developer's option. Failure to pay an impact fee or mobility fee when determined by the city that an obligation is required to satisfy the impact of development may result in the amount due becoming a lien against the property. The city shall provide a written notice of the and impact fees and mobility fees due by personal service, certified, return receipt requested United States Mail or Federal Express or other equivalent overnight letter delivery company. Upon failure to pay the impact fees and mobility fees within thirty (30) days of the date of the notice, a notice of lien may be served upon the applicant owing impact fees or mobility fees and recorded in official records of Flagler County, Florida. Such lien may be foreclosed in the manner provided by law, and there shall be added to the amount of such lien all costs incident to such proceedings including reasonable attorney's fees.

(g) If impact fees and mobility fees have not been expended or encumbered by the end of the calendar quarter immediately following ten (10) years from the date the fees were paid, upon application of the fee payer of proof of payment, or proof of the date the development permit was approved by the city and that development was never begun, the fees shall be returned with interest at the rate determined by the city based upon the average interest earning rate incurred by the city in accordance with the following procedure:

(1) The present owner must petition the city commission for the refund within one (1) year following the end of the calendar quarter immediately following ten (10) years from the date on which the fee was received.

(2) The petition must be submitted to the city manager and must contain:

a. A notarized sworn statement that the petitioner is the current owner of the property;

b. A copy of the dated receipt issued for payment of the fee or other document evidencing the date the development was approved by the city, which development was never begun;

c. A certified copy of the latest recorded deed; and

d. A copy of the most recent ad valorem tax bill.

If reimbursement is approved, the city shall remit to the petitioner within sixty (60) days of approval. In determining whether a petitioner is entitled to a refund, it shall be assumed that impact fees and mobility fees are expended or encumbered in the same order in which they were received

(that is, “first in, first out”). No refund shall be made of any administrative fee authorized and collected pursuant to this chapter.

(h) Any change in the use of property shall require payment of an impact fee and mobility fee in an amount equal to any increase in density or intensity.

(i) All impact fee and mobility fee revenues expended from an impact fee fund and mobility fee fund shall be used for the purpose of providing growth necessitated capital improvements and acquiring, designing, constructing, extending, expanding, relocating, and/or separating capital facilities and infrastructure or mobility projects determined by the city commission to be necessary to serve new development.

(j) The city shall be exempt from impact fee and mobility fee charges.

**Sec. 12-4. - Potable water impact fee.**

(a) Any applicant who seeks to develop land or make improvements to real property shall pay the following potable water impact fees in the manner and amount established and computed pursuant to this ~~article~~ chapter.

(b) Subject to the phase-in of fees pursuant to F.S. § 163.31801, as set forth in paragraph (c) below, impact fees charged and collected for potable water shall be as follows:

| Meter Size and Type | Capacity Ratio | Total Impact Fee to be Collected after Phase-In[1] | Existing Impact Fee at Time of Adoption[2] | Increase Over Existing |
|---|---|---|---|---|
| 0.75 Displacement | 1.00 | $3,007 | $2,509 | $498 |
| 1.00 Displacement | 1.67 | $5,022 | $4,190 | $832 |
| 1.50 Displacement | 3.33 | $10,015 | $8,356 | $1,659 |
| 2.00 Displacement | 5.33 | $16,029 | $13,374 | $2,655 |
| 3.00 Single jet | 10.67 | $32,089 | $26,773 | $5,316 |
| 3.00 Compound | 10.67 | $32,089 | $26,773 | $5,316 |
| 3.00 Turbine | 11.67 | $35,096 | $29,282 | $5,814 |
| 4.00 Single jet | 16.67 | $50,133 | $41,828 | $8,305 |
| 4.00 Compound | 16.67 | $50,133 | $41,828 | $8,305 |
| 4.00 Turbine | 21.00 | $63,155 | $52,693 | $10,462 |
| 6.00 Single jet | 33.33 | $100,236 | $83,631 | $16,604 |
| 6.00 Compound | 33.33 | $100,236 | $83,631 | $16,604 |
| 6.00 Turbine | 43.33 | $130,310 | $108,723 | $21,586 |
| 8.00 Compound | 53.33 | $160,383 | $62,396 | $31,198 |

| | | | | |
|---|---|---|---|---|
| 8.00 Turbine | 93.33 | $163,794 | $133,815 | $26,568 |
| 10.00 Turbine | 140.00 | $421,032 | $351,287 | $69,746 |
| 12.00 Turbine | 176.67 | $531,313 | $443,299 | $88,014 |

[1] AWWA Manual of Water Supply Practices M-1, 7th Ed.

[2] Base meter fee is the current water fee and then is scaled up using the proposed meter capacity ratio.

(c) Implementation of the increased fees provided herein shall be phased in over two (2) equal installments. During the twelve-month period beginning October 1, 2024, the impact fee to be collected shall be the existing impact fee at time of adoption amount plus one-half (½) of the increase over existing amount. During the twelve-month period beginning October 1, 2025, the impact fee to be collected shall be the total impact fee to be collected after phase-in.

**Sec. 12-5. - Wastewater impact fee.**

(a) Any applicant who seeks to develop land or make improvements to real property shall pay the following wastewater impact fees in the manner and amount established and computed pursuant to this ~~article~~ chapter.

(b) Subject to the phase-in of fees pursuant to F.S. § 163.31801, as set forth in paragraph (c) below, impact fees charged and collected for wastewater shall be as follows:

| **Meter Size and Type** | **Capacity Ratio** | **Total Impact Fee to be Collected after Phase-In[3]** | **Existing Impact Fee at Time of Adoption[4]** | **Increase Over Existing** |
|---|---|---|---|---|
| 0.75 Displacement | 1.00 | $3,806 | $3,083 | $723 |
| 1.00 Displacement | 1.67 | $6,356 | $5,148 | $1,208 |
| 1.50 Displacement | 3.33 | $12,673 | $10,265 | $2,408 |
| 2.00 Displacement | 5.33 | $20,284 | $16,430 | $3,855 |
| 3.00 Single jet | 10.67 | $40,607 | $32,890 | $7,717 |
| 3.00 Compound | 10.67 | $40,607 | $32,890 | $7,717 |
| 3.00 Turbine | 11.67 | $44,412 | $35,973 | $8,440 |
| 4.00 Single jet | 16.67 | $63,441 | $51,385 | $12,056 |
| 4.00 Compound | 16.67 | $63,441 | $51,385 | $12,056 |
| 4.00 Turbine | 21.00 | $79,920 | $64,733 | $15,187 |
| 6.00 Single jet | 33.33 | $126,844 | $102,740 | $24,104 |
| 6.00 Compound | 33.33 | $126,844 | $102,740 | $24,104 |
| 6.00 Turbine | 43.33 | $164,901 | $133,565 | $31,336 |
| 8.00 Compound | 53.33 | $202,958 | $202,958 | $38,568 |
| 8.00 Turbine | 93.33 | $355,186 | $287,690 | $67,496 |

| | | | | |
|---|---|---|---|---|
| 10.00 Turbine | 140.00 | $532,798 | $431,550 | $101,248 |
| 12.00 Turbine | 176.67 | $672,353 | $544,585 | $127,767 |

[3] AWWA Manual of Water Supply Practices M-1, 7th Ed.

[4] Base meter fee is the current water fee and then is scaled up using the proposed meter capacity ratio.

(c) Implementation of the increased fees provided herein shall be phased in over four (4) equal installments. During the twelve-month period beginning October 1, 2024, the impact fee to be collected shall be the existing impact fee at time of adoption amount plus one-half (½) of the increase over existing amount. During the twelve-month period beginning October 1, 2025, the impact fee to be collected shall be the total impact fee to be collected after phase-in.

**Sec. 12-6. - Police impact fee.**

(a) Any applicant who seeks to develop land or make improvements to real property shall pay the following police impact fees in the manner and amount established and computed pursuant to this ~~article~~ chapter.

(b) Beginning October 1, 2024, the police impact fee to be charged and collected shall be as follows:

| **Residential Fee per Unit** | |
|---|---|
| **Square Footage** | **Impact Fee to be Collected** |
| 1,100 or less | $455 |
| 1,101 to 1,500 | $717 |
| 1,501 to 2,000 | $905 |
| 2,001 to 2,500 | $1,054 |
| 2,501 to 3,000 | $1,176 |
| 3,001 to 3,500 | $1,281 |
| 3,501 or more | $1,373 |

| **Nonresidential Fee per 1,000 Square Feet** | |
|---|---|
| **Development Type** | **Impact Fee to be Collected** |
| Industrial | $381 |
| Commercial | $1,911 |
| Office & Other Services | $848 |
| Institutional | $1,166 |

**Sec. 12-7. - Fire impact fee.**

(a) Any applicant who seeks to develop land or make improvements to real property shall pay the following fire impact fees in the manner and amount established and computed pursuant to this ~~article~~ chapter.

(b) Beginning October 1, 2024, the fire impact fee to be charged and collected shall be as follows:

| **Residential Fee per Unit** | |
|---|---|
| **Square Footage** | **Impact Fee to be Collected** |
| 1,100 or less | $538 |
| 1,101 to 1,500 | $849 |
| 1,501 to 2,000 | $1,071 |
| 2,001 to 2,500 | $1,247 |
| 2,501 to 3,000 | $1,392 |
| 3,001 to 3,500 | $1,516 |
| 3,501 or more | $1,625 |

| **Nonresidential Fee per 1,000 Square Feet** | |
|---|---|
| **Development Type** | **Impact Fee to be Collected** |
| Industrial | $451 |
| Commercial | $2.261 |
| Office & Other Services | $1,003 |
| Institutional | $1,380 |

**Sec. 12-8. - Library impact fee.**

(a) Any applicant who seeks to develop land or make improvements to real property for residential development shall pay the following library impact fees in the manner and amount established and computed pursuant to this ~~article~~ chapter.

(b) Beginning October 1, 2024, the library impact fee to be charged and collected shall be as follows:

| **Residential Fee per Unit** |
|---|

| Square Footage | Impact Fee to be Collected |
|---|---|
| 1,100 or less | $123 |
| 1,101 to 1,500 | $193 |
| 1,501 to 2,000 | $244 |
| 2,001 to 2,500 | $284 |
| 2,501 to 3,000 | $317 |
| 3,001 to 3,500 | $345 |
| 3,501 or more | $370 |

**Sec. 12-9. - Parks and recreation impact fee.**

(a) Any applicant who seeks to develop land or make improvements to real property for residential development shall pay the following parks and recreation impact fees in the manner and amount established and computed pursuant to this ~~article~~ chapter.

(b) Beginning October 1, 2024, the parks and recreation impact fee to be charged and collected shall be as follows:

| Residential Fee per Unit | |
|---|---|
| **Square Footage** | **Impact Fee to be Collected** |
| 1,100 or less | $539 |
| 1,101 to 1,500 | $850 |
| 1,501 to 2,000 | $1,073 |
| 2,001 to 2,500 | $1,250 |
| 2,501 to 3,000 | $1,395 |
| 3,001 to 3,500 | $1,519 |
| 3,501 or more | $1,628 |

**Sec. 12-10. - Administrative fee.**

Beginning October 1, 2024, the administrative fee charged and collected for new development shall be as follows:

| Residential Fee per Unit | |
|---|---|
| **Square Footage** | **Administrative Charge** |

| | |
|---|---|
| 1,100 or less | $3 |
| 1,101 to 1,500 | $5 |
| 1,501 to 2,000 | $6 |
| 2,001 to 2,500 | $7 |
| 2,501 to 3,000 | $8 |
| 3,001 to 3,500 | $8 |
| 3,501 or more | $9 |

| **Nonresidential Fee per 1,000 Square Feet** | |
|---|---|
| **Development Type** | **Administrative Charge** |
| Industrial | $4 |
| Commercial | $6 |
| Office & Other Services | $9 |
| Institutional | $8 |

**Sec. 12-11. - Mobility fee.**

(a) Any applicant who seeks to develop land or make improvements to real property shall pay the following mobility fees in the manner and amount established and computed pursuant to this chapter.

(b) Beginning MONTH (TBD) DAY (TBD), 2026, the mobility fee charged and collected for new development shall be as follows:

| **Land Use Categories (Grey Shade), Use Classifications, and Representative Uses (In Parentheses)** | **Unit on Measure (UOM)** | **Mobility Fee to Be Collected** |
|---|---|---|
| **RESIDENTIAL & LODGING USES** | | |
| Residential (ADU, Apartments, Attached, Condo, Detached, Duplex, Townhouse, 3 or more attached units) | per 1,000 sq. ft. | $2,981 |
| Overnight Lodging (B&B, Condo Hotel, Hotel, Motel, Short-term Rental, Transient) | per room | $3,843 |
| Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer) | per space or lot | $3,524 |

| | | |
|---|---|---|
| **INSTITUTIONAL USES** | | |
| Community Serving (Center, Civic / Fraternal Club, Gallery, Museum, Performance Venues, Place of Assembly or Worship) | per 1,000 sq. ft. | $3,014 |
| Long Term Care (Assisted Living, Care or Recovery Homes, Congregate Living Facility, Nursing Home) | per 1,000 sq. ft. | $3,715 |
| Private Education (Afterschool, Family Day Care, K-12, Pre-K, Trade School, Tutor) | per 1,000 sq. ft. | $3,541 |
| Institutional (College, Hospital, Post-Secondary Education, University) | per 1,000 sq. ft. | $6,349 |
| **INDUSTRIAL USES** | | |
| Industrial (Assembly, Brewing, Distribution, Fabrication, Flex, Manufacturing, Processing, Storage, Trades, Utilities) | per 1,000 sq. ft. | $1,654 |
| **COMMERCIAL RECREATIONAL USES** | | |
| Marina (Wet Berths, Dry Slips, Ancillary Repair, Yacht Club) | per Berth plus per 10 slips | $830 |
| Unenclosed Commercial Recreation (Commercial Amusement, Golf, Multi-Purpose, Recreation, Sports, Tennis) | per Acre | $9,779 |
| Enclosed Commercial Recreation (Commercial Amusement, Fitness, Gym, Health, Indoor Sports) | per 1,000 sq. ft. | $8,785 |
| **OFFICE USES** | | |
| Office (Administrative, Business Service, Clinic, Dental, Medical, Professional Service, Real Estate, Veterinary) | per 1,000 sq. ft. | $7,311 |
| **COMMERCIAL & RETAIL USES** | | |
| Retail (Goods, Local: [Grocery, Pharmacy, or Restaurant], Sales, Services, Stores) | per 1,000 sq. ft. | $10,621 |
| High Impact Retail (Alcoholic Beverage Sales, Banks, Chain: [Grocery, Pharmacy, or Restaurant]) | per 1,000 sq. ft. | $18,511 |
| Convenience Retail (Car Wash, Chain Fast Food, Convenience Market or Store, Gas Stations, Service Stations) | per 1,000 sq. ft. | $29,931 |
| **ADDITIVE FEES FOR COMMERCIAL SERVICES & RETAIL USES** | | |

| | | |
|---|---|---|
| Motor Vehicle Charging | per Charging Position | $24,938 |
| Motor Vehicle Fueling | per Fueling Position | $30,069 |
| Motor Vehicle Repair (Accessories, Brakes, Heavy, Light, Maintenance, Quick Lube, Repair, Tires) | per Bay or Stall | $18,886 |
| Parking (Private Paid Parking Garages Or Lots, Vehicle Or Equipment Auction, Storage, Rental, Towing, Transitional Lots) | per Space | $1,737 |
| Retail Drive-Through (ATM, Bank, Drive-in Business, Dry Cleaner, Dollar Store, Grocery Store, Pharmacy, Restaurant) | per Lane | $21,754 |

**Sec. 12-12. - Mobility fee determination.**

(a) The mobility fee per land use shall be determined using the closest land use category and unit of measure on the mobility fee schedule.

(b) In the event a project involves a land use not contemplated under the mobility fee land use categories on the mobility fee schedule, the mobility fee shall be determined utilizing the closest land use category based on the latest ITE Trip Generation Manual.

(c) In the event new development involves a mixture of land uses, the mobility fee shall be based on each individual mobility fee land use classification.

(d) The mobility fee shall be determined using the appropriate land use category, land use classification, unit of measure, and mobility fee rate established on the mobility fee schedule.

(e) In the event an applicant believes that the cost to mitigate the impact of new development is less than the mobility fee established in the mobility fee schedule, the applicant may submit an alternative mobility fee study. An applicant will be required to hold a methodology meeting with the City and obtain an approved methodology statement from the City prior to conducting the alternative mobility fee study.

(f) For any residential dwelling, regardless of type of residential use, the mobility fee is based on the residential square footage, divided by 1,000, and multiplied by the applicable mobility fee rate.

(g) The mobility fee for overnight lodging is based on the number of rooms available for guests to sleep. For vacation rentals, rooms shall be based on locations where a bed, sofa

bed, or temporary bed can reasonably be accommodated. Any square footage that is leased to a third-party unaffiliated use that provides drinks, food, goods, or services to the public, shall be required to pay the applicable mobility fee per use. This does not apply to conference spaces, markets, or food and beverage service provided by the overnight lodging primarily for guests.

(h) Mobile residence is based on the number of lots or spaces available for a mobile residence. Any square footage that is leased to a third-party unaffiliated use that provides drinks, food, goods, or services to the public, shall be required to pay the applicable mobility fee per use. This does not apply to community spaces, laundry facilities, or food and beverage provided for residents.

(i) For institutional, industrial, office, commercial and retail uses, the mobility fee shall be based on the total non-residential square footage, divided by 1,000, and multiplied by the applicable mobility fee rate.

(j) For commercial storage uses under industrial, acreage for any unenclosed materials, sales and display, and recreational vehicles, including, but not limited to, boats, recreational vehicles (RV), and trailers, shall be converted to square footage by multiplying the total acreage by 43,560. Common areas for buffers, conservation, vehicle circulation, and stormwater shall be excluded from the acreage calculation.

(k) The mobility fees for marinas are based on the total number of wet berths and the total number of dry storage slips divided by 10 and multiplied by the applicable mobility fee rate. Square footage for a bait shop, small office, maintenance, and fueling are considered ancillary uses and are not assessed a mobility fee. If a retail use or restaurant use is provided that is open to the public, then that square footage would pay the applicable mobility fee for the building square footage in addition to the mobility fee associated with berths and slips.

(l) For commercial recreation facility uses that feature both enclosed buildings and unenclosed acreage, the total mobility fee shall be the sum of the enclosed recreation mobility fee based on square footage plus the unenclosed recreation mobility fee based on acreage. Any square footage that is leased to an unaffiliated third-party use that provides drinks, food, goods, services, shall be required to pay the applicable mobility fee per the individual uses identified in the mobility fee schedule. For overnight lodging, the mobility fee shall be based on the total number of rooms per the overnight lodging mobility fee rate.

(m) Additive mobility fees for commercial and retail uses are in addition to mobility fees assessed for the square footage of the applicable commercial and retail use.

(n) Mobility fees for motor vehicle charging shall only be assessed when motor vehicle charging stations are provided as a free-standing commercial or retail use and charge for the service through either payment or subscription or are part of a retail uses that also offers fueling for motor vehicle goods or the sale of retail goods, services, food or beverages. The number of charging positions is based on the maximum number of motor vehicles that could be charged at one time. Mobility fees are not assessed for private residence, multi-family dwellings, offices, industrial uses, overnight lodging, or retail uses where charging is provided for free or a nominal charge and intended for residence, drivers, employees, guests or patrons of the land use.

(o) Mobility fees shall be assessed for motor vehicle fueling provided at convenience stores, gas or service stations, general stores, grocery stores, supermarkets, superstores, variety stores, wholesale clubs, or other non-residential land uses with fuel pumps. There shall be a separate mobility fee for the square footage of any multi-tenant or free-standing retail building per the applicable mobility fee rate. The number of fueling positions is based on the maximum number of motor vehicles that could be fueled at one time. This does not include fueling provided for governmental or education uses or industrial uses for fleet refueling.

(p) Motor vehicle repair service includes routine maintenance or service such as changing belts, brakes, fluids, filters, tires, or wipers. Service may also include functions such as alignments or tune-ups, and repairs such as body work, engine repair or replacement, or painting. Motor Vehicle Service would pay per service bay plus the applicable mobility fee retail rate associated with any additional building square footage, including any lobby, offices, show rooms or waiting area.

(q) The mobility fee for parking shall be based on the total number of spaces for the storage of vehicles. For purposes of calculating spaces, a standard parking space with dimensions of 10’ wide by 20’ long shall be used where parking spaces are not clearly defined. For larger equipment, areas shall be designated on a plan or a survey to determine square footage and typically dimensions of vehicles to be stored shall be provided to determine the number of spaces. If unknown, then number of spaces shall be determined by the 10’ x 20’ standard. Any buildings or structures shall pay applicable industrial, or retail rates based on the underlying land use.

(r) Any drive-through associated with a bank, credit union, dry cleaner, commercial or retail use, grocery store, pharmacy, or restaurant will be assessed an additive mobility fee based on the number of drive-through lanes. The greatest number of lanes will be used to determine the additive fee. The lanes may be used to either place an order or pick up goods, items, or an order. For uses with freestanding automated teller machines (ATMs) or ATMs

at a financial institution, the number of lanes shall be based on the number of vehicles that can use an ATM at one time. ATMs that are attached to a building and are accessible by foot or mobility assisted device are not considered to be drive-up ATMs.

(s) The city manager or designee shall have the ability to act regarding determination of use, request to reconsider determinations, and to address unique circumstances that may arise for time to time that are not expressly addressed herein, consistent with legal and statutory requirements.

* * * *

**SECTION 5. Conflicts.** All ordinances or parts of ordinances in conflict herewith are hereby repealed.

**SECTION 6. Severability.** If any section, subsection, sentence, clause, phrase, or provision of this Ordinance is held to be unconstitutional or otherwise invalid by a court of competent jurisdiction, such unconstitutionality or invalidity shall not be construed as to render unconstitutional or invalid the remaining provisions of this Ordinance.

**SECTION 7. Codification.** It is the intent of the City Commission of the City of Flagler Beach that the provisions of this Ordinance shall be codified. The codifier is granted broad and liberal authority in codifying the provisions of this Ordinance.

**SECTION 8. Effective Date.** This Ordinance shall become effective ninety (90) days from the date of adoption of this Ordinance, pursuant to § 163.31801, *Florida Statutes*.

**PASSED UPON** the first reading of the City Commission on the _____ day of _____ 2026.

**PASSED UPON** the second and final reading of the City Commission on the _____ day of _____ 2026.

**CITY OF FLAGLER BEACH, FLORIDA**

_____
Patti King, Mayor

**ATTEST:**

_____
Penny Overstreet, City Clerk

NUE URBAN CONCEPTS

LAND USE • MOBILITY • PARKING • FEES

THE REPUBLIC of DESIGN INC.

# City of Flagler Beach 2050 Mobility Plan

APRIL 2026



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DRAFT

# Acknowledgments

**Mayor and City Council**
Patti King, Mayor
Rick Belhumeur, Vice Chairman
Eric Cooley, Commissioner
John Cunningham, Commissioner
Ricky Jernigan, Commissioner

**Administration**
Dale Martin, City Manager

**Planning, Building & Engineering**
Lupita McClenning, City Planner

DRAFT

Prepared by:
NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

# Introduction

Flagler Beach, located along Florida's northeast Atlantic coast in Flagler County, is a small seaside city known for its laid-back character, scenic shoreline, and strong sense of community. Incorporated in 1925 during Florida's land boom era, Flagler Beach developed as a modest oceanfront town shaped by its coastal environment and proximity to larger cities like Daytona Beach and St. Augustine. Today, Flagler Beach has a population of just over 5,600 residents[1], offering a quiet, small-town atmosphere with a steady mix of longtime locals and visitors drawn to its authentic "Old Florida" charm.




Flagler Beach's compact downtown is centered along State Road A1A, where ocean views, local shops, and casual restaurants create a vibrant yet unpretentious main street. Landmarks such as the Flagler Beach Pier (a focal point for fishing, sightseeing, and community gatherings) reflect the city's deep connection to the Atlantic Ocean. Local establishments, beachside cafes, and weekly farmers markets contribute to a strong local economy and reinforce the city's identity as a relaxed coastal destination.

Despite its many strengths, such as its natural environment and outdoor recreational opportunities, Flagler Beach faces challenges common to small coastal communities. Coastal erosion and storm vulnerability (particularly during hurricane season) pose ongoing threats to infrastructure and the beachfront along A1A. Efforts to maintain and rebuild dunes, protect roadways, and enhance long-term resilience are key priorities for local and state agencies. Additionally, while the city's walkable scale encourages pedestrian and bicycle activity, the presence of through-traffic on A1A and Moody Blvd can create safety concerns, requiring careful balance between mobility, tourism access, and quality of life for residents.

In 2026, Flagler Beach's leadership acknowledges that a comprehensive mobility vision and targeted investments in transportation infrastructure are essential to support anticipated growth, foster economic vitality, and enhance the city's safety and connectivity, while still preserving its beach-town character and maintaining a high quality of life for current residents.

The Flagler Beach 2050 Mobility Plan is a vision for the City's transportation system to transition from one focused primarily on moving vehicles quickly, to moving people safely – whether they want to walk, bike, ride transit, or use other mobility devices. Together, the Mobility Plan will create a framework for mobility that will afford the City of Flagler Beach more flexibility in how transportation infrastructure is planned, designed, funded, and constructed to safely accommodate all modes of transportation.

*1: BEBR Florida Estimates of Population, 2025*

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The Mobility Plan serves as the basis for the establishment of a Mobility Fee system that functions as an alternative to transportation concurrency enacted by the Florida Legislature. The Mobility Fee allows new development and redevelopment to mitigate its transportation impact to Flagler Beach's transportation system through payment of a one-time fee.

The Mobility Plan will serve as a guide to proactively plan for and prioritize mobility projects to meet the growth, travel, and mobility needs of the Flagler Beach community. Mobility projects consist of corridor studies and evaluations, road widenings and new roads, Moody Boulevard lane repurposing, intersection improvements, roundabouts, crossings, multi-use trails, priority multimodal corridors with traffic calming, curbless shared streets, context sensitive enhancements, mobility hubs, a water taxi, a microtransit pilot, implementation initiatives, and more.

The Plan seeks to bring together and build upon existing programmed projects, plans, and initiatives including the City's Community Redevelopment Area (CRA) Plan, the City's Comprehensive Plan, Flagler County's Transit Development Plan (TDP), the Florida Department of Transportation's (FDOT) Five Year Work Program, the River-to-Sea Transportation Planning Organization's (TPO) Long Range Transportation Plan (LRTP), and existing plans for new development.

The Mobility Plan will complement these initiatives by planning for mobility in a way that reduces vehicle miles traveled, improves accessibility to key destinations and daily needs, enhances safety, and encourages the use of alternative transportation modes.

The mobility projects identified in the 2050 Mobility Plan form the basis for the City of Flagler Beach Mobility Fee consistent with Florida Statutes 163.3180 and 163.31801. The Mobility Fee is intended to provide a streamlined and simplified way for development activity to mitigate its transportation impact through payment of a one-time Mobility Fee. The Mobility Fee collected from development activity will be used to fund mobility projects identified in the 2050 Mobility Plan to provide a mobility "benefit" to development activity that pays the Mobility Fee.



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## Growth in Flagler Beach

The overarching purpose of a mobility plan and associated mobility fee is to proactively manage growth by establishing a clear vision and a sustainable funding mechanism for a transportation system that supports the community's desired development patterns.

Rather than responding to growth on a project-by-project basis, the mobility plan provides a coordinated, long-term framework to guide investment decisions, mitigate congestion, enhance safety, and ensure that future development occurs in a manner consistent with the community's goals and priorities.

The 2050 Mobility Plan establishes a framework over the next 24 years to move people and provide choices through mobility projects established to meet the "needs" of projected growth in population, jobs, and travel demand.

Using the best data available, by 2050 the population in Flagler Beach is projected to be roughly 8,292 people and the number of jobs in Flagler Beach is projected to be 2,691.

| Population & Jobs | | |
|---|---|---|
| **Year** | **Population** | **Jobs** |
| 2025 / 2023 | 5,659 | 1,781 |
| 2050 | 8,292 | 2,691 |
| Increase | 2,633 | 910 |

Source: City of Flagler Beach Mobility Fee Technical Report



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# Mobility Fee Overview

The City of Flagler Beach Mobility Fee has been developed to fund mobility projects identified in the 2050 Mobility Plan.

**Mobility Fees are not**: (1) a reoccurring tax; (2) assessed to existing residential or non-residential property; or (3) deposited into general revenue funds of the City.

**Mobility Fees are**: (1) a streamlined one-time assessment on new development within the City; (2) intended to offset the travel demand impact of new development; and (3) deposited into special revenue funds for mobility fees to be expended within a defined benefit district.

**New Development** is defined as "new residential and nonresidential construction, any new land alteration or site preparation activity, any new construction of buildings or structures, any modification, reconstruction, redevelopment, or expansion of buildings or structures, any change of use of a building, land, or structure, and any special exception approval, variance, or special use permit that results in an impact to the transportation system."

**Impact** is defined as "any new development that results in an increase in person travel demand above the demand generated by the existing use of property, including submerged lands."

The Mobility Plan & Mobility Fee System features one **Assessment Area** for the City of Flagler Beach. The Assessment Area is concurrent with the City of Flagler Beach's municipal limits. The assessment area defines where new development is assessed a mobility fee.




The Mobility Plan & Mobility Fee System also features one (1) geographical based **Benefit District**. The Benefit District extends beyond City limits to ensure that the City can expend Mobility Fees on projects identified in the Mobility Plan outside current City limits to (1) expand the street network concurrent with new development and (2) to contribute mobility fees to County and State projects outside City limits that improve mobility to the City.

The 2050 Mobility Plan establishes the mobility projects needed to accommodate future travel demands. The City of Flagler Beach Mobility Fee Technical Report documents the data and methodology used to develop a Mobility Fee to mitigate the impact of new development.

The Mobility Plan & Mobility Fee System meets legally established dual rational nexus requirements for "need" and "benefit" and the Mobility Fee is roughly proportional to the impact of new development. The Mobility Plan & Mobility Fee System has been developed consistent with the requirements of Florida Statute Sections 164.3164, 163.3180, 163.31801, and Florida Statute Chapter 380.

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# Transportation Evaluation

As part of the development of the City of Flagler Beach Mobility Plan and Mobility Fee, a comprehensive evaluation was performed to assess transportation needs across all modes of travel. This evaluation included a detailed review of vehicle traffic conditions, as well as a multimodal Quality of Service (QOS) analysis designed to measure how well the City's transportation network accommodates walking, bicycling, and other modes of travel. Together, these components provide a full picture of the transportation system's performance and inform project recommendations for the Mobility Plan.

## Traffic Characteristics Evaluation

The foundation of the vehicular analysis was the Traffic Characteristics Evaluation (***Appendix A***). This evaluation enabled the project team to:

- Establish baseline traffic conditions across the roadway network
- Identify existing capacity deficiencies and operational concerns
- Evaluate how anticipated growth will impact roadway performance
- Highlight corridors likely to require capacity or operational improvements

Given Flagler Beach's strategic role as the "downtown" of Flagler County, the City anticipates increased travel demand in the future, driven not only by new residents and employment growth, but also by visitors from across Flagler County and beyond. Proactive planning and the establishment of mobility fees now will allow Flagler Beach to leverage this growth to strengthen its urban core, support infrastructure investments, and enhance downtown as a destination, rather than allowing growth to strain the City's existing transportation system.

The City's Mobility Study Area is projected to experience an increase in both vehicle and person travel demand over the next 24 years. Vehicle Miles of Travel (VMT) on the major roads is projected to increase by 126,490. The total Person Miles of Travel (PMT) increase on the major roads within the City of Flagler Beach Mobility Study Area is projected to increase by 193,530.

**Vehicle Miles of Travel & Person Miles of Travel**

| Year | VMT (Arterials & Collectors) | VMT (Limited Access) | PMT (Arterials & Collectors) |
|---|---|---|---|
| 2026* | 147,520 | 102,200 | 225,706 |
| 2050** | 274,010 | 198,690 | 419,235 |
| Increase*** | 126,490 | 96,490 | 193,530 |

*Mobility Plan Base Year. **Mobility Plan Future Year. ***2026 to 2050.

Source: City of Flagler Beach Mobility Fee Technical Report



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An existing and future areawide LOS analysis was performed for major City, County, and State Roads within the City. Based on the evaluation of existing conditions, the areawide LOS analysis results in a VMT/VMC ratio for 2026 of 0.39. In simplified terms, *traffic in 2026 within the Mobility Study Area is using 39% of the available road capacity*.

The future year areawide LOS analysis accounts for state of future traffic if no additional capacity from new roads and the widening of existing roads were to occur. Based on the evaluation of future conditions, the areawide LOS analysis results in a VMT/VMC ratio for 2050 of 0.73. In simplified terms, *traffic in 2050 within the Mobility Study Area is using 73% of the available road capacity.*

**2026 Existing Conditions**

| Functional Classification | Length (Miles) | Vehicle Miles of Travel (VMT) | Vehicle Miles of Capacity (VMC) | VMT to VMC (VMT/VMC) |
|---|---|---|---|---|
| Local | 0.77 | 1,010 | 5,820 | 0.17 |
| Minor Collector | 7.34 | 9,710 | 112,400 | 0.09 |
| Major Collector | 1.81 | 7,350 | 41,950 | 0.18 |
| Minor Arterial | 7.71 | 52,510 | 134,440 | 0.39 |
| Principal Arterial | 3.49 | 76,940 | 144,010 | 0.53 |
| Limited Access | 1.08 | 102,200 | 206,300 | 0.50 |
| **Total** | **22.20** | **249,720** | **644,920** | **0.39** |

Source: Traffic Characteristics Evaluation (*Appendix A*)

**2050 Future Conditions**

| Functional Classification | Length (Miles) | Vehicle Miles of Travel (VMT) | Vehicle Miles of Capacity (VMC) | VMT to VMC (VMT/VMC) |
|---|---|---|---|---|
| Local | 0.77 | 1,870 | 5,820 | 0.32 |
| Minor Collector | 7.34 | 18,020 | 112,400 | 0.16 |
| Major Collector | 1.81 | 13,650 | 41,950 | 0.33 |
| Minor Arterial | 7.71 | 97,540 | 134,440 | 0.73 |
| Principal Arterial | 3.49 | 142,930 | 144,010 | 0.99 |
| Limited Access | 1.08 | 198,690 | 206,300 | 0.96 |
| **Total** | **22.20** | **472,700** | **644,920** | **0.73** |

Source: Traffic Characteristics Evaluation (*Appendix A*)



The results of the traffic characteristics report indicate that there are no existing or projected areawide traffic deficiencies within the Mobility Study Area. On a segment-by-segment basis, there are no existing or future deficiencies beyond those already identified by the County or the State, or those occurring on environmentally constrained roadways.

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## Quality of Service Analysis

Recognizing Flagler Beach's desire to shift toward a more multimodal, safety-focused approach, the Mobility Plan incorporates a Multimodal Quality of Service (QOS) inventory (***Appendix B***). This analysis was used to:

- Inventory all existing bicycle, pedestrian, and micromobility facilities throughout the City
- Assess the level of comfort, safety, and connectivity provided by current multimodal infrastructure
- Identify gaps in the network, barriers to mobility, and locations with substandard multimodal performance
- Determine priority projects that would improve multimodal connectivity, safety, and user experience

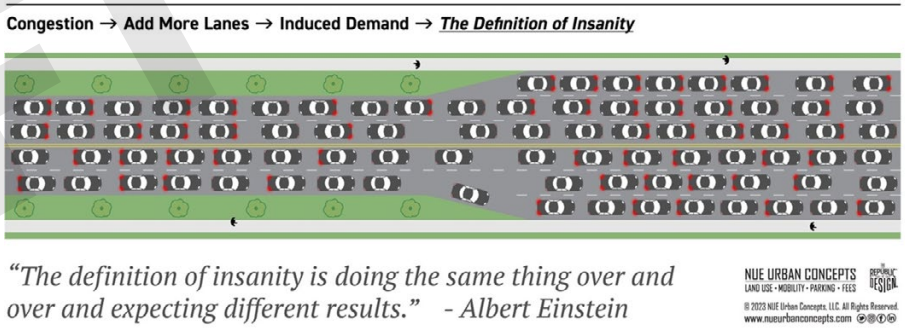
To support this process, draft multimodal QOS standards were developed specifically for Flagler Beach. These standards classify the quality of multimodal facilities, both on-street and off-street, based on key roadway elements such as separation from traffic, street trees, landscape buffers, protection type, posted speed limits, and other design characteristics. By applying these standards, the City can objectively monitor multimodal performance over time and guide future investments that align with Vision Zero goals and community mobility priorities. By combining the traffic characteristics with the multimodal QOS, the evaluation created a balanced framework for identifying future mobility projects for inclusion in the Mobility Plan.

## What are Level of Service Standards?

Level of Service (LOS) standards are transportation service standards used by decision makers, planners, and engineers to monitor how the transportation system is performing, where deficiencies lie, and where improvements are needed. This traditional approach prioritizes adding road capacity as a solution for providing mobility and lacks the ability to analyze conditions and provide services for people using other mobility modes.

## Is There an Alternative to Chasing Congestion?

No government globally has been able to build enough roads to eliminate congestion. This is due in part to the theory of "induced demand" (aka build it and they will come). The addition of road capacity does not reduce congestion, as the new capacity is used up shortly after being added. The current transportation system did not develop overnight. It is the result of funding and policy decisions over the last 75 years that prioritized the movement of cars. Land use policies that incentivize mixed-use, parking regulations that allow for innovation, and a mobility plan focused on moving people are needed to reimagine and repurpose streets to enhance mobility.







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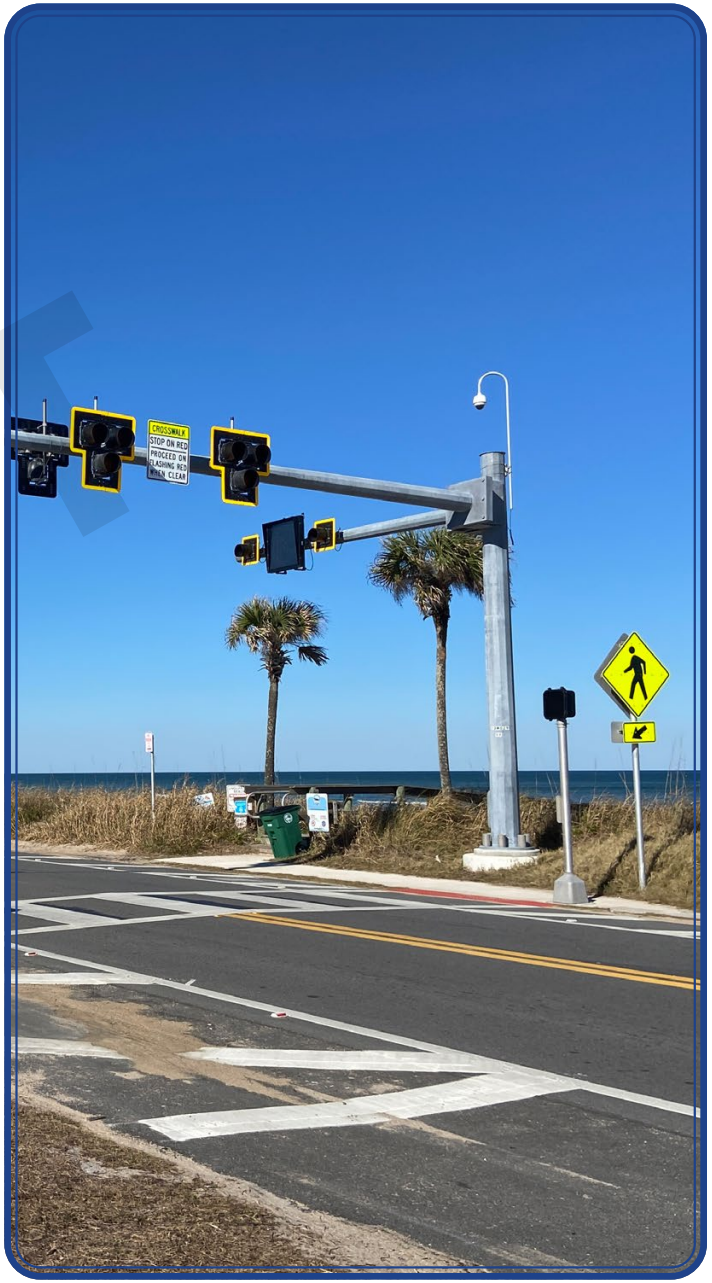
## What are Quality of Service Standards?

The adoption of a mobility plan is an opportunity to expand beyond the current practice of evaluating the transportation system solely on the availability of road capacity on a segment-by-segment basis. Florida Statute Section 163.3180 allows local governments to establish multimodal quality of service (QOS) standards for people bicycling, walking, and using alternative modes of transportation to make roads safer for all users.

Quality of Service standards measure how the transportation system is performing from the perspective of people walking, biking, using micromobility, and driving. They are a planning tool used to facilitate innovative street design that balances efficiency for vehicles with safe, comfortable, and accessible facilities for all modes of travel.

Multimodal QOS standards are intended to be used for the following planning and design activities and incorporation into the Comprehensive Plan (CP) and Land Development Regulations (LDRs):

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




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## Street Quality of Service

The Street Quality of Service (QOS) is based on posted speed limit and establishes a very simple and straightforward premise: streets should be designed at the desired speed of travel. Street QOS allows elected officials to prioritize safety for all users by actively supporting a street QOS of "A" or "B", versus settling for congestion and being resigned to road LOS of "E" or "F".

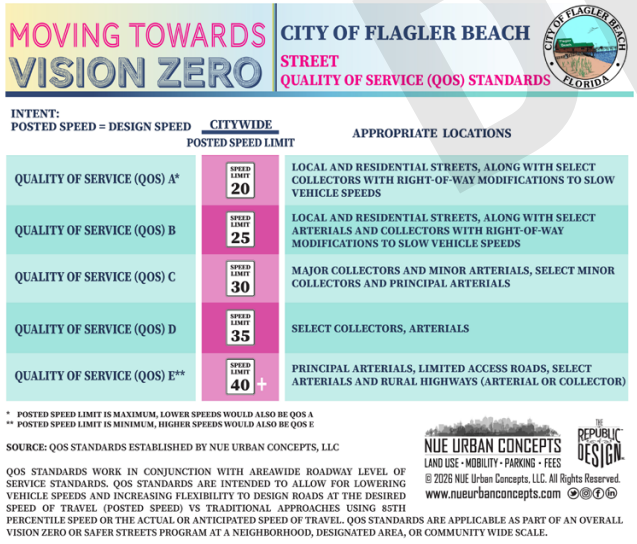
Just because a lower speed limit is posted, does not mean cars will slow down. ***Slowing down cars requires physical changes to the street right-of-way that result in people driving slower and people feeling more comfortable bicycling and walking.*** Changes in speed limits and Street QOS standards are intended to be phased in over time as part of:

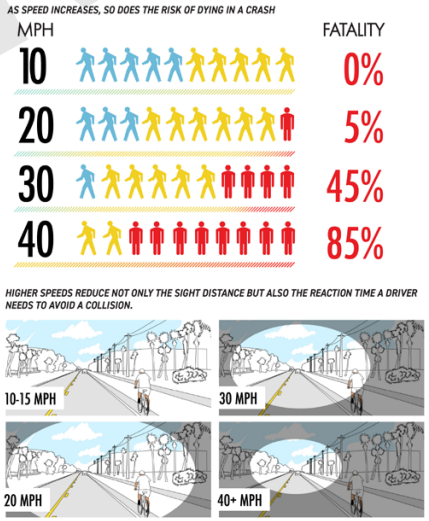
(1) designing new mobility projects;
(2) reimagining and repurposing existing rights-of-way to emphasize the safe movement of people, versus the quick movement of cars; and
(3) as part of neighborhood traffic calming projects to improve safety and reduce cut through traffic.

**2026 Street Quality of Service (QOS)**

| | QOS "A" (Miles) | QOS "B" (Miles) | QOS "C" (Miles) | QOS "D" (Miles) | QOS "E" (Miles) | Total (Miles) | *Percent* |
|---|---|---|---|---|---|---|---|
| City | 0.00 | 0.42 | 0.00 | 1.48 | 0.00 | **1.90** | *9.3%* |
| Palm Coast | 0.00 | 0.00 | 0.00 | 0.00 | 1.23 | **1.23** | *6.0%* |
| County | 0.00 | 0.00 | 0.00 | 1.51 | 5.22 | **6.73** | *33.1%* |
| State | 0.00 | 2.48 | 0.00 | 1.52 | 6.49 | **10.49** | *51.5%* |
| **Total** | **0.00** | **2.90** | **0.00** | **4.51** | **12.94** | **20.35** | *100.0%* |
| *Percent* | *0.0%* | *14.3%* | *0.0%* | *22.2%* | *63.6%* | *100.0%* | |

Source: Quality of Service Inventory (***Appendix B***)



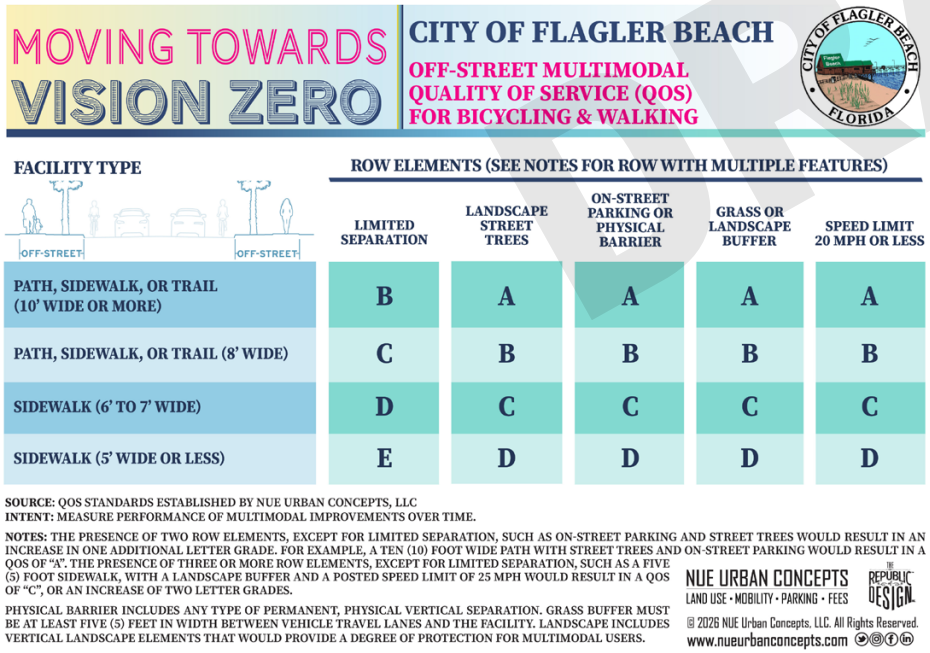

An analysis of 2026 Street Quality of Service (QOS) in Flagler Beach reveals that most of the collectors and arterial roads within the Mobility Study Area are QOS E (63.6%), meaning that the speed limit is 40 MPH or higher. A closer look reveals that most City roads are a QOS D, while most County and State roads are QOS E. It should be noted that this analysis is based only on arterial and collector roads. QOS also has application for local roads and residential streets. Because the City's local and residential streets are posted at 20 MPH, inclusion of local roads would demonstrate greater movement towards Street QOS A. As the City begins implementing the projects in the Mobility Plan, it may wish to consider establishing changes in Street QOS as performance measures for planning purposes. Performance measures allow the City to monitor progress as it strives to achieve a higher quality of service on its transportation network.

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## Off-Street Multimodal Quality of Service

Multimodal QOS standards for off-street paths, sidewalks, or trails are based on: (1) the width of the facility (i.e., bike lane, path, sidewalk); (2) the type of physical separation between multimodal facilities and travel lanes for cars, SUVs, trucks, and other motor vehicles; and (3) the posted speed limit.

Off-Street Multimodal QOS Standards are intended for mobility planning and to measure performance of mobility projects over time. Wider facilities provide greater comfort and safety, allowing people walking and biking to pass one another at different speeds more easily, which results in a higher QOS. Similarly, greater separation from vehicle traffic increases perceived and actual safety, leading to higher QOS ratings. Narrow facilities such as sidewalks located directly at the back of curb and adjacent to vehicle travel lanes typically receive the lowest QOS grades. In contrast, wider facilities such as multi-use trails and shared use paths that are set back from traffic by features such as landscaping, street trees, on-street parking, concrete barriers, fences, or bollards achieve the highest QOS grades. For example, expanding a 4-foot-wide sidewalk at the back of curb into a 10-foot-wide sidewalk with a landscaped buffer can improve its QOS rating from an "E" to an "A."




**2026 Off-Street Multimodal Quality of Service (QOS)**

| | QOS "A" (Miles) | QOS "B" (Miles) | QOS "C" (Miles) | QOS "D" (Miles) | QOS "E" (Miles) | Total (Miles) | *Percent* |
|---|---|---|---|---|---|---|---|
| City | 0.00 | 0.00 | 0.00 | 0.42 | 1.48 | **1.90** | *9.3%* |
| Palm Coast | 0.00 | 0.52 | 0.00 | 0.71 | 0.00 | **1.23** | *6.0%* |
| County | 0.00 | 1.51 | 1.29 | 0.00 | 3.93 | **6.73** | *33.1%* |
| State | 0.00 | 5.93 | 3.57 | 0.99 | 0.00 | **10.49** | *51.5%* |
| **Total** | **0.00** | **7.96** | **4.86** | **2.12** | **5.41** | **20.35** | *100.0%* |
| *Percent* | *0.0%* | *39.1%* | *23.9%* | *10.4%* | *26.6%* | *100.0%* | |

Source: Quality of Service Inventory (***Appendix B***)

An analysis was conducted of the existing Quality of Service (QOS) in Flagler Beach for off-street multimodal facilities such as paths, sidewalks, or trails. The analysis shows that 63.0% of all collector and arterial streets in Flagler Beach are QOC C or higher, while 37% are QOS D or QOS E. This indicates that much of the existing transportation system provides adequate off-street infrastructure that makes traveling or recreating as pedestrian, bicyclist, or person riding other mobility devices safer and more convenient. However, there is room for improvement. It's worth noting that approximately 91% of the collectors and arterials in the Mobility Study Area are owned by the State, County, or Palm Coast. Coordinating with these agencies to improve travel in and around Flagler Beach for multimodal modes is essential.

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## On-Street Multimodal Quality of Service

The multimodal QOS standards for on-street facilities such as curbless shared streets, bicycle boulevards/shared streets, paved shoulders, and on-street bike lanes are based on the (1) width of the facility; (2) the level of physical separation from motor vehicle travel lanes; (3) the visibility of the facility; and (4) the posted speed limit.

Buffered bicycle lanes include double 6" white edge lines separating bike lanes from adjacent travel lanes. Flex posts, raised pavement markings, or vertical deflection barriers should be provided within the buffer or separation where feasible. Posted speed limit and traffic calming features yielding a speed limit of 20 MPH improves the QOS as the severity of crashes diminishes and comfort for multimodal modes increases. For example, a 4'-wide unseparated bike lane with a posted speed limit of 20 MPH would result in an increase from a QOS of "D" to a QOS of "C".




**2026 On-Street Multimodal Quality of Service (QOS)**

| | QOS "A" (Miles) | QOS "B" (Miles) | QOS "C" (Miles) | QOS "D" (Miles) | QOS "E" (Miles) | Total (Miles) | *Percent* |
|---|---|---|---|---|---|---|---|
| City | 0.00 | 0.00 | 0.00 | 0.00 | 1.90 | **1.90** | *9.3%* |
| Palm Coast | 0.00 | 0.00 | 0.00 | 1.23 | 0.00 | **1.23** | *6.0%* |
| County | 0.00 | 0.00 | 0.00 | 5.22 | 1.51 | **6.73** | *33.1%* |
| State | 0.00 | 0.00 | 0.96 | 2.32 | 7.21 | **10.49** | *51.5%* |
| **Total** | **0.00** | **0.00** | **0.96** | **8.77** | **10.62** | **20.35** | *100.0%* |
| *Percent* | *0.00* | *0.00* | *4.7%* | *43.1%* | *52.2%* | *100.0%* | |

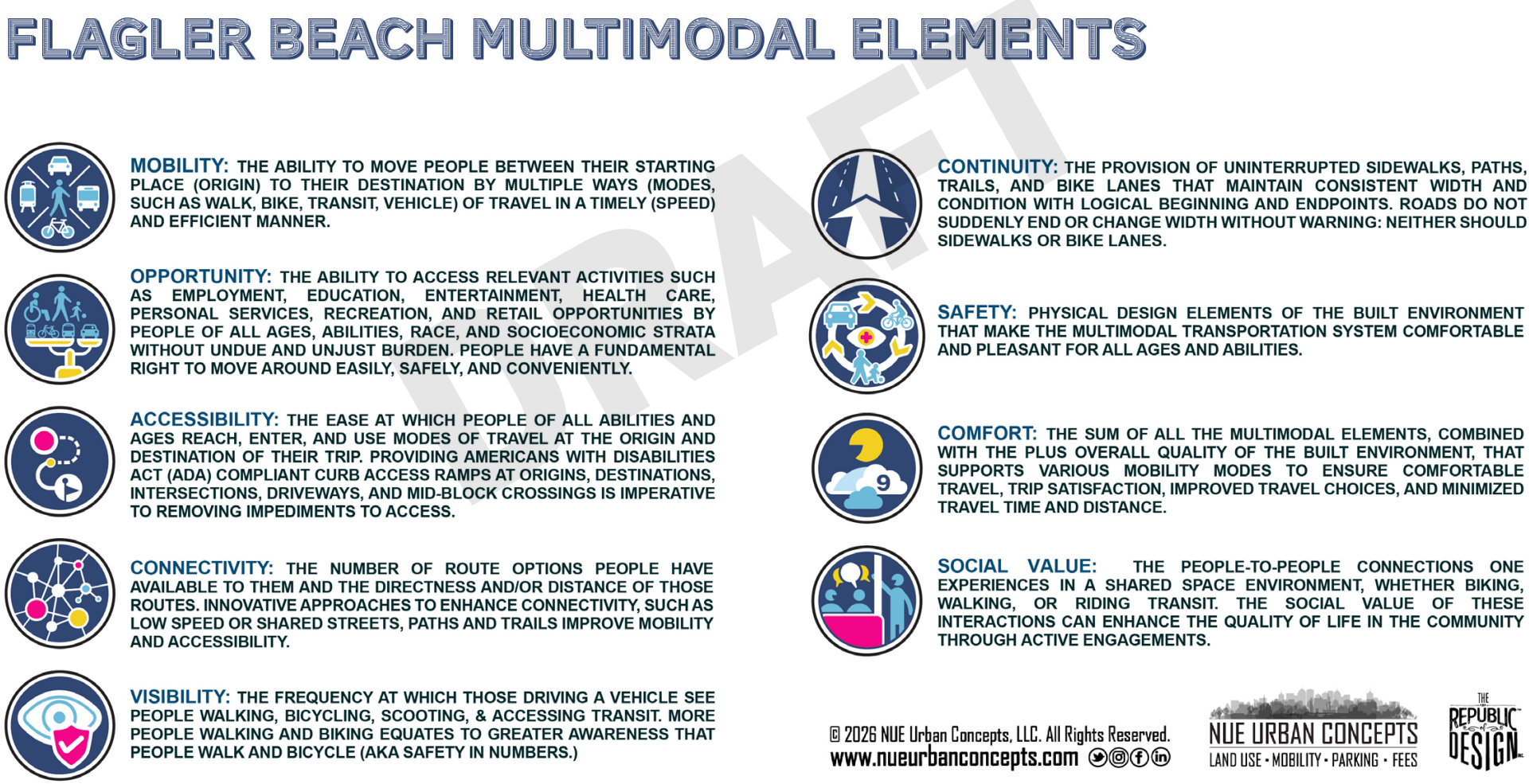
Source: Quality of Service Inventory (***Appendix B***)

An analysis was conducted of the existing Quality of Service (QOS) in Flagler Beach for on-street multimodal facilities such as bicycle lanes, paved shoulders, and shared streets. The analysis shows that only 4.7% of all collectors and arterials in Flagler Beach have a QOS C or higher for on-street facilities, while 95.3% are QOS D or QOS E. This is due, in part, to the existence of off-street facilities on many of these corridors. Where sufficient right-of-way exists, off-street facilities are preferred - particularly along collectors and arterials where posted speeds often exceed 30 mph - to provide safer accommodations for multimodal travel. The Mobility Plan provides several project recommendations that will allow the City to improve on-street QOS for local and residential roads within the City.

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## Multimodal Elements

The mobility projects identified in the Mobility Plan were established based on the fundamental guiding elements necessary to transition from a transportation system focused on moving cars towards a safe, comfortable, and convenient transportation system focused on moving people and providing mobility choices. These elements should inform the implementation of each mobility project throughout the full project lifecycle, including planning, design, construction, and long-term maintenance.




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# Multimodal Infrastructure

The City's Mobility Plan incorporates various multimodal facilities to accommodate different types of travel including sidewalks, multi-use trails, boardwalks, bike lanes, and shared streets. The images below illustrate the types of multimodal facilities, both on-street and off-street, that are included in the Mobility Plan.

## On-Street Typologies



**Advisory Sidewalk**: Lane and pavement markings that are offset 3' to 4' from the edge of pavement on both sides of the street to provide space for people walking while visually narrowing the overall width of vehicle travel lanes.



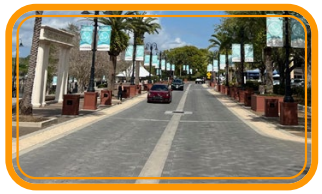
**Bike Lane**: Paved, marked bicycle facility, adjacent to the outer vehicle travel lane and at least 4-ft wide. Bike lanes may be painted green to increase visibility.



**Buffered Bike Lane**: Paved, marked bicycle facility at least 4-ft wide with a minimum double 6-inch white edge line separating the bike lane and the adjacent vehicle lane.

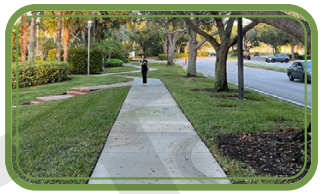


**Protected Bike Lane**: Paved, marked bicycle facility at least 4-ft wide that includes a separation area with a vertical element such as curbing, concrete or plastic barriers, flexible delineator posts, on-street parking, or landscaping and street trees.



**Curbless Shared Street**: Pedestrian friendly street designed without traditional curbs, allowing seamless integration of walking, biking, and vehicle traffic. It prioritizes safety and accessibility by using visual cues, textured pavement, and strategic landscaping to manage traffic flow.

## Off-Street Typologies



**Sidewalk:** Concrete walkway between 5-ft and 7-ft wide. Primarily used by pedestrians and it is usually aligned with roadways. Must be ADA compliant.



**Multi-Use Trail/Path**: Asphalt or concrete walkway facility 10-ft wide or more that allows for the safe movement of non-motorized users, including pedestrians & bicyclists. May or may not be aligned with parallel roadways.





**Bicycle Boulevard/Shared Street**: A shared street designed with traffic calming measures, enhanced signage, shared lane markings (sharrows), and a lower posted speed limit of 20 MPH to increase awareness that bicycles and other alternative forms of travel are permitted by law to use the full lane.

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# 2050 Mobility Plan

Flagler Beach's Mobility Plan (Plan) establishes a comprehensive framework for creating a safe, convenient, and well-connected mobility system that serves all users. The Plan identifies a coordinated network of physical improvements to streets, intersections, and key locations throughout the City, with the goal of expanding mobility options while enhancing safety, comfort, and convenience. By addressing gaps in the existing transportation network, the Mobility Plan supports the transition toward a more balanced, multimodal system that accommodates walking, bicycling, golf cart travel, driving, and other forms of mobility.

The Mobility Plan includes roadway, intersection, and multimodal improvements across facilities under City, County, and State jurisdiction, ensuring a coordinated and cohesive approach to mobility throughout Flagler Beach. A key strategy of the Plan is the implementation of context-sensitive improvements that enhance the pedestrian environment in the Downtown and Community Redevelopment Area (CRA), as well as along major corridors such as Moody Boulevard (SR 100) and Ocean Shore Boulevard (SR A1A).

The **overarching goals** of the Mobility Plan are to:

1. Create a complete and connected multimodal transportation network;
2. Improve safety for both vehicular and non-vehicular travel;
3. Reduce and prevent vehicular congestion;
4. Reroute through-traffic to bypass the Downtown and Community Redevelopment Area (CRA);
5. Enhance walkability within the Downtown and CRA;
6. Establish a "park-once" environment that encourages multimodal mobility between destinations; and
7. Provide a clear transportation framework to support redevelopment and long-term economic vitality.

**Key projects** identified in the Mobility Plan include:

1. Context-sensitive enhancements along Ocean Shore Blvd (SR A1A);
2. Creation of a pedestrian-oriented district along Ocean Shore Blvd (SR A1A);
3. Construction of a bicycle and golf cart path on the Moody Blvd bridge;
4. Implementation of curbless shared streets within the downtown area;
5. Lane repurposing on Moody Blvd;
6. Construction of roundabouts on Moody Blvd at Flagler Ave and SR A1A;
7. Development of mobility hubs to support a park-once environment;
8. Establishment of a Primary Multimodal Corridor along Central Ave;
9. Collector street upgrades along Flagler Ave; and
10. Implementation of a water taxi pilot program.

In addition to physical infrastructure improvements, the Plan proposes a series of implementation initiatives aimed at improving roadway safety, encouraging active transportation, reallocating street space to better serve people, and supporting the creation of a park-once environment. Together, these strategies position the Mobility Plan as a long-term guide for developing a safer, more accessible, and more vibrant transportation system for Flagler Beach. See ***Appendix C*** for further detail related to each mobility project.

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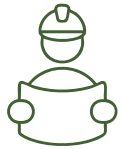
## Mobility Plan Project Summary



**1.56** miles of
**Context-Sensitive Enhancement**



**0.60** miles of
**Curbless Shared Street**



**1**
**Access Management & Corridor Study**



**1**
**One-Way Pair Evaluation**



**5.45** miles of
**Primary Multimodal Corridor**



**1.60** miles of
**Water Taxi Service**



**0.20** miles of
**Reconfiguration**



**34.13** miles of
**Multi-Use Trail**



**2**
**Mobility Hubs**



**0.88** miles of
**Upgrade to Collector**



**0.28** miles of
**Pedestrian District**



**1**
**Mobility Hub Evaluation**



**1.62** miles of
**Two (2) Lane Divided Reconstruction**



**1.08** miles of
**New Two (2) Lane Complete Street**



**25.68** miles of
**Flagler County Bus Route**



**4.50** miles of
**Widen from Two (2) to Four (4) Lanes**



**6**
**Intersection Improvements**



**1**
**Flagler County Mobility On-Demand (MoD)**



**4.57** miles of
**Widen from Four (4) to Six (6) Lanes**

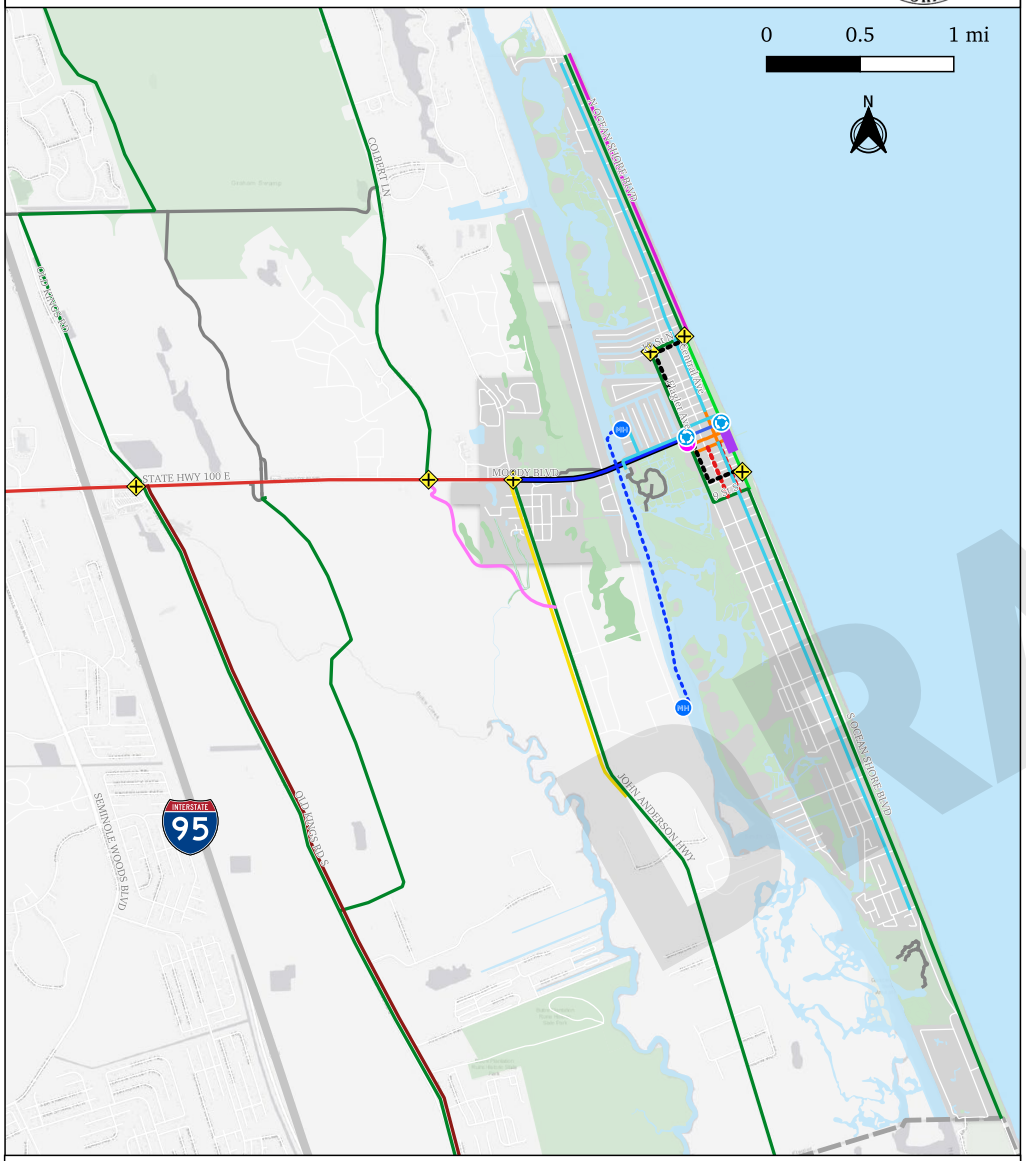


**2**
**Roundabouts**

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# 2050 Mobility Plan

City of Flager Beach



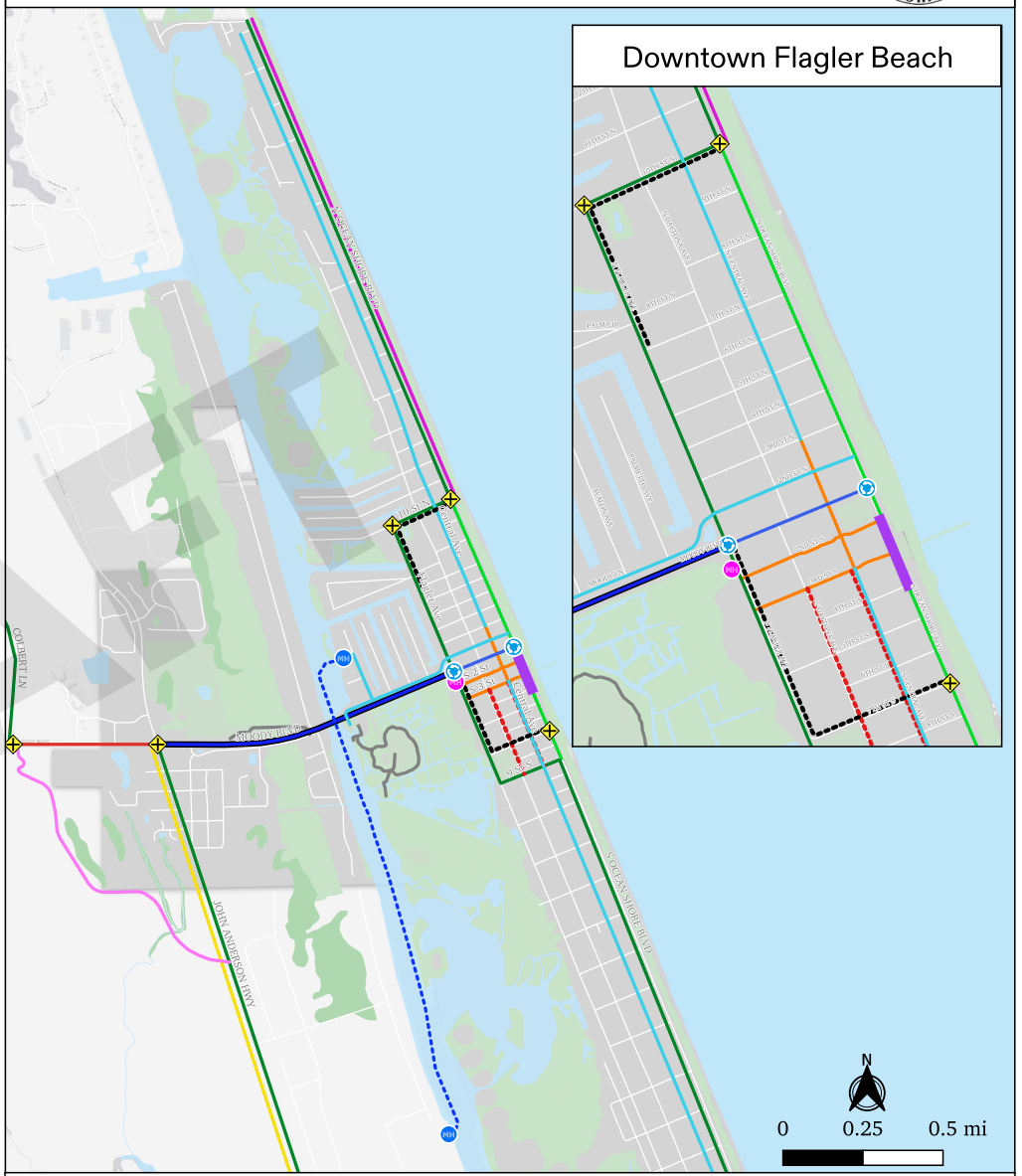

- Two (2) Lane Divided Reconstruction
- Access Management & Corridor Study
- Context Sensitive Enhancement
- Curbless Shared Street
- Multi-Use Trail
- Moody Blvd Bridge Shared Use Path
- One-Way Pair Evaluation
- Pier District (Pedestrian Prioirity Area)
- Pier District (Pedestrian Priority Area)
- Primary Multimodal Corridor
- Primary Multimodal Corridor Reconfiguration
- Upgrade to Collector
- Widen from Four (4) to Six (6) Lanes
- Water Taxi
- Intersection Improvement
- Mobility Hub
- Mobility Hub Evaluation
- Roundabout
- Existing Multimodal Facility
- Volusia County Boundary
- Parks and Greenspace
- City of Flagler Beach

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# 2050 Mobility Plan

City of Flager Beach




- Two (2) Lane Divided Reconstruction
- Access Management & Corridor Study
- Context Sensitive Enhancement
- Curbless Shared Street
- Multi-Use Trail
- Moody Blvd Bridge Shared Use Path
- One-Way Pair Evaluation
- New Two (2) Lane Road
- Pier District (Pedestrian Priority Area)
- Primary Multimodal Corridor
- Reconfiguration
- Upgrade to Collector
- Water Taxi
- Intersection Improvement
- Mobility Hub
- Mobility Hub Evaluation
- Roundabout
- Existing Multimodal Facility
- Volusia County Boundary
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## Ocean Shore Boulevard (SR A1A) Context-Sensitive Enhancements

*N 10th Street to Moody Boulevard & S 4th Street to S 9th Street*

Improvements to Ocean Shore Boulevard (SR A1A) between N 10th Street and Moody Boulevard and between S 4th Street and S 9th Street are intended to calm vehicular traffic while creating a safer, more comfortable environment for pedestrians and bicyclists. As a Florida Department of Transportation (FDOT) roadway, the project would implement context-sensitive design elements that visually narrow the existing two-lane roadway through the addition of parallel parking on both sides of the street using specialty pavers and integrated landscaping, including palm trees. These features would help reinforce lower travel speeds while establishing a cohesive, pedestrian-oriented streetscape. The project would also provide coordinated, high-visibility pedestrian crossings that connect beach access points with adjacent parking, residential, and commercial uses. In addition, the existing west-side sidewalk would be enhanced to an 8-foot shared-use path to safely accommodate both pedestrians and bicyclists. Green infrastructure elements incorporated throughout the corridor would help mitigate localized flooding while enhancing the overall streetscape. Collectively, these improvements would clearly signal entry into the Flagler Beach Downtown area and promote greater driver awareness of a pedestrian-focused environment.

Existing Conditions



Proposed Enhancements




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## Pier District (Pedestrian Priority Area)

*S 2nd Street to S 4th Street*

Improvements to Ocean Shore Boulevard (SR A1A) between S 2nd Street and S 4th Street would reimagine this segment of the corridor as a pedestrian-oriented beachfront district at the heart of downtown Flagler Beach. The project would remove parallel parking along the west side of the roadway to create a wider pedestrian frontage and expanded public realm that better supports outdoor dining, retail activity, and informal gathering spaces.

Streetscape enhancements, including coordinated landscaping, pedestrian amenities, and high-visibility crossings, would strengthen connections between beachfront destinations and adjacent businesses while reinforcing slower vehicle speeds along the corridor. By prioritizing walkability and creating a more comfortable and engaging public environment, the project would help cultivate a vibrant coastal corridor that reflects Flagler Beach's character and supports continued economic activity in the downtown area.

Proposed Enhancements

Existing Conditions

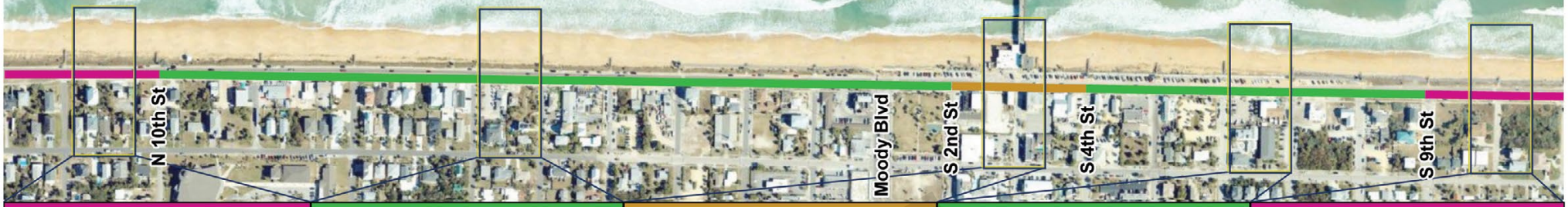




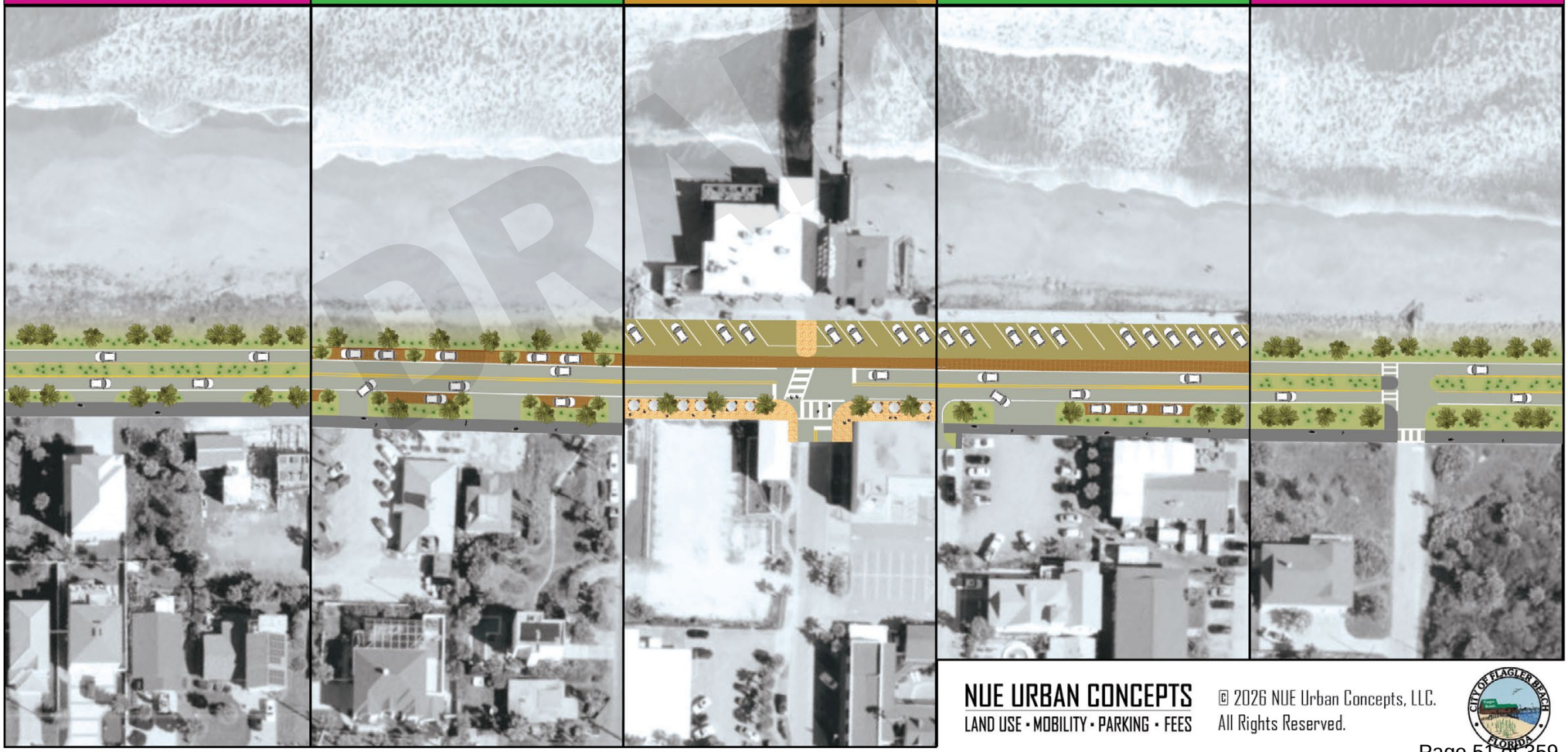


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# REIMAGINE A1A




| 2-Lane Divided + SUN Trail | Context-Sensitive Enhancements | Pier District (Pedestrian Priority) | Context-Sensitive Enhancements | 2-Lane Divided + SUN Trail |
|---|---|---|---|---|



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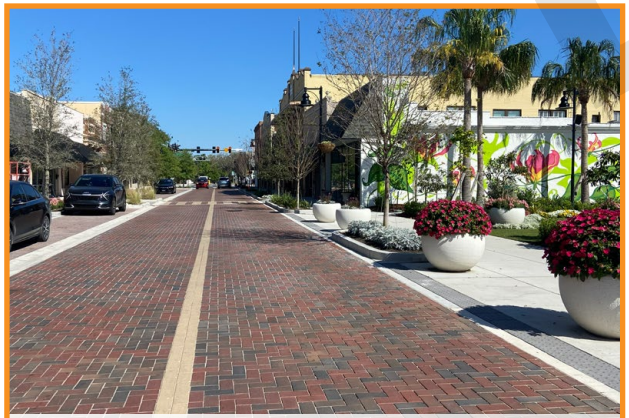
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## SUMMARY:


An emerging concept for prioritizing walking, bicycling, and transit is the conversion of existing streets and alleys into Curbless Shared Streets. Curbless Shared Streets feature a posted speed limit of 15 MPH or less and flattened curbing accompanied by traffic calming strategies that allow people to feel safe riding bicycles or scooters in the same space as slow motor vehicles and transit circulators. These streets also provide wider pedestrian frontages, separated from motor vehicles by landscape, hardscape features, bollards, or on-street parking. The intent of Curbless Shared Streets is that “out of the chaos of various modes sharing the same space, traffic will be calmed” because when people have to really pay attention to others around them, safety for everyone is increased.

Curbless Shared Streets are designed for portions of the street to be closed off to motor vehicle travel during special events and festivals. This enables people walking to easily traverse the street right-of-way without worrying about tripping hazards and allows for seamless outdoor seating, tables, and other features without the need to adjust set-ups to deal with curbs and changes in elevation.

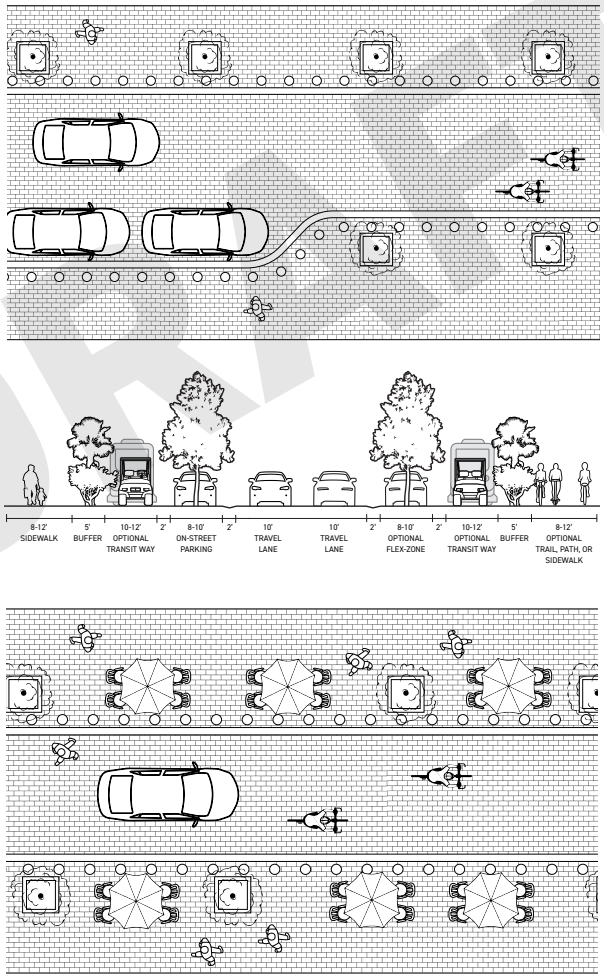
Curbless Shared Streets provide a defined space for pedestrians, while allowing the street space to be shared between cars, microtransit, and people riding bicycles, micromobility, golf carts, or other low speed vehicles. Curbless Shared Streets are often found in commercial areas and serve as ‘Main Streets’ or destinations within a community.

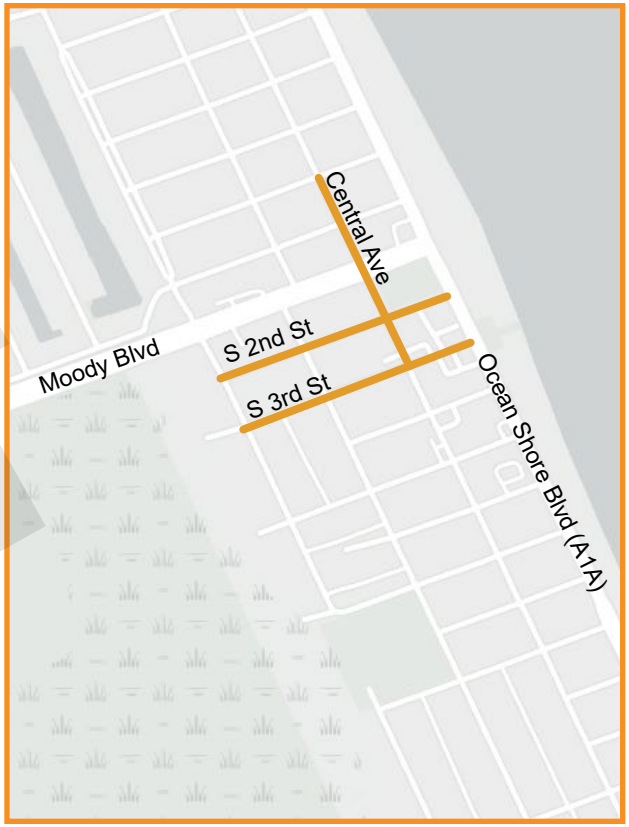



PARK AVENUE
LAKE WALES MOBILITY PLAN

## TYPICAL FEATURES:

- Removal of elevated curbs
- Materials delineate spaces
- Vehicles lanes and sidewalks feature pavers or bricks
- Streets with lower traffic volumes
- Travel speeds of 15 mph or less
- Furniture, parking, and landscaping define site visibility
- Space for vehicles is between 18’ to 20’ wide
- Zones for on-street deliveries, valet, pick-up & drop-off
- Retractable bollards limit vehicle access
- Streets comply with ADA standards




## PROJECTS

**Central Avenue** (from N 3rd St to S 3rd St)
**S 2nd Street** (from Flagler Ave to Ocean Shore Blvd)
**S 3rd Street** (from Flagler Ave to Ocean Shore Blvd)

Curbless Shared Streets are appropriate in the downtown area, around City Hall and Veterans Park, and connecting to the Pier, to create a cohesive pedestrian-first district and to enhance Central Avenue as the City's "main street”. Dynamic elements, such as bollards, should be included to allow the street to be closed to vehicles during festivals or special events.

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## Moody Blvd Lane Repurposing

*Flagler Avenue to Ocean Boulevard (SR A1A)*

Improvements to Moody Boulevard (SR 100) would repurpose the existing four-lane roadway into a more balanced, multimodal corridor that better reflects its role as the primary gateway into Flagler Beach. The Mobility Plan presents two conceptual design options that reconfigure the corridor from four travel lanes to two lanes, creating space for on-street parking, bicycle and pedestrian facilities, enhanced landscaping, and other multimodal amenities. Intersection enhancements, including potential roundabouts or other operational improvements at Flagler Avenue and Ocean Shore Boulevard (SR A1A), along with new midblock crossings, would improve safety and connectivity for all users. By reallocating roadway space and incorporating landscaped buffers/median and streetscape enhancements, the project would calm traffic, improve the street experience for pedestrians, bicyclists, and golf cart / low speed vehicle users, and establish a welcoming corridor leading visitors and residents toward the ocean and downtown Flagler Beach.

The reconfigured corridor would transition seamlessly from the Moody Boulevard bridge, where it is recommended that existing roadway space be reallocated to provide a dedicated bicycle and golf cart path. To support a lane reduction on Moody Blvd, it is also recommended that the City upgrade parts of Flagler Ave to a collector road to provide an alternative route that allows vehicle through-traffic to bypass the downtown area. This upgrade could include improvements such as adding paved shoulders, installing centerline and edge line striping, and evaluating existing stop control on cross streets to improve overall traffic operations. Additional enhancements may include drainage improvements, directional signage, and minor intersection modifications. Collectively, these improvements would help transform Moody Boulevard into an attractive and functional gateway that reflects the community's coastal character while supporting safer, multimodal travel.

### Option 1: 2-Lane Street with On-Street Parking, and Separated Bike Lane with Landscaped Buffers



### Option 2: 2-Lane Divided Street with On-Street Parking, Separated Bike Lane, and Landscaped Median



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Existing Conditions




Existing Conditions




Option 1 Proposed Enhancements: 2-Lane Street with On-Street Parking, and Separated Bike Lane with Landscaped Buffers




Option 2 Proposed Enhancements: 2-Lane Divided Street with On-Street Parking, Separated Bike Lane, and Landscaped Median



## Low Speed Streets & Primary Multimodal Corridors

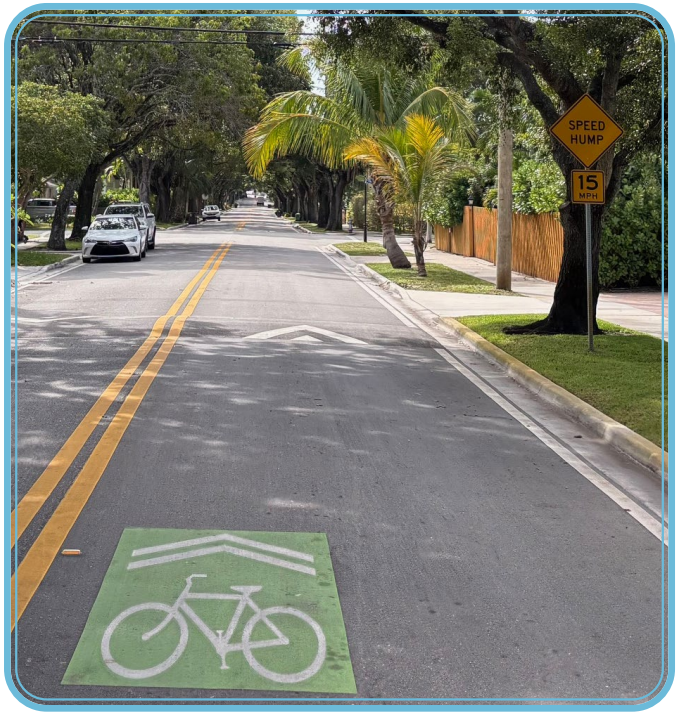
To address safety on local, residential streets, the Mobility Plan includes a Low Speed Streets Program that provides residents with a range of street design treatments that can be implemented on neighborhood streets to improve safety, calm traffic, and enhance multimodal travel. The program will be implemented citywide and will focus on introducing traffic calming and multimodal improvements that reduce vehicle speeds and create safer, more comfortable conditions for all users of City streets.

The program will be resident-driven, allowing neighbors to work together to request improvements through a formal application process. Initial implementation will prioritize streets that provide access to parks, key destinations, and existing multimodal facilities, where lower vehicle speeds and improved walking and bicycling conditions will provide the greatest community benefit.

For the purposes of the program, Low Speed Streets are defined as neighborhood streets with posted speed limits of 20 MPH, relatively low traffic volumes, and physical design characteristics that reinforce slower travel speeds.

Potential treatments may include:

- **Lane narrowing and restriping** to introduce on-street parking, bicycle lanes, or space for sidewalks where pedestrian facilities are currently missing.
- **Traffic calming features** such as chicanes, chokers, curb extensions, traffic circles, painted or raised intersections, and speed tables.
- **Green street elements**, including reclaimed swales designed using low-impact stormwater techniques and the installation of canopy or understory street trees where feasible.




The program will establish clear criteria and design guidelines for traffic calming, landscaping, traffic control devices, and multimodal elements. A transparent prioritization process will be developed to guide the evaluation and implementation of requests.

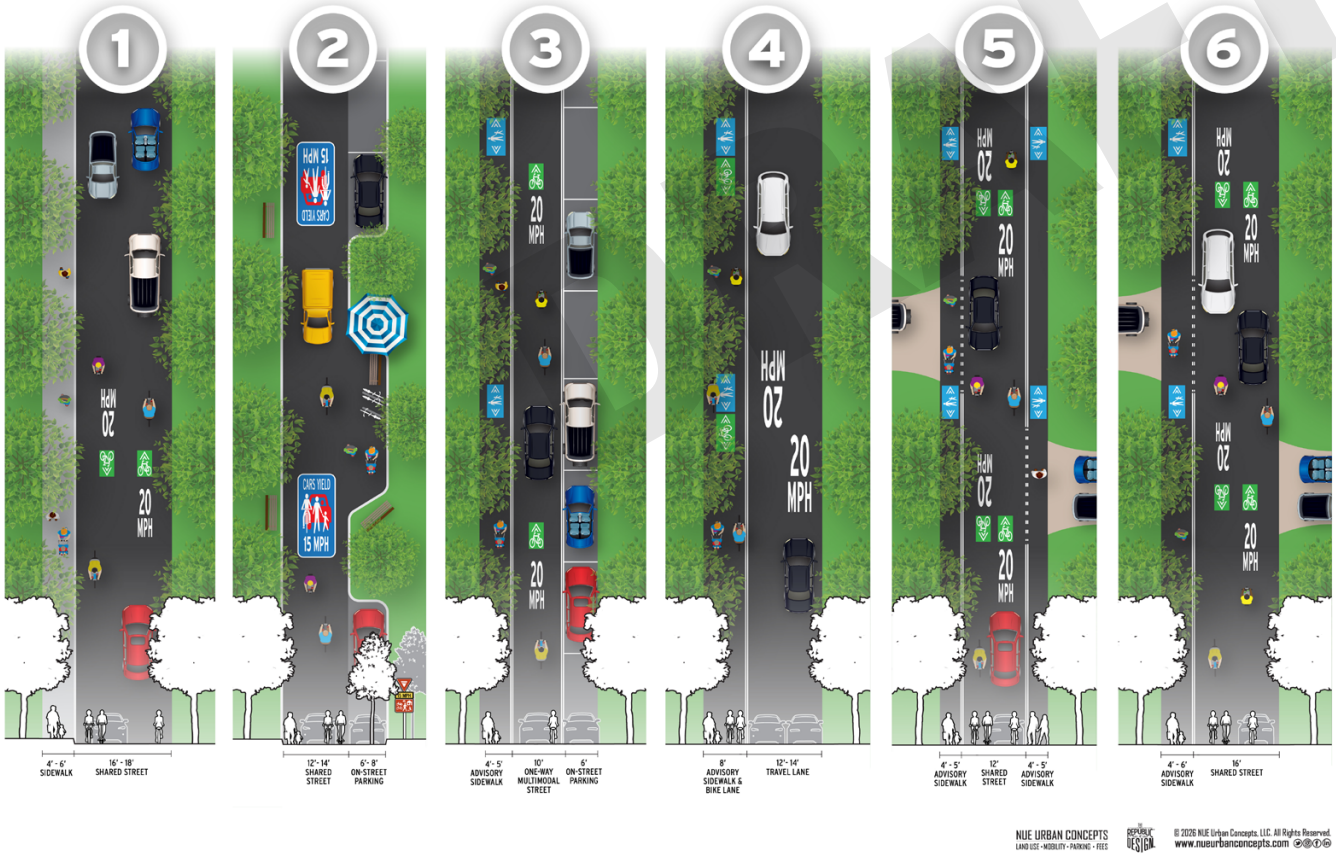
In coordination with this initiative, several corridors have been identified as Primary Multimodal Corridors. Central Avenue will be reimagined to function as the City's primary north–south multimodal route, providing a safe and convenient alternative to Ocean Boulevard (SR A1A). N 2nd Street, Moody Ln, and Lehigh Ave will be reimagined to provide an east-west route for multimodal travel that provides an alternative to Moody Blvd and connects to key destinations.

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Primary Multimodal Corridors will be designed to prioritize walking, bicycling, golf carts, and other low-speed travel modes. Posted speed limits should be reduced to 20 MPH, supported by traffic calming measures that reinforce slower vehicle speeds. Street design should clearly communicate that people walking, biking, and using micromobility devices have priority through consistent signage, pavement markings, and street design features.

Additional enhancements may include landscaping and green infrastructure that improve corridor aesthetics while supporting stormwater management. Wayfinding signage should also be incorporated to designate the corridor and connect residents and visitors to key destinations such as parks, the Flagler Beach Pier, and the downtown area.

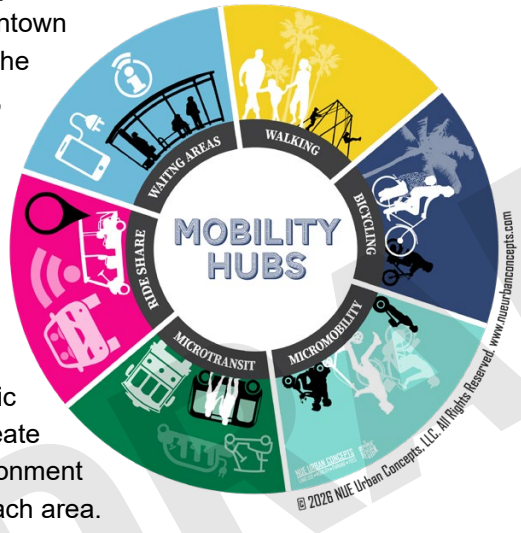
The following graphic shows examples of designs that can be applied to either a low speed street or a primary multimodal corridor.






## Park-Once Environment

A central component of the Flagler Beach Mobility Plan is the creation of a "park-once" environment, designed to prevent congestion and improve the visitor and resident experience by minimizing the need for short vehicle trips within the City. Visitors and residents would be able to drive into Flagler Beach, or just across the river, park once at a strategically located mobility hub or centralized parking facility, and then access destinations such as Downtown Flagler Beach, the beach, and the Flagler Beach Pier by walking, bicycling, using personal mobility devices, shared mobility options, a water taxi, or a microtransit service. By enabling visitors to leave their vehicles parked while using alternative modes to move between destinations, the park-once approach helps reduce traffic circulation, improve safety, and create a more pedestrian-friendly environment within the City's downtown and beach area.




The Mobility Plan identifies several projects intended to support this park-once framework. One key initiative is the proposed water taxi connection across the Matanzas River, linking the anticipated town center at the Veranda Bay development with Flagler Beach. Mobility hubs would be strategically located at each water taxi stop to serve as centralized, multimodal connection points that allow seamless transfers between the water taxi and other transportation options. These hubs would integrate facilities for walking, bicycling, transit, and shared mobility, and may include amenities such as seating, lighting, shelters, bicycle parking, and clear wayfinding to improve the overall experience. In addition, the City will evaluate the feasibility of utilizing wetland parcels owned by the City along Flagler Avenue as a potential location for a mobility hub that could function as a centralized parking facility and multimodal connection point supporting the park-once concept within the Downtown/CRA area.




As part of this initiative, the City would construct or upgrade two water taxi docks and develop a park-and-ride facility on the west side of the Matanzas River. Over time, the service could serve as a model for additional water-based transit connections along the City's waterfront.



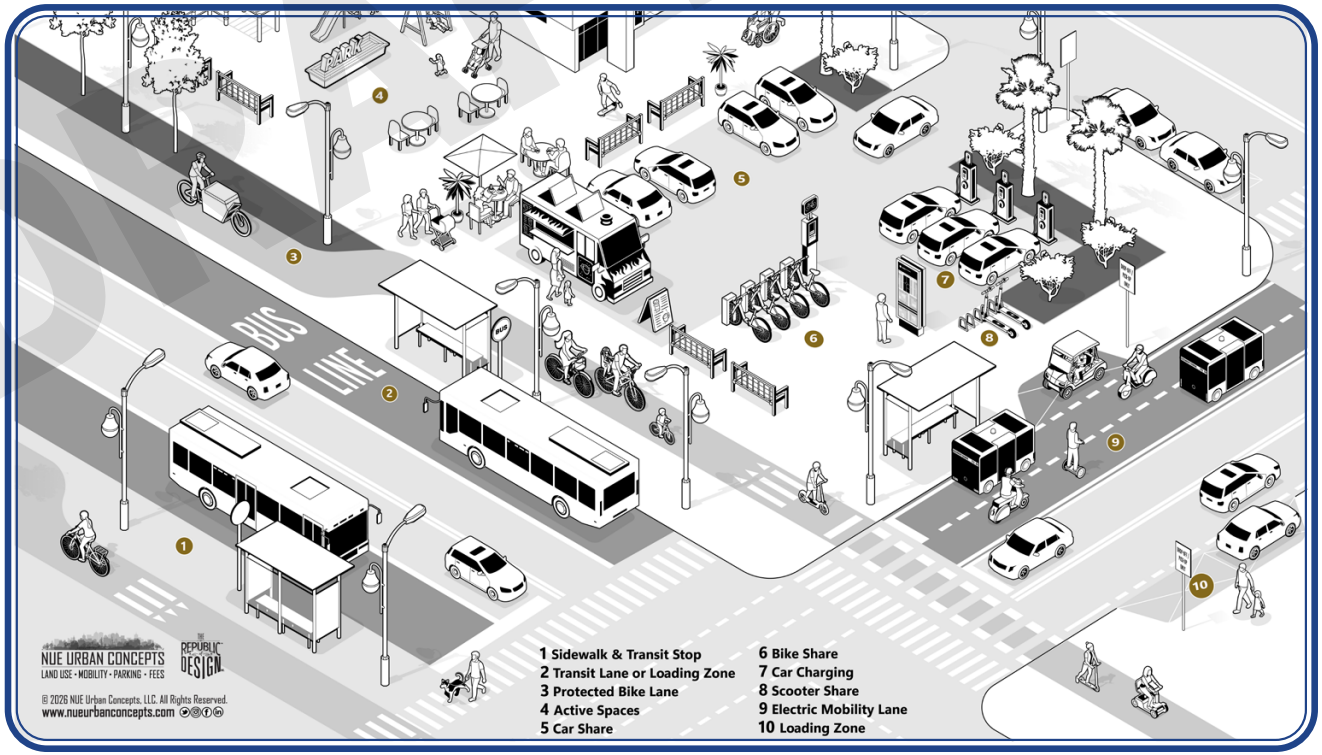

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To further support the park-once concept, the Mobility Plan also recommends a pilot microtransit circulator service designed to address mobility and parking challenges, particularly during high-demand periods such as special events. The City would partner with a third-party transportation provider to operate the service during the pilot phase. The first year would function as a testing period to monitor ridership, evaluate operational efficiency, and gather community feedback. Data collected during the pilot would inform potential expansion of the service into a fixed-route or on-demand system, while also helping refine schedules, stop locations, and service areas to ensure the program effectively responds to local mobility needs.





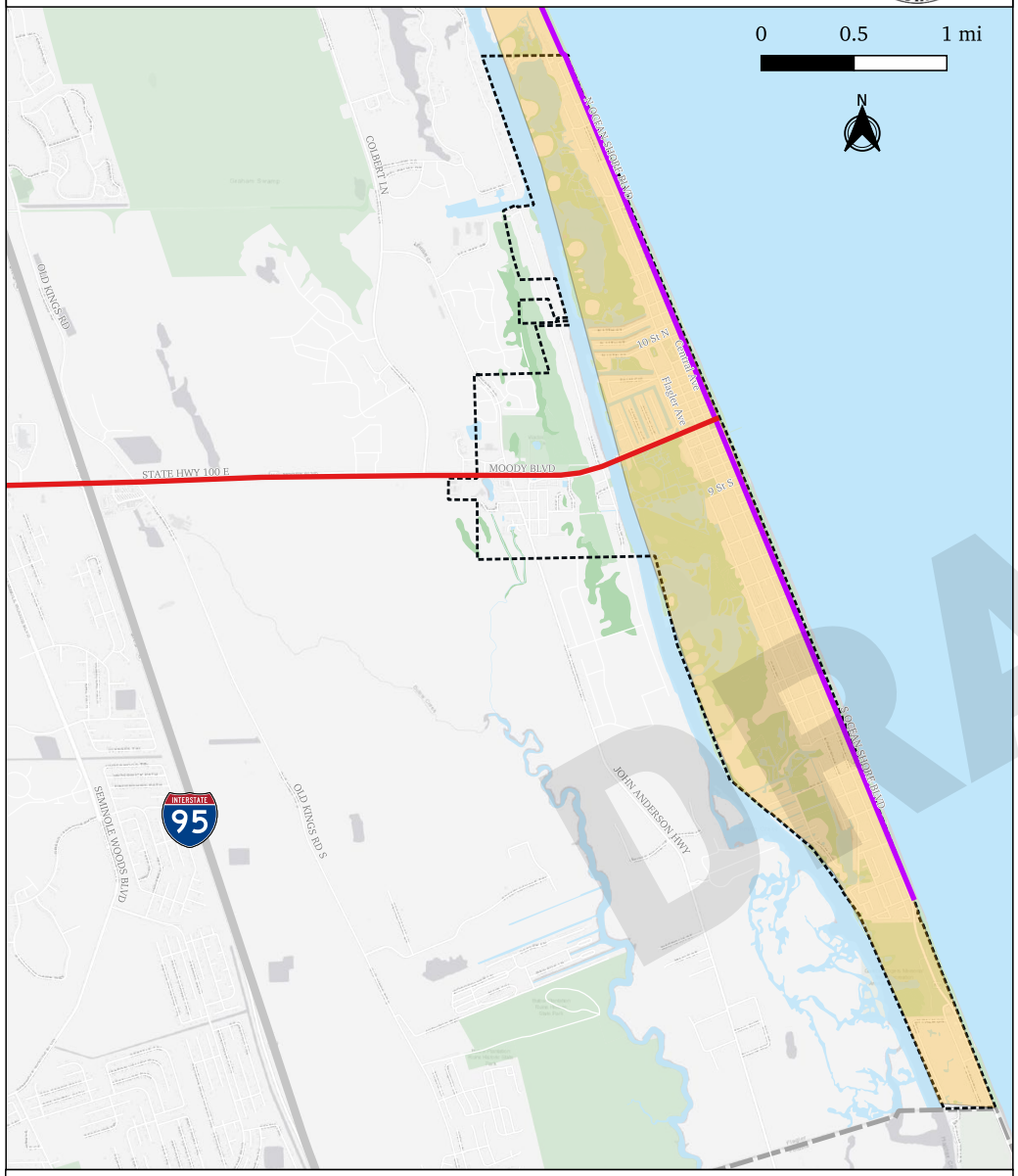

The Mobility Plan also provides for the acquisition, design, engineering, and construction of various parking improvements throughout the City to support all modes and reinforce the park-once environment. These improvements include the potential implementation of a residential parking permit program, which would help prioritize parking for existing residents and ensure that on-street parking in residential areas remains available for Flagler Beach residents while directing visitors toward centralized parking facilities and mobility hubs.




Finally, the Mobility Plan recommends that the City develop a Downtown/CRA Parking Management Plan to evaluate existing parking assets and identify strategies to more effectively manage parking resources. The plan would guide the City in optimizing available parking, identifying opportunities for centralized parking facilities, and implementing policies and programs that support the broader goal of creating a park-once environment within Downtown and the CRA area.

# 2050 Mobility Plan: Transit

City of Flager Beach




Flagler County Bus Route Beach Line
Flagler County Bus Route Red Line
Volusia County Boundary
Parks and Greenspace
Flagler County Mobility on Demand Beach Zone
City of Flagler Beach

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## Transit in Flagler Beach

Flagler Beach does not currently operate or provide public transit service. Instead, the City relies on services provided by Flagler County, which presently does not offer a fixed-route transit system but instead provides demand-response, shared-ride, and door-to-door transportation services.

In 2026, Flagler County updated its Transportation Development Plan for Fiscal Years 2026–2035, which identifies several future transit needs within Flagler Beach. These include potential fixed-route bus service along Moody Boulevard (SR 100) and State Road A1A, as well as the implementation of mobility-on-demand services to better serve beach destinations.

While these services are not currently in place, they have been incorporated into the Mobility Plan to illustrate the full range of transportation options anticipated as part of the City's long-term mobility system through 2050.




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# Implementation Initiatives

The 2050 Mobility Plan is comprised of multiple components and known mobility projects are illustrated in the various maps. However, there is still significant planning and design beyond the physical infrastructure that is needed for the City to implement mobility projects effectively and enhance the quality of service of its transportation system. In addition, mobility needs are dynamic and new challenges and opportunities arise all the time. These Implementation Initiatives supplement the recommended mobility projects and are necessary to reach a vision of safe and convenient travel in Flagler Beach.

The Implementation Initiatives include the following:

- **Bicycle Parking Program**
- **Bicycle & Pedestrian Safety Improvements**
- **Complete Streets Policy**
- **Downtown Master Plan Update**
- **Downtown / CRA Parking Management Plan**
- **Low Speed Streets Program**
- **Sidewalk Improvements Program**
- **Streetscape Improvement Program**
- **Tactical Urbanism aka "Quick Build" Program**
- **Wayfinding Plan**
- **Florida Main Street Program**
- **Parking Implementation: On-Street Parking**
- **Parking Implementation: Golf Cart Parking**
- **Parking Implementation: Strategic Parking Management**
- **Parking Implementation: Micotransit Circulator Pilot**
- **Parking Implementation: Residential Parking Permit Program**
- **Parking Implementation: Operational Improvements & Enforcement**




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These Implementation Initiatives have been included in recognition that the City is constantly evolving and that priorities and elected officials change overtime. Implementation Initiatives have also been added to address the recent amendments to Florida Statute Section 163.31801 (The Impact Fee Act) that limit impact fee and mobility fee updates to once every four (4) years, unless there are extraordinary circumstances that warrant an update earlier than every four (4) years.

See ***Appendix C*** for further detail related to each implementation initiative.

# Mobility Plan Projects

See ***Appendix C*** for further detail related to each mobility project.

| ID | FACILITY NAME | FROM | TO | LENGTH (MILES) OR COUNT | PROJECT TYPE |
|---|---|---|---|---|---|
| 5 | N 2nd St / Moody Ln | Current West Terminus of Moody Ln | Ocean Shore Blvd (SR A1A) | 0.61 | Primary Multimodal Corridor |
| 10 | Lehigh Ave | N 4th St | Moody Ln | 0.15 | Primary Multimodal Corridor |
| 15 | S 2nd St | Flagler Ave | Ocean Shore Blvd (SR A1A) | 0.21 | Curbless Shared Street |
| 20 | S 3rd St | Flagler Ave | Ocean Shore Blvd (SR A1A) | 0.20 | Curbless Shared Street |
| 25 | Central Ave | N 23rd St | N 3rd St | 2.00 | Primary Multimodal Corridor |
| 30 | Central Ave | N 3rd St | S 3rd St | 0.19 | Curbless Shared Street |
| 35 | Central Ave / Daytona Ave One-Way Pair | S 3rd St | S 9th St | 1 C | One-Way Pair Evaluation |
| 40 | Central Ave | S 3rd St | S 28th St | 2.69 | Primary Multimodal Corridor |
| 45 | Ocean Shore Blvd (SR A1A) | Ocean Marina Dr (City Limits) | N 10th St | 1.62 | Two (2) Lane Divided Reconstruction |
| 50 | Ocean Shore Blvd (SR A1A) | N 10th St | Moody Blvd (SR 100) | 0.50 | Context Sensitive Enhancement |
| 55 | Ocean Shore Blvd (SR A1A) | S 2nd Ave | S 4th St | 0.28 | Pier District (Pedestrian Priority Area) |
| 60 | Ocean Shore Blvd (SR A1A) | S 4th St | S 9th St | 0.09 | Context Sensitive Enhancement |
| 65 | Ocean Shore Blvd (SR A1A) | N 10th St | | 1 C | Intersection Improvement |
| 70 | N 10th St / N Flagler Ave | Ocean Shore Blvd (SR A1A) | N 7th St | 0.41 | Upgrade to Collector |
| 75 | N 10th St | S Flagler Ave | | 1 C | Intersection Improvement |
| 80 | Ocean Shore Blvd (SR A1A) | S 7th St | | 1 C | Intersection Improvement |
| 85 | S Flagler Ave / S 7th Ave | Moody Blvd (SR 100) | Ocean Shore Blvd (SR A1A) | 0.47 | Upgrade to Collector |
| 90 | John Anderson Hwy | Moody Blvd (SR 100) | Approximately 0.3 miles south of Presidio Blvd | 1 C | Access Management & Corridor Study |
| 95 | Moody Blvd (SR 100) | Colbert Ln | | 1 C | Intersection Improvement |
| 100 | Moody Blvd (SR 100) | Flagler Ave | | 1 C | Roundabout |
| 105 | Moody Blvd (SR 100) | Ocean Blvd (SR A1A) | | 1 C | Roundabout |
| 110 | Water Taxi Service & Infrastructure | Veranda Bay Development | N 4th St | 1.60 | Water Taxi |
| 115 | Mobility Hub | Matanzas River (East side of River) | N 4th St | 1 C | Mobility Hub |
| 120 | Mobility Hub | Matanzas River (West side of River) | South of Pescadero R | 1 C | Mobility Hub |
| 125 | Mobility Hub Evaluation | Flagler Ave | Flagler Ave | 1 C | Mobility Hub Evaluation |

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# Pre-Existing Proposed, Planned, or Funded Projects

See ***Appendix C*** for further detail related to each mobility project.

| ID | FACILITY NAME | FROM | TO | LENGTH (MILES) OR COUNT | PROJECT TYPE |
|---|---|---|---|---|---|
| 130 | Bulow Creek Headwaters Regional Park Trail, Boardwalk, Pedestrian Amenities | Moody Blvd (SR 100) | Old Kings Rd | 2.72 | Multi-Use Trail |
| 135 | Colbert Ln | Palm Coast Pkwy | Moody Blvd (SR 100) | 7.34 | Multi-Use Trail |
| 140 | John Anderson Hwy | Moody Blvd (SR 100) | Volusia Co Line | 3.96 | Multi-Use Trail |
| 145 | Moody Blvd (SR 100) | Belle Terre Pkwy | Old Kings Rd | 2.56 | Widen from Four (4) to Six (6) Lanes |
| 150 | Moody Blvd (SR 100) | Old Kings Rd | John Anderson Hwy | 2.01 | Widen from Four (4) to Six (6) Lanes |
| 155 | Moody Blvd (SR 100) Bridge Shared Use Path | Roberts Rd / John Anderson Hwy | Flagler Ave | 0.97 | Context Sensitive Enhancement |
| 160 | Moody Blvd (SR 100) Reconfiguration | Flagler Ave | Ocean Shore Blvd (SR A1A) | 0.20 | Reconfiguration |
| 165 | Moody Blvd (SR 100) | Old Kings Rd | | 1 C | Intersection Improvement |
| 170 | Moody Blvd (SR 100) | Roberts Rd / John Anderson Hwy | | 1 C | Intersection Improvement |
| 175 | Flagler Beach Gap (SUN Trail) PD&E Study | Ocean Marina Dr | Volusia Co Line | 6.12 | Multi-Use Trail |
| 185 | Old Kings Road Shared Use Path (SUNTrail) | Ocean Shore Blvd (Ormond Beach) | Moody Blvd (SR 100) | 9.52 | Multi-Use Trail |
| 190 | Old Kings Road Shared Use Path (SUNTrail) | Moody Blvd (sidewalk 1,400' south) | Volusia Co Line | 4.47 | Multi-Use Trail |
| 195 | Old Kings Road | Moody Blvd (SR 100) | Volusia Co Line | 4.50 | Widen from Two (2) to Four (4) Lanes |
| 200 | Veranda Bay Roadway (New Road) | Moody Blvd (SR 100) | Johns Anderson Hwy | 1.08 | New Two (2) Lane Complete Street |
| 205 | Flagler Beach Transportation Development Plan Implementation: Fixed Route Bus Service (Red Route) SR 100 | Marineland | South City Limits of Flagler Beach | 8.26 | Flagler County Bus Route |
| 210 | Flagler Beach Transportation Development Plan Implementation: Fixed Route Bus Service (Beach Line) SR A1A | Bunnell | Flagler Beach | 17.42 | Flagler County Bus Route |
| 215 | Flagler Beach Transportation Development Plan Implementation: Mobility on Demand Beach Zone | - | - | 1 C | Flagler County Mobility on Demand (MoD) |

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# Implementation Initiatives

See ***Appendix C*** for further detail related to each mobility program.

| ID | PROGRAM NAME | PROGRAM TYPE | PROGRAM DESCRIPTION |
|---|---|---|---|
| 220 | Bicycle Parking Program | Program | Develop a program to install bicycle parking racks at various locations throughout the City as needs arise. The Program should include a process and establish procedures for residents and business owners to request that the City furnish and install bike racks free of charge. |
| 225 | Bicycle & Pedestrian Safety Improvements | Implementation | Construct various pedestrian safety-related improvements throughout the City including high visibility and raised crosswalks, pedestrian islands, hardened centerlines, curb extensions, midblock crossings, bicycle boxes, signage, etc. |
| 160 | Complete Streets Policy | Program | Adopt a Complete Streets Policy to establish a commitment by the City to design, build, and operate its transportation network so that all road projects consider the needs of all users—people walking, biking, taking transit, using mobility devices, and driving - and to establish a framework that ensures transportation investments systematically create safer, more inclusive, and connected streets. Key elements should include 1) embedding Complete Streets principles into planning, design, and funding decisions; 2) applying the policy to all projects and phases (new, retrofit, and maintenance); 3) setting clear design guidance and performance measures; 4) ensuring equity and accessibility across age, ability, income, and community context. |
| 165 | Downtown Master Plan Update | Plan | Update the City of Flagler Beach Downtown Master Plan which was originally adopted in 2002 and last updated in 2006. |
| 170 | Downtown / CRA Parking Management Plan | Plan | Develop a downtown parking management plan for the Community Redevelopment Area (CRA) to identify an overall strategy to integrate land use, parking, and transportation in downtown Flagler Beach. The plan should address parking in the downtown area with the goal of addressing perception issues related to a shortage of parking. The plan should seek to maximize strategic use of city-owned properties and explore access management as it relates to parking, curb management, commercial loading/unloading, and shared parking agreements. The plan should consider centralizing parking within mobility hubs and/or parking structures to create a park-once environment. |
| 175 | Parking Implementation: On-Street Parking | Implementation | Construct up to forty (40) new on-street parking spaces at strategic locations to be determined throughout the community. To minimize impacts on traffic flow and maintain neighborhood character, spaces will be installed in small clusters of two (2) to three (3) spaces. Design treatments may include regular curb and gutter or ribbon curb with brick pavers to enhance aesthetics and blend with surrounding streetscapes. Where necessary, minor sidewalk reconstruction will be completed to ensure ADA compliance and maintain pedestrian safety. Implementation should be coordinated with other capital improvements and may also include opportunities to integrate green infrastructure, such as tree wells or bioswales, within parking areas to improve stormwater management and add shade. |
| 180 | Parking Implementation: Golf Cart Parking | Implementation | Implement forty (40) designated golf cart parking spaces at strategic locations to support neighborhood-scale mobility and reduce congestion in high-demand areas. The initiative should also incorporate signage and design standards to ensure safe and consistent integration with existing streetscapes. |
| 185 | Parking Implementation: Strategic Parking Management | Implementation | Site acquisition, design, engineering, and construction of various parking improvements in the Downtown/CRA area. |
| 190 | Parking Implementation: Operational Improvements & Enforcement | Implementation | Implement operational and enforcement recommendations in the Downtown / CRA Parking Management Plan including, but not limited to installation of parking meters, curb management signage, parking stall pavement markings, and hiring of enforcement officers. |
| 195 | Parking Implementation: Microtransit Circulator Pilot Program | Service | The City will launch a pilot microtransit circulator service to help address mobility and parking challenges. The pilot should start with addressing mobility and parking during high-demand periods such as special events. To ensure effective implementation, the City should partner with a third-party transportation vendor to manage circulator operations during the pilot. The first year of the pilot will serve as a testing phase to monitor ridership, evaluate operational efficiency, and gather community feedback. Data collected will be used to expand the service to fixe-route or on-demand service, and refine schedules and stop locations, ensuring the service is responsive to actual mobility needs. |
| 200 | Parking Implementation: Residential Parking Permit Program | Program | Establish a Residential Parking Permit Program to prioritize on-street parking access for residents and reduce issues related to illegal or unauthorized parking. The program is intended to protect neighborhood quality of life, ensure that residents are not displaced by outside parking demand, and maintain safe and orderly use of the public right-of-way. The Program should include provisions for visitor permits and temporary resident permits so that households can accommodate guests and short-term needs while preserving overall parking availability for residents. The City will designate specific streets or zones to be included in the program, based on demonstrated parking demand, land use patterns, and input from neighborhood residents. |

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# Implementation Initiatives (continued)

See ***Appendix C*** for further detail related to each mobility program.

| ID | PROGRAM NAME | PROGRAM TYPE | PROGRAM DESCRIPTION |
|---|---|---|---|
| 205 | Low Speed Streets Program | Program | Establish a Low Speed Streets Program to give residents access to a range of street design treatments that can be applied to their local streets. The program will be implemented citywide and will focus on constructing traffic calming and multimodal improvements that reduce vehicle speeds and enhance safety for all users of City streets. The program will be resident-driven, allowing neighbors to work together to propose treatments through a formal request process. Priority will initially be given to streets that provide access to parks, schools, and existing multimodal facilities. Low Speed Streets are defined as neighborhood streets with posted speed limits of 20 MPH, low traffic volumes, and physical design features that reinforce slower speeds. Potential treatments include:<br>• Lane narrowing and restriping to add on-street parking, bicycle lanes, or sidewalk space where sidewalks are missing.<br>• Traffic calming features such as chicanes, chokers, curb extensions, traffic circles, painted or raised intersections, and speed tables.<br>• Green street elements such as reclaimed swales with low-impact stormwater design, and canopy or understory street trees where feasible.<br>The Program will establish clear criteria and guidelines for traffic calming, landscaping, traffic control devices, and multimodal elements, along with a transparent prioritization process for implementation. |
| 210 | Sidewalk Improvement Program | Program | Construct approximately five (5) miles of sidewalk improvements throughout the City to support safer, more walkable neighborhoods. This Program is aimed at expanding and enhancing the City's pedestrian infrastructure. This program focuses on meeting current accessibility standards through installation of ADA-compliant curb ramps, constructing new sidewalk segments to improve connectivity, and filling critical sidewalk gaps to create a more complete network. Exact location of sidewalk improvements should be determined in conjunction with planned Capital Improvements Program (CIP) projects. |
| 215 | Streetscape Improvement Program | Program | Implement a Streetscape Improvement Program that enhances functionality, aesthetics, and placemaking throughout the City. The program should establish cohesive City branding and design standards while identifying formal streetscape elements such as shade trees and landscaping, street furniture, pedestrian-scale lighting, signage, decorative pavers, and public art. All elements should reflect and reinforce the City's character, creating visual continuity and stronger pedestrian connections between key destinations, including the beach and Flagler Beach Pier, City Hall, Downtown, and the A1A corridor. Implementation should be prioritized along the primary and secondary streetscape corridors outlined in the Downtown Master Plan. |
| 220 | Tactical Urbanism (aka Quick-Build) Program | Program | Establish a Tactical Urbanism Program. Tactical urbanism is an experimental, low cost approach to street design that uses scalable, quick-build interventions to catalyze long-term change. Tactical urbanism is often implemented with high levels of engagement from the community. Tactical urbanism projects utilize low cost materials such as paint, planters, plastic delineators, street furniture, cones, crates, and barriers to implement improvements such as crosswalks, curb extensions, open streets, parklets, pedestrian plazas, traffic signal box art and bicycle parking. The Tactical Urbanism Program should create a tactical urbanism guide that establishes what types of street interventions are permitted, the project process – including permitting, who can apply, public engagement, site plan, traffic control plan - materials that can be used, design standards, permitted locations, installation and safety, maintenance, and monitoring and evaluation. |
| 225 | Wayfinding Plan | Plan | Develop a City wayfinding plan that lays out a comprehensive and unified signage system that emphasizes a coherent theme for the City and its surrounding areas including gateway signage, wayfinding signage, and directional signage to trails and parking lots. The Plan should aim to improve the efficiency of the transportation system, improve access, and facilitate placemaking. Wayfinding can be both physical and virtual tools that provide predictability and consistency in the way people find their point of interests around the City. The Plan should include development of a brand identity and design standards and specifications for signage, maps, a digital app, etc. that is unique and locally distinct. The Plan should consider gateway signage at 1) city limits on Ocean Shore Blvd (SR A1A); 2) CRA/Downtown boundary on Ocean Shore Blvd (SR A1A); 3) the intersection of Moody Blvd (SR 100) and Flagler Ave; and 4) Central Avenue indicating 'Main Street'. The Plan should also include directional signage for the future SUNTrail along 9th Street South, Flagler Ave, and 10th Street North. |
| 230 | Wayfinding Signage | Implementation | Wayfinding signage and installation. |
| 235 | Florida Main Street Program | Program | Apply to become a Florida Main Street community. The Florida Main Street program, administered through the National Trust for Historic Preservation, provides technical assistance, training, promotion, and grant opportunities with the goal of revitalizing historic downtowns and encourage economic development within the context of historic preservation. |

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# Next Step Recommendations

## Mobility Plan Implementation

Mobility Plan project recommendations should be annually prioritized and programmed for implementation into the City's Capital Improvements Plan. It is recommended that the City of Flagler Beach begin funding and programming preliminary planning and engineering studies for select projects to ensure project feasibility.

## FDOT Coordination

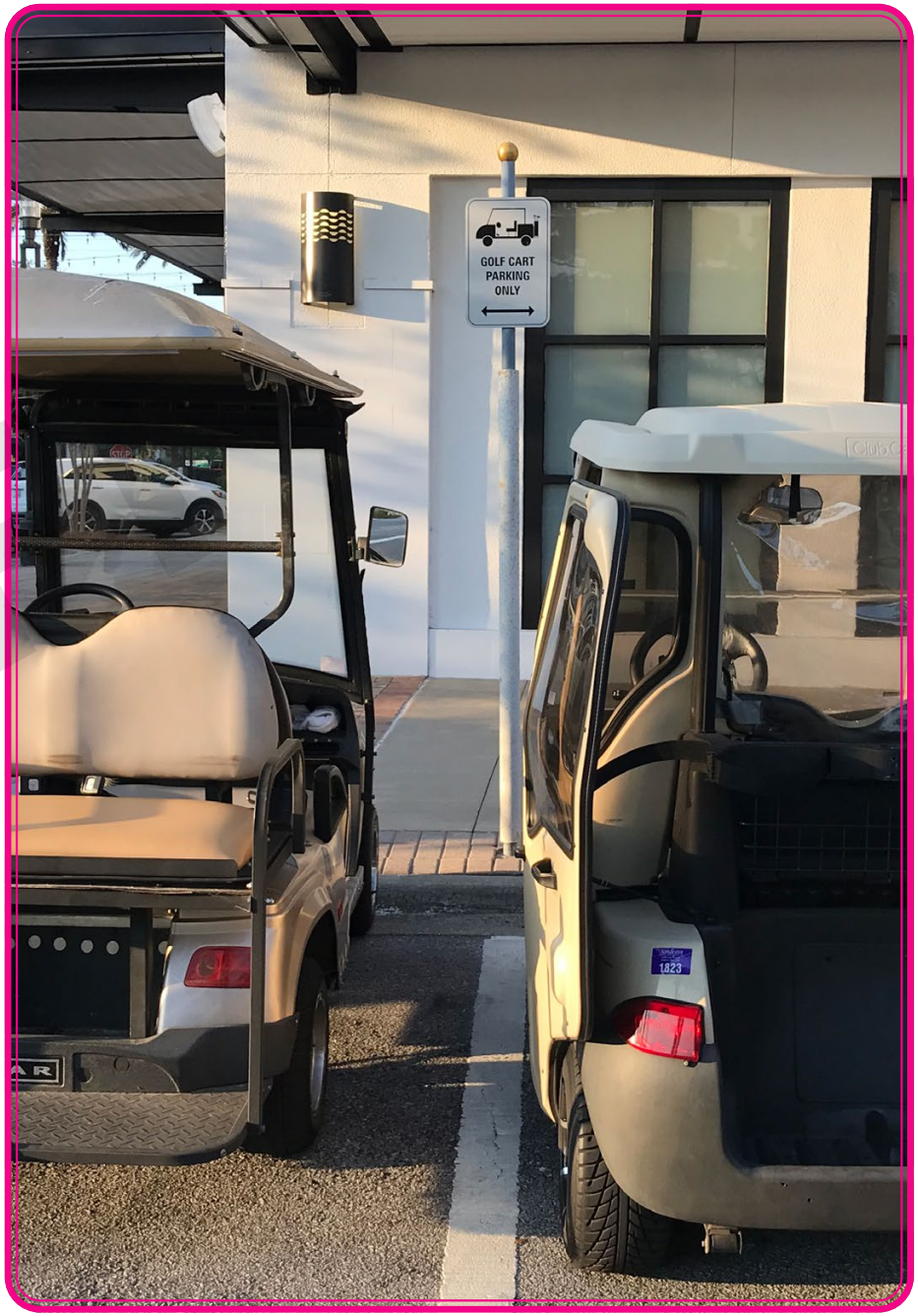
Flagler Beach should initiate interagency coordination with FDOT on the development of city and regional transportation projects, namely proposed improvements on Moody Blvd (SR 100) and Ocean Shore Blvd (SR A1A). The coordination should also address the incorporation of Mobility Plan projects into existing funded and planned projects, and the pursuit of funding for Mobility Plan projects through existing or upcoming grant and funding request opportunities.

## Comprehensive Plan Update

Within one year from the date of adoption of the Mobility Plan and Mobility Fee Ordinance, the City will need to amend the Comprehensive Plan to recognize the adoption of the 2050 Mobility Plan and Mobility Fee and amend applicable goals, objectives, and policies. The amendments should also further evaluate the integration of street and multimodal quality of service standards into the Comprehensive Plan.

## Implementation Initiatives

The City should prioritize and begin advancing the implementation initiatives identified in the Plan. This effort will involve coordination between various City departments, identifying potential funding opportunities in addition to mobility fees, and establishing an implementation strategy. Early actions should focus on low hanging fruit that supports the Mobility Plan's vision.




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# Appendix A:

# Traffic Characteristics Evaluation

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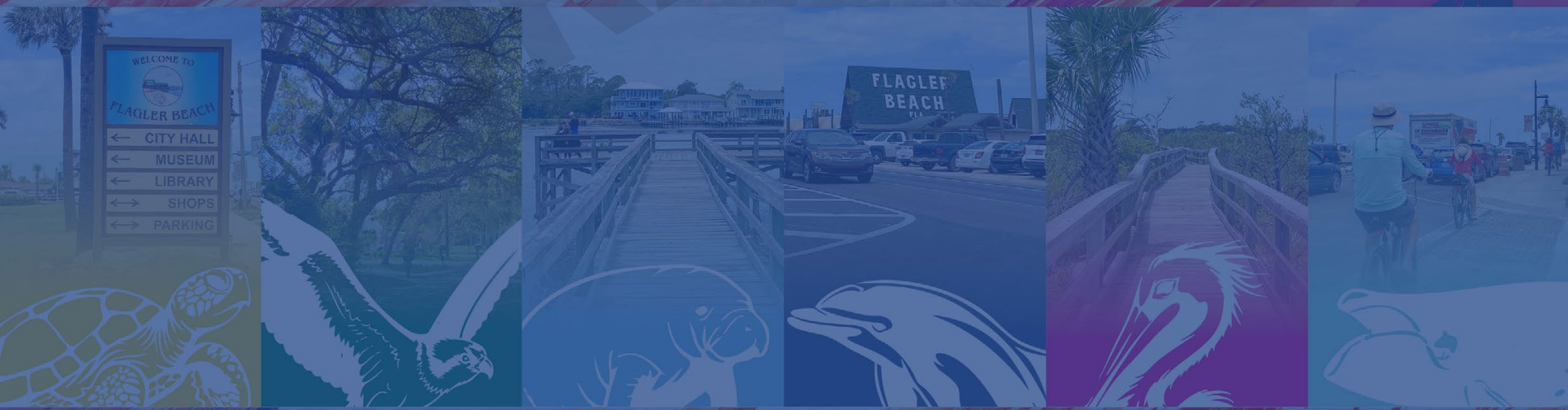


## APPENDIX A: CITY OF FLAGLER BEACH TRAFFIC CHARACTERISTICS EVALUATION

| Limits, Classification, Ownership | | | | | Roadway Characteristics | | | | | | | | | Vehicles Miles of Travel & Capacity | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Street Name | From Street | To Street | Functional Classification | Maintaining Entity | FDOT Context Classification | Travel Lanes | Speed Limit | Length (mi) | LOS Standard | AADT | Year of Count | Daily Capacity | Growth Factor | 2026 DAILY TRAFFIC | 2026 VMT | 2026 VMC | 2050 DAILY TRAFFIC | 2050 VMT | 2050 VMC | 2025 V/C | 2050 V/C |
| SR A1A (OCEAN SHORE BLVD) | OCEAN MARINA DR | N 13 ST | Minor Arterial | FDOT | C4 | 2 | 45 | 1.42 | D | 7,700 | 2024 | 14,080 | 2.41% | 8,080 | 11,470 | 19,990 | 15,010 | 21,310 | 19,990 | 0.57 | 1.07 |
| SR A1A (OCEAN SHORE BLVD) | N 13 ST | N 3RD ST | Minor Arterial | FDOT | C4 | 2 | 35 | 0.61 | D | 7,700 | 2024 | 14,080 | 2.41% | 8,080 | 4,930 | 8,590 | 15,010 | 9,160 | 8,590 | 0.57 | 1.07 |
| SR A1A (OCEAN SHORE BLVD) | N 3RD ST | MOODY BLVD (SR 100) | Minor Arterial | FDOT | C4 | 2 | 25 | 0.10 | D | 7,700 | 2024 | 14,080 | 2.41% | 8,080 | 810 | 1,410 | 15,010 | 1,500 | 1,410 | 0.57 | 1.06 |
| SR A1A (OCEAN SHORE BLVD) | MOODY BLVD (SR 100) | S 14 ST | Minor Arterial | FDOT | C4 | 2 | 25 | 0.78 | D | 7,800 | 2024 | 10,267 | 2.41% | 8,180 | 6,380 | 8,010 | 15,190 | 11,850 | 8,010 | 0.80 | 1.48 |
| SR A1A (OCEAN SHORE BLVD) | S 14 ST | S 20TH ST | Minor Arterial | FDOT | C3R | 2 | 25 | 1.60 | D | 5,100 | 2024 | 17,920 | 2.41% | 5,350 | 8,560 | 28,670 | 9,940 | 15,900 | 28,670 | 0.30 | 0.55 |
| SR A1A (OCEAN SHORE BLVD) | S 20TH ST | S 25TH ST | Minor Arterial | FDOT | C3R | 2 | 35 | 0.70 | D | 5,100 | 2024 | 17,920 | 2.41% | 5,350 | 3,740 | 12,540 | 9,940 | 6,960 | 12,540 | 0.30 | 0.56 |
| SR A1A (OCEAN SHORE BLVD) | S 25TH ST | GAMBLE ROGERS ST REC | Minor Arterial | FDOT | C3R | 2 | 45 | 0.90 | D | 5,100 | 2024 | 17,920 | 2.41% | 5,350 | 4,820 | 16,130 | 9,940 | 8,950 | 16,130 | 0.30 | 0.55 |
| SR A1A (OCEAN SHORE BLVD) | GAMBLE ROGERS ST REC | S CENTRAL AVE | Minor Arterial | FDOT | C1 | 2 | 45 | 0.28 | D | 5,300 | 2024 | 11,200 | 2.41% | 5,560 | 1,560 | 3,140 | 10,330 | 2,890 | 3,140 | 0.50 | 0.92 |
| SR A1A (OCEAN SHORE BLVD) | CENTRAL AVE (S) | VOLUSIA CO LINE | Minor Arterial | FDOT | C3R | 2 | 45 | 0.61 | D | 5,300 | 2024 | 17,920 | 2.41% | 5,560 | 3,390 | 10,930 | 10,330 | 6,300 | 10,930 | 0.31 | 0.58 |
| COLBERT LN | ROBERTS RD | MOODY BLVD (SR 100) | Major Collector | COUNTY | C3R | 2 | 55 | 1.29 | D | 4,100 | 2024 | 24,640 | 2.41% | 4,300 | 5,550 | 31,790 | 7,990 | 10,310 | 31,790 | 0.17 | 0.32 |
| FLAGLER AVE | N 10 ST | S 7TH ST | Local | CITY | C2T | 2 | 20 | 0.77 | D | 1,250 | 2024 | 7,560 | 2.41% | 1,310 | 1,010 | 5,820 | 2,430 | 1,870 | 5,820 | 0.17 | 0.32 |
| I-95 | NORTH BOUNDARY OF MOBILITY STUDY AREA (MSA) | MOODY BLVD (SR 100) | Limited Access | FDOT | Urbanized | 6 | 70 | 0.62 | D | 92,438 | 2024 | 191,022 | 2.59% | 97,290 | 60,320 | 118,430 | 189,150 | 117,270 | 118,430 | 0.51 | 0.99 |
| I-95 | MOODY BLVD (SR 100) | SOUTH BOUNDARY OF MOBILITY STUDY AREA (MSA) | Limited Access | FDOT | Urbanized | 6 | 70 | 0.46 | D | 86,500 | 2024 | 191,022 | 2.59% | 91,040 | 41,880 | 87,870 | 177,000 | 81,420 | 87,870 | 0.48 | 0.93 |
| JOHN ANDERSON HWY (CR 201) | MOODY BLVD (SR 100) | AVE A | Minor Collector | COUNTY | C3R | 2 | 55 | 0.33 | D | 1,450 | 2024 | 24,640 | 2.41% | 1,520 | 500 | 8,130 | 2,820 | 930 | 8,130 | 0.06 | 0.11 |
| JOHN ANDERSON HWY (CR 201) | AVE A | VOLUSIA CO LINE | Minor Collector | COUNTY | C3R | 2 | 45 | 3.60 | D | 1,450 | 2024 | 16,128 | 2.41% | 1,520 | 5,470 | 58,060 | 2,820 | 10,150 | 58,060 | 0.09 | 0.17 |
| LAMBERT AVE | CENTER OF CUL-DE-SAC | PALM DR | Minor Collector | CITY | C3R | 2 | 35 | 1.48 | D | 600 | 2024 | 12,544 | 2.41% | 630 | 930 | 18,570 | 1,170 | 1,730 | 18,570 | 0.05 | 0.09 |
| OLD KINGS RD | NORTH BOUNDARY OF MOBILITY STUDY AREA (MSA) | MOODY BLVD (SR 100) | Minor Arterial | PALM COAST | C3R | 4 | 45 | 0.71 | D | 9,200 | 2024 | 35,249 | 2.41% | 9,650 | 6,850 | 25,030 | 17,920 | 12,720 | 25,030 | 0.27 | 0.51 |
| OLD KINGS RD | MOODY BLVD | CRAIG FLAGLER PALMS FUNERAL HOME | Major Collector | PALM COAST | C3C | 2 | 45 | 0.52 | D | 3,300 | 2024 | 19,530 | 2.41% | 3,460 | 1,800 | 10,160 | 6,430 | 3,340 | 10,160 | 0.18 | 0.33 |
| MOODY BLVD (SR 100) | I-95 | OLD KINGS RD | Principal Arterial | FDOT | C3C | 4 | 45 | 0.31 | D | 29,000 | 2024 | 38,430 | 2.41% | 30,410 | 9,430 | 11,910 | 56,480 | 17,510 | 11,910 | 0.79 | 1.47 |
| MOODY BLVD (SR 100) | OLD KINGS RD | COLBERT LN | Principal Arterial | FDOT | C3C | 4 | 55 | 1.54 | D | 23,649 | 2024 | 46,970 | 2.41% | 24,800 | 38,190 | 72,330 | 46,060 | 70,930 | 72,330 | 0.53 | 0.98 |
| MOODY BLVD (SR 100) | COLBERT LN | BEACH VILLAGE HWY | Principal Arterial | FDOT | C3C | 4 | 45 | 0.31 | D | 18,000 | 2024 | 38,430 | 2.41% | 18,880 | 18,120 | 36,890 | 35,070 | 33,670 | 36,890 | 0.49 | 0.91 |
| MOODY BLVD (SR 100) | BEACH VILLAGE HWY | JOHN ANDERSON HWY (CR 201) | Principal Arterial | FDOT | C3C | 4 | 55 | 0.16 | D | 18,000 | 2024 | 38,430 | 2.41% | 18,880 | 3,960 | 8,070 | 35,070 | 7,360 | 8,070 | 0.49 | 0.91 |
| MOODY BLVD (SR 100) | BEACH VILLAGE HWY | S FLAGLER AVE | Principal Arterial | FDOT | C3R | 4 | 45 | 0.96 | D | 18,000 | 2024 | 39,165 | 2.41% | 18,880 | 3,960 | 8,220 | 35,070 | 7,360 | 8,220 | 0.48 | 0.90 |
| MOODY BLVD (SR 100) | S FLAGLER AVE | SR A1A (OCEAN SHORE BLVD) | Principal Arterial | FDOT | C2T | 4 | 35 | 0.21 | D | 14,900 | 2024 | 31,400 | 2.41% | 15,630 | 3,280 | 6,590 | 29,030 | 6,100 | 6,590 | 0.50 | 0.93 |
| PALM DR | MOODY BLVD (SR 100) | PALM DR | Minor Collector | CITY | C3R | 2 | 25 | 0.42 | D | 1,150 | 2024 | 11,200 | 2.41% | 1,210 | 510 | 4,700 | 2,250 | 950 | 4,700 | 0.11 | 0.20 |
| ROBERTS RD | COLBERT LN | MOODY BLVD (SR 100) | Minor Collector | COUNTY | C3C | 2 | 35 | 1.51 | D | 1,450 | 2024 | 15,190 | 2.41% | 1,520 | 2,300 | 22,940 | 2,820 | 4,260 | 22,940 | 0.10 | 0.19 |

*Source: Traffic data provided by Florida Department of Transportation. LOS Standards based on City of Flagler Beach and Flagler County adopted Comprehensive Plans. Daily Capacity based on FDOT Generalized Service Tables. Growth factors based on FDOT Trend Analysis Spreadsheet. VMT is length x AADT. VMC is length x Daily Capacity. 2050 AADT and VMT derived by applying growth rates. The VMT data were calculated based on applying the annual growth rate per segment based on the most recently adopted regional travel demand model.*

# Appendix B:
# Quality of Service Inventory



## APPENDIX B: QUALITY OF SERVICE INVENTORY

| Street Name | From Street | To Street | Functional Classification | Maintaining Entity | FDOT Context Classification | Travel Lanes | Speed Limit | Length (mi) | Median Type | Street QOS | Off-Street Multimodal Facility | Separation/Physical Barrier | Off-Street Multimodal QOS | On-Street Multimodal Facility | On-Street Multimodal QOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SR A1A (OCEAN SHORE BLVD) | OCEAN MARINA DR | N 13 ST | Minor Arterial | FDOT | C4 | 2 | 45 | 1.42 | None | E | 8' Trail | Grass Buffer | B | Paved Shoulder | E |
| SR A1A (OCEAN SHORE BLVD) | N 13 ST | N 3RD ST | Minor Arterial | FDOT | C4 | 2 | 35 | 0.61 | None | D | 8' Trail | Grass Buffer | B | Paved Shoulder | E |
| SR A1A (OCEAN SHORE BLVD) | N 3RD ST | MOODY BLVD (SR 100) | Minor Arterial | FDOT | C4 | 2 | 25 | 0.10 | None | B | 8' Trail | Grass Buffer | B | Paved Shoulder | E |
| SR A1A (OCEAN SHORE BLVD) | MOODY BLVD (SR 100) | S 14 ST | Minor Arterial | FDOT | C4 | 2 | 25 | 0.78 | Vegetated Swale Median | B | 6' Sidewalk (Designated as Trail) | Limited Separation | D | Paved Shoulder | E |
| SR A1A (OCEAN SHORE BLVD) | S 14 ST | S 20TH ST | Minor Arterial | FDOT | C3R | 2 | 25 | 1.60 | None | B | 6' Sidewalk (Designated as Trail) | Grass Buffer | C | Paved Shoulder | E |
| SR A1A (OCEAN SHORE BLVD) | S 20TH ST | S 25TH ST | Minor Arterial | FDOT | C3R | 2 | 35 | 0.70 | None | D | 6' Sidewalk (Designated as Trail) | Grass Buffer | C | Paved Shoulder | E |
| SR A1A (OCEAN SHORE BLVD) | S 25TH ST | GAMBLE ROGERS ST REC | Minor Arterial | FDOT | C3R | 2 | 45 | 0.90 | None | E | 8' Trail | Grass Buffer | B | Paved Shoulder | E |
| SR A1A (OCEAN SHORE BLVD) | GAMBLE ROGERS ST REC | S CENTRAL AVE | Minor Arterial | FDOT | C1 | 2 | 45 | 0.28 | None | E | 8' Trail | Grass Buffer | B | Paved Shoulder | E |
| SR A1A (OCEAN SHORE BLVD) | CENTRAL AVE (S) | VOLUSIA CO LINE | Minor Arterial | FDOT | C3R | 2 | 45 | 0.61 | None | E | 8' Trail | Grass Buffer | B | Paved Shoulder | E |
| COLBERT LN | ROBERTS RD | MOODY BLVD (SR 100) | Major Collector | COUNTY | C3R | 2 | 55 | 1.29 | None | E | 7' Sidewalk | Grass Buffer | C | 4' Bike Lane | D |
| JOHN ANDERSON HWY (CR 201) | MOODY BLVD (SR 100) | AVE A | Minor Collector | COUNTY | C3R | 2 | 55 | 0.33 | None | E | NONE | N/A | E | 4' Bike Lane | D |
| JOHN ANDERSON HWY (CR 201) | AVE A | VOLUSIA CO LINE | Minor Collector | COUNTY | C3R | 2 | 45 | 3.60 | None | E | NONE | N/A | E | 4' Bike Lane | D |
| LAMBERT AVE | CENTER OF CUL-DE-SAC | PALM DR | Minor Collector | CITY | C3R | 2 | 35 | 1.48 | None | D | NONE | N/A | E | None | E |
| OLD KINGS RD | NORTH BOUNDARY OF MOBILITY STUDY AREA (MSA) | MOODY BLVD (SR 100) | Minor Arterial | PALM COAST | C3R | 4 | 45 | 0.71 | None | E | 6' Sidewalk | Limited Separation | D | 4' Bike Lane | D |
| OLD KINGS RD | MOODY BLVD | CRAIG FLAGLER PALMS FUNERAL HOME | Major Collector | PALM COAST | C3C | 2 | 45 | 0.52 | None | E | 10' Sidewalk | Limited Separation | B | 4' Bike Lane | D |
| MOODY BLVD (SR 100) | I-95 | OLD KINGS RD | Principal Arterial | FDOT | C3C | 4 | 45 | 0.31 | None | E | 8' Sidewalk | Limited Separation | C | 4' Bike Lane | D |
| MOODY BLVD (SR 100) | OLD KINGS RD | COLBERT LN | Principal Arterial | FDOT | C3C | 4 | 55 | 1.54 | None | E | 8' Sidewalk | Grass Buffer | B | 4' Bike Lane | D |
| MOODY BLVD (SR 100) | COLBERT LN | BEACH VILLAGE HWY | Principal Arterial | FDOT | C3C | 4 | 45 | 0.31 | None | E | 8' Sidewalk | Grass Buffer | B | 4' Bike Lane | D |
| MOODY BLVD (SR 100) | BEACH VILLAGE HWY | JOHN ANDERSON HWY (CR 201) | Principal Arterial | FDOT | C3C | 4 | 55 | 0.16 | None | E | 8' Sidewalk | Grass Buffer | B | 4' Bike Lane | D |
| MOODY BLVD (SR 100) | JOHN ANDERSON HWY (CR 201) | S FLAGLER AVE | Principal Arterial | FDOT | C3R | 4 | 45 | 0.96 | None | E | 6' Pedestrian Bridge | Physical Barrier | C | 4' Buffered Bike Lane | C |
| MOODY BLVD (SR 100) | S FLAGLER AVE | SR A1A (OCEAN SHORE BLVD) | Principal Arterial | FDOT | C2T | 4 | 35 | 0.21 | None | D | 6' Sidewalk | Limited Separation | D | None | E |
| PALM DR | MOODY BLVD (SR 100) | PALM DR | Minor Collector | CITY | C3R | 2 | 25 | 0.42 | None | B | 6' Sidewalk | Limited Separation | D | None | E |
| ROBERTS RD | COLBERT LN | MOODY BLVD (SR 100) | Minor Collector | COUNTY | C3C | 2 | 35 | 1.51 | None | D | 8' Sidewalk | Grass Buffer | B | None | E |

*Note: Quality of Service based on proposed Quality of Service standards developed by NUE Urban Concepts, LLC. Identified off-street or on-street multimodal facilities represents the presence of a facility on at least one side of the street. The width of on-street and off-street multimodal represent the widest observed width on that segment. On-street multimodal QOS may be higher due to presence of buffers, street trees, and on-street parking.*

# Appendix C:

## City of Flagler Beach

## 2050 Mobility Plan



# APPENDIX C: CITY OF FLAGLER BEACH 2050 MOBILITY PLAN

| Project ID | Street | From | To | Length (Miles) | Project Type | Maintenance Entity | Project Description | Project Source | Timeframe | Project Status | Planning Level Cost (PLC) | Person Miles of Capacity (PMC) | PLC & PMC Note | Reasonably Anticipated Funding | Attributable Planning Level Cost (APLC) | Attributable Person Miles of Capacity (PMC) | Funding Source |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | N 2nd St / Moody Ln | Current West Terminus of Moody Ln | Ocean Shore Blvd (SR A1A) | 0.61 | Primary Multimodal Corridor | City | Reimage the corridor to be the primary east-west multimodal route in Flagler Beach, connecting the proposed Mobility Hub on N 4th St to downtown and the beach, and providing a safe and convenient alternative to Moody Blvd. Post speed limit at 20 MPH and implement various traffic calming measures to slow vehicles. Street design should prioritize walking, bicycling, golf carts, and other low-speed modes. Clear signage and pavement markings should consistently communicate that people walking, biking, and using other micromobility options have priority. Additional enhancements may include landscaping and green infrastructure to improve aesthetics and stormwater management. The corridor should include wayfinding signage. | 2050 Mobility Plan | 2030-2035 | Proposed | $1,220,000 | 7,686 | 85 | $0 | $1,220,000 | 7,686 | Mobility Fees & Other Sources |
| 10 | Lehigh Ave | N 4th St | Moody Ln | 0.15 | Primary Multimodal Corridor | City | Reimage the corridor to be the primary east-west multimodal route in Flagler Beach, connecting the proposed Mobility Hub on N 4th St to downtown and the beach, and providing a safe and convenient alternative to Moody Blvd. Post speed limit at 20 MPH and implement various traffic calming measures to slow vehicles. Street design should prioritize walking, bicycling, golf carts, and other low-speed modes. Clear signage and pavement markings should consistently communicate that people walking, biking, and using other micromobility options have priority. Additional enhancements may include landscaping and green infrastructure to improve aesthetics and stormwater management. The corridor should include wayfinding signage. | 2050 Mobility Plan | 2030-2035 | Proposed | $300,000 | 1,890 | 85 | $0 | $300,000 | 1,890 | Mobility Fees & Other Sources |
| 15 | S 2nd St | Flagler Ave | Ocean Shore Blvd (SR A1A) | 0.21 | Curbless Shared Street | City | Reconstruct existing street as a curbless shared street with streetscape, landscape, wayfinding, traffic calming, special pavers, placemaking elements, public art, etc. Dynamic elements, such as bollards, should be incorporated to allow the street to be closed to vehicles during festivals or special events. | 2050 Mobility Plan | 2035-2040 | Proposed | $4,200,000 | 5,670 | 15 | $0 | $4,200,000 | 5,670 | Mobility Fees & Other Sources |
| 20 | S 3rd St | Flagler Ave | Ocean Shore Blvd (SR A1A) | 0.20 | Curbless Shared Street | City | Reconstruct existing street as a curbless shared street with streetscape, landscape, wayfinding, traffic calming, special pavers, placemaking elements, public art, etc. Dynamic elements, such as bollards, should be incorporated to allow the street to be closed to vehicles during festivals or special events. | 2050 Mobility Plan | 2035-2040 | Proposed | $4,000,000 | 5,400 | 15 | $0 | $4,000,000 | 5,400 | Mobility Fees & Other Sources |
| 25 | Central Ave | N 23rd St | N 3rd St | 2.00 | Primary Multimodal Corridor | City | Reimage the corridor to be the primary north–south multimodal route in Flagler Beach, providing a safe and convenient alternative to Ocean Boulevard (SR A1A). Post speed limit at 20 MPH and implement various traffic calming measures to slow vehicles. Street design should prioritize walking, bicycling, golf carts, and other low-speed modes. Clear signage and pavement markings should consistently communicate that people walking, biking, and using other micromobility options have priority. Additional enhancements may include landscaping and green infrastructure to improve aesthetics and stormwater management. The corridor should include wayfinding signage connecting residents and visitors to parks, Flagler Beach Pier, and downtown. | 2050 Mobility Plan | 2026-2030 | Proposed | $4,000,000 | 25,200 | 85 | $0 | $4,000,000 | 25,200 | Mobility Fees & Other Sources |
| 30 | Central Ave | N 3rd St | S 3rd St | 0.19 | Curbless Shared Street | City | Reconstruct existing street as a curbless shared street to reinforce Central Ave as a traditional main street between 3rd St North and 3rd St South. Street design should include streetscape, landscape, wayfinding, traffic calming, special pavers, placemaking elements, public art, etc. Dynamic elements, such as bollards, should be incorporated to allow the street to be closed to vehicles during festivals or special events. | 2050 Mobility Plan | 2030-2035 | Proposed | $3,800,000 | 5,130 | 15 | $0 | $3,800,000 | 5,130 | Mobility Fees & Other Sources |
| 35 | Central Ave / Daytona Ave One-Way Pair | S 3rd St | S 9th St | 1C | One-Way Pair Evaluation | City | Evaluate Central Ave and Daytona Ave between South 3rd St and South 9th St for potential conversion to a one-way pair for vehicular traffic. This analysis would assess whether the reconfiguration could create opportunities to accommodate on-street parking and/or multimodal facilities. The evaluation should be conducted in conjunction with efforts to advance Central Avenue as a Primary Multimodal Corridor. | 2050 Mobility Plan | 2026-2030 | Proposed | $50,000 | 172 | 75 | $0 | $50,000 | 172 | Mobility Fees & Other Sources |
| 40 | Central Ave | S 3rd St | S 28th St | 2.69 | Primary Multimodal Corridor | City | Reimage the corridor to be the primary north–south multimodal route in Flagler Beach, providing a safe and convenient alternative to Ocean Boulevard (SR A1A). Post speed limit at 20 MPH and implement various traffic calming measures to slow vehicles. Street design should prioritize walking, bicycling, golf carts, and other low-speed modes. Clear signage and pavement markings should consistently communicate that people walking, biking, and using other micromobility options have priority. Additional enhancements may include landscaping and green infrastructure to improve aesthetics and stormwater management. The corridor should include wayfinding signage connecting residents and visitors to parks, Flagler Beach Pier, and downtown. | 2050 Mobility Plan | 2026-2030 | Proposed | $5,380,000 | 33,894 | 85 | $0 | $5,380,000 | 33,894 | Mobility Fees & Other Sources |
| 45 | Ocean Shore Blvd (SR A1A) | Ocean Marina Dr (City Limits) | N 10th St | 1.62 | Two (2) Lane Divided Reconstruction | FDOT | Where right-of-way allows, reconstruct Ocean Blvd (SR A1A) into a two (2) lane divided with one lane of travel in each direction and a curbed, landscaped median that include drainage improvements and stormwater control (French drains and associated structures) to manage runoff. The design should mirror the segment previously reconstructed from S 9th St to S 22nd St. This project should be coordinated with the associated segment of the planned SUNTrail to convert the existing sidewalk on the west side of the right-of-way into a multi-use trail. The project should also incorporate green infrastructure and native vegetation in the median, designed to be both visually appealing and effective at managing stormwater. | 2050 Mobility Plan | 2030-2035 | Proposed | $11,340,000 | 48,600 | 110 | $10,206,000 | $1,134,000 | 4,860 | Anticipate 90% FDOT Funding |
| 50 | Ocean Shore Blvd (SR A1A) | N 10th St | S 2nd St | 0.55 | Context Sensitive Enhancement | FDOT | Construct parallel parking on both sides of the existing two-lane roadway utilizing specialty pavers and integrated landscaping, including palm trees, to visually narrow the travel lanes, reinforce lower vehicular speeds, and establish a cohesive, pedestrian-oriented streetscape. Provide coordinated, high-visibility pedestrian crossings to connect beach access points with adjacent parking and residential and commercial uses. Enhance the existing west-side sidewalk to an 8-foot shared-use path to safely accommodate pedestrians and bicyclists. Collectively, these design elements will clearly signal entry into the Flagler Beach Downtown area and encourage heightened driver awareness. | 2050 Mobility Plan | 2030-2035 | Proposed | $2,200,000 | 5500 | 10 | $1,980,000 | $220,000 | 550 | Anticipate 90% FDOT Funding |
| 55 | Ocean Shore Blvd (SR A1A) | S 2nd St | S 4th St | 0.28 | Pier District (Pedestrian Priority Area) | FDOT | Reimage Ocean Shore Blvd (SR A1A) from S 2nd St to S 4th S to create a pedestrian-oriented beachfront district. Remove parallel parking on the west side of the corridor to create a wider pedestrian frontage and expanded public realm. This transformation will establish a pedestrian-oriented district designed to support retail activity, outdoor dining, and community gathering spaces. By prioritizing walkability and enhancing the streetscape, the project will help cultivate a thriving, vibrant corridor that strengthens the city's coastal character and supports local economic development. | 2050 Mobility Plan | 2035-2040 | Proposed | $5,040,000 | 7,560 | 80 | $4,536,000 | $504,000 | 756 | Anticipate 90% FDOT Funding |
| 60 | Ocean Shore Blvd (SR A1A) | S 4th St | S 9th St | 0.09 | Context Sensitive Enhancement | FDOT | Construct parallel parking on the west side of the existing two-lane roadway (and on both sides between S 8th St and S 9th St) utilizing specialty pavers and integrated landscaping, including palm trees, to visually narrow the travel lanes, reinforce lower vehicular speeds, and establish a cohesive, pedestrian-oriented streetscape. Provide coordinated, high-visibility pedestrian crossings to connect beach access points with adjacent parking and residential and commercial uses. Enhance the existing west-side sidewalk to an 8-foot shared-use path to safely accommodate pedestrians and bicyclists. Collectively, these design elements will clearly signal entry into the Flagler Beach Downtown area and encourage heightened driver awareness. | 2050 Mobility Plan | 2030-2035 | Proposed | $360,000 | 900 | 10 | $324,000 | $36,000 | 90 | Anticipate 90% FDOT Funding |
| 65 | Ocean Shore Blvd (SR A1A) | N 10th St | | 1C | Intersection Improvement | FDOT | Add intersection improvement such as a southbound right turn lane, roundabout, or other traffic control device on Ocean Shore Blvd turning onto N 10t St. Include signage directing traffic to Moody Blvd. | 2050 Mobility Plan | 2030-2035 | Proposed | $1,500,000 | 4,000 | 95 | $1,350,000 | $150,000 | 400 | Anticipate 90% FDOT Funding |

| Project ID | Street | From | To | Length (Miles) | Project Type | Maintenance Entity | Project Description | Project Source | Timeframe | Project Status | Planning Level Cost (PLC) | Person Miles of Capacity (PMC) | PLC & PMC Note | Reasonably Anticipated Funding | Attributable Planning Level Cost (APLC) | Attributable Person Miles of Capacity (PMC) | Funding Source |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70 | N 10th St / N Flagler Ave | Ocean Shore Blvd (SR A1A) | N 7th St | 0.41 | Upgrade to Collector | City | Upgrade the existing roadway to a collector design standard to better facilitate traffic to and from Moody Blvd and provide an alternative route that allows vehicles to bypass the downtown area. Improvements will include adding paved shoulders, installing centerline and edge line striping, and evaluating existing stop control on cross streets to improve overall traffic operations. Additional enhancements may include drainage improvements, directional signage, and minor intersection modifications. | 2050 Mobility Plan | 2030-2035 | Proposed | $615,000 | 3,116 | 115 | $0 | $615,000 | 3,116 | Mobility Fees & Other Sources |
| 75 | N 10th St | S Flagler Ave | | 1C | Intersection Improvement | City | Add intersection improvement such as a southbound left turn lane, roundabout, or other traffic control device on N 10t St and N Flagler Ave. Include signage directing traffic to Moody Blvd. | 2050 Mobility Plan | 2030-2035 | Proposed | $1,500,000 | 4,000 | 95 | $0 | $1,500,000 | 4,000 | Mobility Fees & Other Sources |
| 80 | Ocean Shore Blvd (SR A1A) | S 7th St | | 1C | Intersection Improvement | FDOT | Add intersection improvement such as a northbound left turn lane, roundabout, or other traffic control device on Ocean Shore Blvd turning onto N 10t St. Include signage directing traffic to Moody Blvd. | 2050 Mobility Plan | 2030-2035 | Proposed | $1,500,000 | 4,000 | 95 | $1,350,000 | $150,000 | 400 | Anticipate 90% FDOT Funding |
| 85 | S Flagler Ave / S 7th Ave | Moody Blvd (SR 100) | Ocean Shore Blvd (SR A1A) | 0.47 | Upgrade to Collector | City | Upgrade the existing roadway to a collector design standard to better facilitate traffic to and from Moody Blvd and provide an alternative route that allows vehicles to bypass the downtown area. Improvements will include adding paved shoulders, installing centerline and edge line striping, and evaluating existing stop control on cross streets to improve overall traffic operations. Additional enhancements may include drainage improvements, directional signage, and minor intersection modifications. | 2050 Mobility Plan | 2030-2035 | Proposed | $705,000 | 3,572 | 115 | $0 | $705,000 | 3,572 | Mobility Fees & Other Sources |
| 90 | John Anderson Hwy | Moody Blvd (SR 100) | Approximately 0.3 miles south of Presidio Blvd | 1C | Access Management & Corridor Study | City | Evaluate innovative ways to reduce development impact to John Anderson Hwy such as frontage roads, shared access through landscape separated access ways, roundabouts and other innovative mobility concepts to maintain the roadway as a two (2) lane scenic corridor with minimal access connections. | 2050 Mobility Plan | 2026-2030 | Proposed | $150,000 | 515 | 5 | $0 | $150,000 | 515 | Mobility Fees & Other Sources |
| 95 | Moody Blvd (SR 100) | Colbert Ln | | 1C | Intersection Improvement | FDOT | Intersection improvements associated with development such as signal upgrades and turn lanes to accommodate growth in traffic. | 2050 Mobility Plan | As Development Occurs | Proposed | $500,000 | 2,400 | 35 | $450,000 | $50,000 | 240 | Anticipate 90% FDOT Funding |
| 100 | Moody Blvd (SR 100) | Flagler Ave | | 1C | Roundabout | FDOT | Add roundabout. | 2050 Mobility Plan | 2030-2035 | Proposed | $1,500,000 | 4,000 | 100 | $1,350,000 | $150,000 | 400 | Anticipate 90% FDOT Funding |
| 105 | Moody Blvd (SR 100) | Ocean Blvd (SR A1A) | | 1C | Roundabout | FDOT | Add roundabout. | 2050 Mobility Plan | 2030-2035 | Proposed | $3,600,000 | 8,000 | 95 | $3,240,000 | $360,000 | 800 | Anticipate 90% FDOT Funding |
| 110 | Water Taxi Service & Infrastructure | Veranda Bay Development | N 4th St | 1C | Water Taxi | City / Developer | The City will coordinate with the developer of Veranda Bay to establish a water taxi service connecting the development across the Matanzas River. This partnership will expand mobility options and reduce reliance on vehicle travel, taking vehicle trips off of Moody Blvd (SR 100) for those traveling from the west to the area's key destinations including Downtown Flager Beach and Flagler Beach Pier. As part of this project, the City will construct/update two (2) water taxi docks and a park n'ride lot on the west side of the Matanzas River. Long-term, the water taxi could serve as a model for additional water-based transit connections throughout the City's waterfront. | 2050 Mobility Plan | 2045-2050 | Proposed | $4,000,000 | 960 | 120 | $1,000,000 | $3,000,000 | 720 | Anticipate 25% Developer Funding |
| 115 | Mobility Hub | Matanzas River (East side of River) | N 4th St | 1C | Mobility Hub | City | Construct a mobility hub to provide a centralized, multimodal connection point that supports seamless travel between the water taxi and surrounding transportation options. The mobility hub should integrate facilities for walking, biking, transit, and shared mobility. Planned improvements could also include amenities such as seating, lighting, shelters, bike parking, and clear wayfinding to support smooth transfers and improve the user experience. | 2050 Mobility Plan | 2045-2050 | Proposed | $500,000 | 1,718 | 45 | $0 | $500,000 | 1,718 | Mobility Fees & Other Sources |
| 120 | Mobility Hub | Matanzas River (West side of River) | South of Pescadero R | 1C | Mobility Hub | City / Developer | Construct a mobility hub to provide a centralized, multimodal connection point that supports seamless travel between the water taxi and surrounding transportation options. The mobility hub should integrate facilities for walking, biking, transit, and shared mobility. Planned improvements could also include amenities such as seating, lighting, shelters, bike parking, and clear wayfinding to support smooth transfers and improve the user experience. | 2050 Mobility Plan | 2045-2050 | Proposed | $500,000 | 1,718 | 45 | $125,000 | $375,000 | 1,289 | Anticipate 25% Developer Funding |
| 125 | Mobility Hub Evaluation | Flagler Ave | Flagler Ave | 1C | Mobility Hub Evaluation | City | Evaluate the feasibility of utilizing wetland parcels owned by the City of Flagler along Flagler Avenue as a potential site for a mobility hub. This hub could serve as a centralized parking facility and multimodal connection point designed to support a park-once environment in the downtown/CRA. | 2050 Mobility Plan | 2026-2030 | Proposed | $150,000 | 515 | 50 | $0 | $150,000 | 515 | Mobility Fees & Other Sources |

| Project ID | Street | From | To | Length (Miles) | Project Type | Maintenance Entity | Project Description | Project Source | Timeframe | Project Status | Planning Level Cost (PLC) | Person Miles of Capacity (PMC) | PLC & PMC Note | Reasonably Anticipated Funding | Attributable Planning Level Cost (APLC) | Attributable Person Miles of Capacity (PMC) | Funding Source |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Pre-Existing Proposed, Planned, or Funded Projects** | | | | | | | | | | | | | | | | | |
| 130 | Bulow Creek Headwaters Regional Park Trail, Boardwalk, Pedestrian Amenities | Moody Blvd (SR 100) | Old Kings Rd | 2.72 | Multi-Use Trail | County | Project consists of a Planning Phase and a Design Phase. The Planning Phase of the project includes preparing conceptual alternative design plans and the Design Phase includes preparation of design plans and contract documents for proposed potential improvements to include park amenities pedestrian amenities, trail heads with possibly restrooms, boardwalks over wetlands and possibly a paved multiuse trail through the park to connect the southern terminus of the existing SR100 pedestrian bridge to Old Kings Rd. S at the southwest corner of the site. | Flagler County Engineering Development Tracker Dashboard | 2026-2030 | Planning & Design Phase Funded. Planning Ongoing in 2026. | $1,561,425 | 19,584 | 60 | $1,561,425 | $0 | 0 | FDOT Grant |
| 135 | Colbert Ln | Palm Coast Pkwy | Moody Blvd (SR 100) | 7.34 | Multi-Use Trail | Palm Coast | Construct 12' to 14' Multi-Use Trail. | Volusia-Flagler 2025 LOPP | 2026-2030 | Proposed | $11,010,000 | 52,848 | 60 | $11,010,000 | $0 | 0 | Palm Coast, Volusia-Flagler TPO |
| 140 | John Anderson Hwy | Moody Blvd (SR 100) | Volusia Co Line | 3.96 | Multi-Use Trail | County | Construct 12' to 14' Multi-Use Trail. | Volusia-Flagler 2025 LOPP | 2030-2035 | Planned | $5,940,000 | 28,512 | 60 | $5,940,000 | $0 | 0 | Flagler County, Volusia-Flagler TPO |
| 145 | Moody Blvd (SR 100) | Belle Terre Pkwy | Old Kings Rd | 2.56 | Widen from Four (4) to Six (6) Lanes | FDOT | Widen Moody Blvd (SR 100) from four (4) lanes to six (6) lanes between Belle Terre Pkwy and Old Kings Rd. | 2050 LRTP Cost Feasible SIS; FDOT SIS Long Range - Cost Feasible | PD&E & PE - 2035-2040 ROW-2046-2050 | Planned | $34,870,000 | 51,200 | 130 | $34,870,000 | $0 | 0 | FDOT |
| 150 | Moody Blvd (SR 100) | Old Kings Rd | John Anderson Hwy | 2.01 | Widen from Four (4) to Six (6) Lanes | FDOT | Widen Moody Blvd (SR 100) from four (4) lanes to six (6) lanes between Old Kings Rd and John Anderson Pkwy. | 2050 LRTP Capacity Need | 2045-2050 | Proposed | $45,225,000 | 40,200 | 130 | $45,225,000 | $0 | 0 | FDOT |
| 155 | Moody Blvd (SR 100) Complete Street (Bridge) | Roberts Rd / John Anderson Hwy | Flagler Ave | 0.97 | Moody Blvd Bridge Shared Use Path | FDOT | Maintain the bridge on Moody Blvd over the Mantanzas River as a four (4) lane roadway, while reallocating space to provide safe, high-quality facilities for bicyclists and pedestrians. | 2025 Application for Project Prioritization: Feasibility Study for Traffic Operations, Safety, and Local Initiatives Projects | 2030-2035 | Proposed | $4,850,000 | 12,222 | 55 | $4,365,000 | $485,000 | 1,222 | Anticipate 90% FDOT Funding |
| 160 | Moody Blvd (SR 100) Reconfiguration | Flagler Ave | Ocean Shore Blvd (SR A1A) | 0.20 | Reconfiguration | FDOT | Reconfigure Moody Blvd from four (4) lanes to two (2) lanes and consider incorporating on-street parking, bicycle and pedestrian (multimodal) facilities and amenities, roundabouts and/or other intersection improvements at Flagler Ave and Ocean Shore Blvd, and midblock crossings. | Volusia-Flagler 2025 LOPP; 2025 Application for Project Prioritization: Feasibility Study for Traffic Operations, Safety, and Local Initiatives Projects | 2030-2035 | Proposed | $3,600,000 | 1,600 | 90 | $3,240,000 | $360,000 | 160 | Anticipate 90% FDOT Funding |
| 165 | Moody Blvd (SR 100) | Old Kings Rd | | 1C | Intersection Improvement | FDOT | Old Kings Rd at SR 100 Turn Lane Improvements. | Volusia-Flagler 2025 LOPP | 2026-2030 | Proposed | $350,000 | 4,600 | 40 | $350,000 | $0 | 0 | FDOT, Volusia-Flagler TPO |
| 170 | Moody Blvd (SR 100) | Roberts Rd / John Anderson Hwy | | 1C | Intersection Improvement | FDOT | John Anderson-Roberts Rd at SR 100 Intersection Improvements (system performance). | Volusia-Flagler 2025 LOPP | 2026-2030 | Planned | $350,000 | 4,600 | 40 | $350,000 | $0 | 0 | FDOT, Volusia-Flagler TPO |
| 175 | Flagler Beach Gap (SUN Trail) PD&E Study | Ocean Marina Dr | Volusia Co Line | 6.12 | Multi-Use Trail | FDOT | FLAGLER BEACH GAP VOLUSIA/FLAGLER COUNTY LINE TO OCEAN MARINA DRIVE. BIKE PATH/TRAIL. Highways/PD & E. Also part of the St Johns River to Sea Loop and the East Coast Greenway. | FDOT 5 YR Work Plan (439873-2) | 2026-2030 | Programmed | $2,000,000 | 44,064 | 65 | $2,000,000 | $0 | 0 | FDOT |
| 185 | Old Kings Road Shared Use Path (SUNTrail) | Ocean Shore Blvd (Ormond Beach) | Moody Blvd (SR 100) | 9.52 | Multi-Use Trail | FDOT | New construction of a + /-9.5 mile shared use path from Palm Coast to Ormond Beach. | SUNTrail | 2026-2030 | Partially funded for pre construction. | $47,600,000 | 68,544 | 65 | $47,600,000 | $0 | 0 | FDOT |
| 190 | Old Kings Road Shared Use Path (SUNTrail) | Moody Blvd (sidewalk 1,400' south) | Volusia Co Line | 4.47 | Multi-Use Trail | FDOT | New Construction of a +/-4.5 mile shared use path from Volusia County line to sidewalk 1,400' south of SR-100. | FDOT 5 YR Work Plan (438636-1); Flagler County Engineering Development Tracker Dashboard; 2050 LRTP LOPP FM #4386361 & 4386362 | 2027 | Funded. Design Phase In Progress. | $3,039,856 | 32,184 | 65 | $3,039,856 | $0 | 0 | FDOT |
| 195 | Old Kings Road | Moody Blvd (SR 100) | Volusia Co Line | 4.50 | Widen from Two (2) to Four (4) Lanes | County | Widen Old Kinds Rd from two (2) lanes to four (4) lanes between Moody Blvd (SR 100) and the Volusia County line. | Volusia-Flagler 2025 LOPP | 2026-2030 | Planned | $1,500,000 | 101,250 | 125 | $1,500,000 | $0 | 0 | Flagler County, Volusia-Flagler TPO |
| 200 | Veranda Bay Roadway (New Road) | Moody Blvd (SR 100) | Johns Anderson Hwy | 1.08 | New Two (2) Lane Complete Street | Private | Construct a new two (2) lane street with complete streets elements such as bike lanes (30MPH or less), buffered bike lanes, protected bike lanes, or a shared-use path. | Veranda Bay | 2026-2030 | Developer Obligation | $13,500,000 | 21,060 | 70 | $13,500,000 | $0 | 0 | Developer |
| 205 | Flagler Beach Transportation Development Plan Implementation: Fixed Route Bus Service (Red Route) SR 100 | Marineland | South City Limits of Flagler Beach | 8.26 | Flagler County Bus Route | County | Traditional corridor-based bus service operating on hourly headways, serving fixed bus stops located every ¼-mile, using larger vehicles, and operating on a fixed schedule. | Flalger County Transportation Development Plan | 2026-2030 | Planned | $11,813,543 | 194,275 | 25 | $11,813,543 | $0 | 0 | Flagler County |
| 210 | Flagler Beach Transportation Development Plan Implementation: Fixed Route Bus Service (Beach Line) SR A1A | Bunnell | Flagler Beach | 17.42 | Flagler County Bus Route | County | Traditional corridor-based bus service operating on hourly headways, serving fixed bus stops located every ¼-mile, using larger vehicles, and operating on a fixed schedule. | Flalger County Transportation Development Plan | 2030-2035 | Planned | $11,317,403 | 390,208 | 30 | $11,317,403 | $0 | 0 | Flagler County |
| 215 | Flagler Beach Transportation Development Plan Implementation: Mobility on Demand Beach Zone | - | - | 1C | Flagler County Mobility on Demand (MoD) | County | New flexible service type that can offer flexible point-to-point service within a designated zone. Service may include same-day scheduling, connections to major hubs or destinations with a zone, and first mile/last mile connections to other MOD zones or fixed routes bus stops. For this proposed service, it is assumed that Flagler County will procure a third-party vendor to provide all aspects of MOD service (vehicles, staff, information/scheduling/ticket technology). | Flalger County Transportation Development Plan | 2030-2035 | Planned | $6,254,240 | 38,528 | 20 | $6,254,240 | $0 | 0 | Flagler County |

| Project ID | Project Name | Project Type | Maintenance Entity | Project Description | Project Source | Timeframe | Project Status | Planning Level Cost (PLC) | Reasonably Anticipated Funding | Attributable Planning Level Cost (APLC) | Attributtable Person Miles of Capacity (PMC) | Funding Source |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 220 | Bicycle Parking Program | Program | City | Develop a program to install bicycle parking racks at various locations throughout the City as needs arise. The Program should include a process and establish procedures for residents and business owners to request that the City furnish and install bike racks free of charge. | 2050 Mobility Plan | 2026-2050 | Proposed | $120,000 | $0 | $120,000 | 412 | Mobility Fees & Other Sources |
| 225 | Bicycle & Pedestrian Safety Improvements | Implementation | City | Construct various pedestrian safety-related improvements throughout the City including high visibility and raised crosswalks, pedestrian islands, hardened centerlines, curb extensions, midblock crossings, bicycle boxes, signage, etc. | 2050 Mobility Plan | 2026-2050 | Proposed | $480,000 | $0 | $480,000 | 1,649 | Mobility Fees & Other Sources |
| 160 | Complete Streets Policy | Program | City | Adopt a Complete Streets Policy to establish a commitment by the City to design, build, and operate its transportation network so that all road projects consider the needs of all users—people walking, biking, taking transit, using mobility devices, and driving - and to establish a framework that ensures transportation investments systematically create safer, more inclusive, and connected streets. Key elements should include 1) embedding Complete Streets principles into planning, design, and funding decisions; 2) applying the policy to all projects and phases (new, retrofit, and maintenance); 3) setting clear design guidance and performance measures; 4) ensuring equity and accessibility across age, ability, income, and community context. | 2050 Mobility Plan | 2026-2030 | Proposed | $20,000 | $0 | $20,000 | 69 | Mobility Fees & Other Sources |
| 165 | Downtown Master Plan Update | Plan | City | Update the City of Flagler Beach Downtown Master Plan which was originally adopted in 2002 and last updated in 2006. | 2050 Mobility Plan | 2026-2030 | Proposed | $150,000 | $0 | $150,000 | 515 | Mobility Fees & Other Sources |
| 170 | Downtown / CRA Parking Management Plan | Plan | City | Develop a downtown parking management plan for the Community Redevelopment Area (CRA) to identify an overall strategy to integrate land use, parking, and transportation in downtown Flagler Beach. The plan should address parking in the downtown area with the goal of addressing perception issues related to a shortage of parking. The plan should seek to maximize strategic use of city-owned properties and explore access management as it relates to parking, curb management, commercial loading/unloading, and shared parking agreements. The plan should consider centralizing parking within mobility hubs and/or parking structures to create a park-once environment. | 2050 Mobility Plan | 2026-2030 | Proposed | $150,000 | $0 | $150,000 | 515 | Mobility Fees & Other Sources |
| 175 | Parking Implementation: On-Street Parking | Implementation | City | Construct up to forty (40) new on-street parking spaces at strategic locations to be determined throughout the community. To minimize impacts on traffic flow and maintain neighborhood character, spaces will be installed in small clusters of two (2) to three (3) spaces. Design treatments may include regular curb and gutter or ribbon curb with brick pavers to enhance aesthetics and blend with surrounding streetscapes. Where necessary, minor sidewalk reconstruction will be completed to ensure ADA compliance and maintain pedestrian safety. Implementation should be coordinated with other capital improvements and may also include opportunities to integrate green infrastructure, such as tree wells or bioswales, within parking areas to improve stormwater management and add shade. | 2050 Mobility Plan | 2026-2050 | Proposed | $400,000 | $0 | $400,000 | 1,375 | Mobility Fees & Other Sources |
| 180 | Parking Implementation: Golf Cart Parking | Implementation | City | Implement forty (40) designated golf cart parking spaces at strategic locations to support neighborhood-scale mobility and reduce congestion in high-demand areas. The initiative should also incorporate signage and design standards to ensure safe and consistent integration with existing streetscapes. | 2050 Mobility Plan | 2026-2050 | Proposed | $100,000 | $0 | $100,000 | 344 | Mobility Fees & Other Sources |
| 185 | Parking Implementation: Strategic Parking Management | Implementation | City | Site acquisition, design, engineering, and construction of various parking improvements in the Downtown/CRA area. | 2050 Mobility Plan | 2026-2050 | Proposed | $5,000,000 | $0 | $5,000,000 | 17,182 | Mobility Fees & Other Sources |
| 190 | Parking Implementation: Operational Improvements & Enforcement | Implementation | City | Implement operational and enforcement recommendations in the Downtown / CRA Parking Management Plan including, but not limited to installation of parking meters, curb management signage, parking stall pavement markings, and hiring of enforcement officers. | 2050 Mobility Plan | 2026-2050 | Proposed | $500,000 | $0 | $500,000 | 1,718 | Mobility Fees & Other Sources |
| 195 | Parking Implementation: Microtransit Circulator Pilot Program | Service | City | The City will launch a pilot microtransit circulator service to help address mobility and parking challenges. The pilot should start with addressing mobility and parking during high-demand periods such as special events. To ensure effective implementation, the City should partner with a third-party transportation vendor to manage circulator operations during the pilot. The first year of the pilot will serve as a testing phase to monitor ridership, evaluate operational efficiency, and gather community feedback. Data collected will be used to expand the service to fixe- route or on-demand service, and refine schedules and stop locations, ensuring the service is responsive to actual mobility needs. | 2050 Mobility Plan | 2030-2035 | Proposed | $400,000 | $0 | $400,000 | 1,375 | Mobility Fees & Other Sources |
| 200 | Parking Implementation: Residential Parking Permit Program | Program | City | Establish a Residential Parking Permit Program to prioritize on-street parking access for residents and reduce issues related to illegal or unauthorized parking. The program is intended to protect neighborhood quality of life, ensure that residents are not displaced by outside parking demand, and maintain safe and orderly use of the public right-of-way. The Program should include provisions for visitor permits and temporary resident permits so that households can accommodate guests and short-term needs while preserving overall parking availability for residents. The City will designate specific streets or zones to be included in the program, based on demonstrated parking demand, land use patterns, and input from neighborhood residents. | 2050 Mobility Plan | 2030-2035 | Proposed | $1,000,000 | $0 | $1,000,000 | 3,436 | Mobility Fees & Other Sources |
| 205 | Low Speed Streets Program | Program | City | Establish a Low Speed Streets Program to give residents access to a range of street design treatments that can be applied to their local streets. The program will be implemented citywide and will focus on constructing traffic calming and multimodal improvements that reduce vehicle speeds and enhance safety for all users of City streets.<br><br>The program will be resident-driven, allowing neighbors to work together to propose treatments through a formal request process. Priority will initially be given to streets that provide access to parks, schools, and existing multimodal facilities.<br><br>Low Speed Streets are defined as neighborhood streets with posted speed limits of 20 MPH, low traffic volumes, and physical design features that reinforce slower speeds. Potential treatments include:<br><br>• Lane narrowing and restriping to add on-street parking, bicycle lanes, or sidewalk space where sidewalks are missing.<br>• Traffic calming features such as chicanes, chokers, curb extensions, traffic circles, painted or raised intersections, and speed tables.<br>• Green street elements such as reclaimed swales with low-impact stormwater design, and canopy or understory street trees where feasible.<br><br>The Program will establish clear criteria and guidelines for traffic calming, landscaping, traffic control devices, and multimodal elements, along with a transparent prioritization process for implementation. | 2050 Mobility Plan | 2026-2050 | Proposed | $300,000 | $0 | $300,000 | 1,031 | Mobility Fees & Other Sources |
| 210 | Sidewalk Improvement Program | Program | City | Construct approximately five (5) miles of sidewalk improvements throughout the City to support safer, more walkable neighborhoods. This Program is aimed at expanding and enhancing the City's pedestrian infrastructure. This program focuses on meeting current accessibility standards through installation of ADA-compliant curb ramps, constructing new sidewalk segments to improve connectivity, and filling critical sidewalk gaps to create a more complete network. Exact location of sidewalk improvements should be determined in conjunction with planned Capital Improvements Program (CIP) projects. | 2050 Mobility Plan | 2026-2050 | Proposed | $2,100,000 | $0 | $2,100,000 | 12,000 | Mobility Fees & Other Sources |

| Project ID | Project Name | Project Type | Maintenance Entity | Project Description | Project Source | Timeframe | Project Status | Planning Level Cost (PLC) | Reasonably Anticipated Funding | Attributable Planning Level Cost (APLC) | Attributtable Person Miles of Capacity (PMC) | Funding Source |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 215 | Streetscape Improvement Program | Program | City | Implement a Streetscape Improvement Program that enhances functionality, aesthetics, and placemaking throughout the City. The program should establish cohesive City branding and design standards while identifying formal streetscape elements such as shade trees and landscaping, street furniture, pedestrian-scale lighting, signage, decorative pavers, and public art. All elements should reflect and reinforce the City's character, creating visual continuity and stronger pedestrian connections between key destinations, including the beach and Flagler Beach Pier, City Hall, Downtown, and the A1A corridor. Implementation should be prioritized along the primary and secondary streetscape corridors outlined in the Downtown Master Plan. | 2050 Mobility Plan | 2026-2050 | Proposed | $4,000,000 | $0 | $4,000,000 | 13,746 | Mobility Fees & Other Sources |
| 220 | Tactical Urbanism (aka Quick-Build) Program | Program | City | Establish a Tactical Urbanism Program. Tactical urbanism is an experimental, low cost approach to street design that uses scalable, quick-build interventions to catalyze long-term change. Tactical urbanism is often implemented with high levels of engagement from the community. Tactical urbanism projects utilize low cost materials such as paint, planters, plastic delineators, street furniture, cones, crates, and barriers to implement improvements such as crosswalks, curb extensions, open streets, parklets, pedestrian plazas, traffic signal box art and bicycle parking. The Tactical Urbanism Program should create a tactical urbanism guide that establishes what types of street interventions are permitted, the project process – including permitting, who can apply, public engagement, site plan, traffic control plan - materials that can be used, design standards, permitted locations, installation and safety, maintenance, and monitoring and evaluation. | 2050 Mobility Plan | 2026-2050 | Proposed | $250,000 | $0 | $250,000 | 859 | Mobility Fees & Other Sources |
| 225 | Wayfinding Plan | Plan | City | Develop a City wayfinding plan that lays out a comprehensive and unified signage system that emphasizes a coherent theme for the City and its surrounding areas including gateway signage, wayfinding signage, and directional signage to trails and parking lots. The Plan should aim to improve the efficiency of the transportation system, improve access, and facilitate placemaking. Wayfinding can be both physical and virtual tools that provide predictability and consistency in the way people find their point of interests around the City. The Plan should include development of a brand identity and design standards and specifications for signage, maps, a digital app, etc. that is unique and locally distinct. The Plan should consider gateway signage at 1) city limits on Ocean Shore Blvd (SR A1A); 2) CRA/Downtown boundary on Ocean Shore Blvd (SR A1A); 3) the intersection of Moody Blvd (SR 100) and Flagler Ave; and 4) Central Avenue indicating 'Main Street'. The Plan should also include directional signage for the future SUNTrail along 9th Street South, Flagler Ave, and 10th Street North. | 2050 Mobility Plan | 2026-2030 | Proposed | $150,000 | $0 | $150,000 | 515 | Mobility Fees & Other Sources |
| 230 | Wayfinding Signage | Implementation | City | Wayfinding signage and installation. | 2050 Mobility Plan | 2026-2050 | Proposed | $50,000 | $0 | $50,000 | 172 | Mobility Fees & Other Sources |
| 235 | Florida Main Street Program | Program | City | Apply to become a Florida Main Street community. The Florida Main Street program, administered through the National Trust for Historic Preservation, provides technical assistance, training, promotion, and grant opportunities with the goal of revitalizing historic downtowns and encourage economic development within the context of historic preservation. | 2050 Mobility Plan | 2026-2030 | Proposed | $20,000 | $0 | $20,000 | 69 | Mobility Fees & Other Sources |

CONTACT : JONATHAN B. PAUL, AICP | PRINCIPAL


**NORTH CENTRAL FLORIDA OFFICE:**

747 SW 2nd Ave,
Suite 190
Gainesville, FL 32601

**SOUTHEAST FLORIDA OFFICE:**

2000 PGA Blvd,
Suite 4440
Palm Beach Gardens, FL 33408

*www.nueurbanconcepts.com*

P 833-NUC-8484
E *jbpaul@nueurbanconcepts.com*





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THE REPUBLIC of DESIGN INC.

# City of Flagler Beach
# Mobility Fee Technical Report

APRIL 2026




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THE REPUBLIC OF DESIGN INC.

# CITY OF FLAGER BEACH
# MOBILITY FEE
# TECHNICAL REPORT

**APRIL 2026**

Produced for: City of Flagler Beach

Produced by: Jonathan B. Paul, AICP
Principal, NUE Urban Concepts, LLC
747 SW 2nd Avenue
Suite 190
Gainesville, FL 32601
833-NUC-8484
**jbpaul@nueurbanconcepts.com**
**www.nueurbanconcepts.com**

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NUE URBAN CONCEPTS, LLC
747 SW 2nd Avenue, Suite 190
Gainesville, FL 32601
833-NUC-8484
nueurbanconcepts@gmail.com

March 27th, 2026

Lupita McClenning
City Planner
City of Flagler Beach, Planning, Building & Engineering
800 S Daytona Ave.
Flagler Beach, FL 32136

**Re: City of Flagler Beach Mobility Fee Technical Report**

Dear Lupita:

Enclosed is the City of Flagler Beach Mobility Fee Technical Report dated April 2026. The City Mobility Fees are based on mobility projects identified in the 2050 City of Flagler Beach Mobility Plan. This Technical Report has been prepared for consideration by the City Commission. The 2050 Mobility Plan and the Mobility Fee Technical Report would be adopted through an implementing ordinance. The earliest that an implementing ordinance could become effective is a minimum of 90 calendar days after adoption, as required by Florida Statute 163.31801.

The 2050 Mobility Plan includes projects addressing future mobility needs for the residents, businesses, employees, and visitors to Flagler Beach. The development of a City Mobility Fee is the first step in a multi-step process to replace transportation concurrency with an alternative transportation system based on a mobility plan and mobility fee as provided for in Florida Statute Section 163.3180. The recently adopted House Bill 479 amendment to Florida Statute Section 163.3180 reinforced the ability of the City, and municipalities throughout the State of Florida, to adopt an alternative transportation system to replace transportation concurrency and to adopt a mobility fee system as the only fee to mitigate transportation capacity impacts to be collected within the City.

The Mobility Fee is an equitable and simplified one-time payment from new development to mitigate its impact to the City's multimodal transportation system. The City Mobility Fee, documented in the enclosed Technical Report, is consistent with legal and statutory requirements and meets the dual rational nexus test and the rough proportionality test, consistent with Florida Statute Sections 163.3164, 163.3180, 163.31801, and Florida Statute Chapter 380.

NUE Urban Concepts looks forward to continuing to work with City staff on finalizing the 2050 Mobility Plan and Mobility Fee per direction from the City Commssion.

Sincerely,

Jonathan B. Paul

Jonathan B. Paul, AICP
Principal

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# EXECUTIVE SUMMARY

In 1985, the Florida Legislature passed the Growth Management Act that required all local governments in Florida to adopt Comprehensive Plans to guide future development and mandated that adequate public facilities be provided "concurrent" with the impacts of new development. Transportation concurrency became the measure used by local governments to ensure that adequate public facilities, in the form of road capacity, was available to meet the transportation demands from new development.

By 1993, the Florida Legislature recognized that an unintended consequence of transportation concurrency is that it discouraged development in urban areas where road capacity was constrained and pushed development to suburban and rural areas where road capacity was either available or was cheaper to construct. In 2007, the Legislature introduced the concept of mobility plans and mobility fees as an alternative to transportation concurrency, proportionate share, and road impact fees. Mobility fees are a way for new development to mitigate its impact (i.e., traffic) through a streamlined and transparent one-time payment to local governments.

In 2011, the Legislature eliminated state mandated transportation concurrency and made it optional for any local government. In 2013, the Legislature encouraged local governments to adopt alternative mobility funding systems, such as a mobility fee, based on a plan of improvements. In 2019, the Legislature required mobility fees follow the same statutory process as impact fees. **In 2024, the Legislature, through HB 479, defined mobility fees and mobility plans and reaffirmed that any local government can adopt an alternative transportation system (fka alternative mobility funding systems), such as a mobility fee based on a mobility plan.**

The City of Flagler Beach Mobility Fee has been developed to fund mobility projects identified in the Mobility Plan. The Mobility Fee will: (1) establish a new fee collected by the City and (2) be the only fee to mitigate transportation impacts collected within the City.

The Mobility Fee system features a single Assessment Area where mobility fees are equally assessed on new development within the City based on the type of land use. The Mobility Fee features a single Benefit District to ensure Mobility Fees paid to the City are spent on mobility projects identified in the Mobility Plan that provide a mobility benefit to the new development that paid the Mobility Fee. **The Mobility Fee Technical Report, dated April 2026, documents the data and methodology used to develop a mobility fee, to mitigate the impact of new development based on the 2050 Mobility Plan, that meets legally established dual rational nexus and rough proportionality tests, and is consistent with the requirements of Florida Statute Sections 163.3180, 163.31801, and Florida Statute Chapter 380.**

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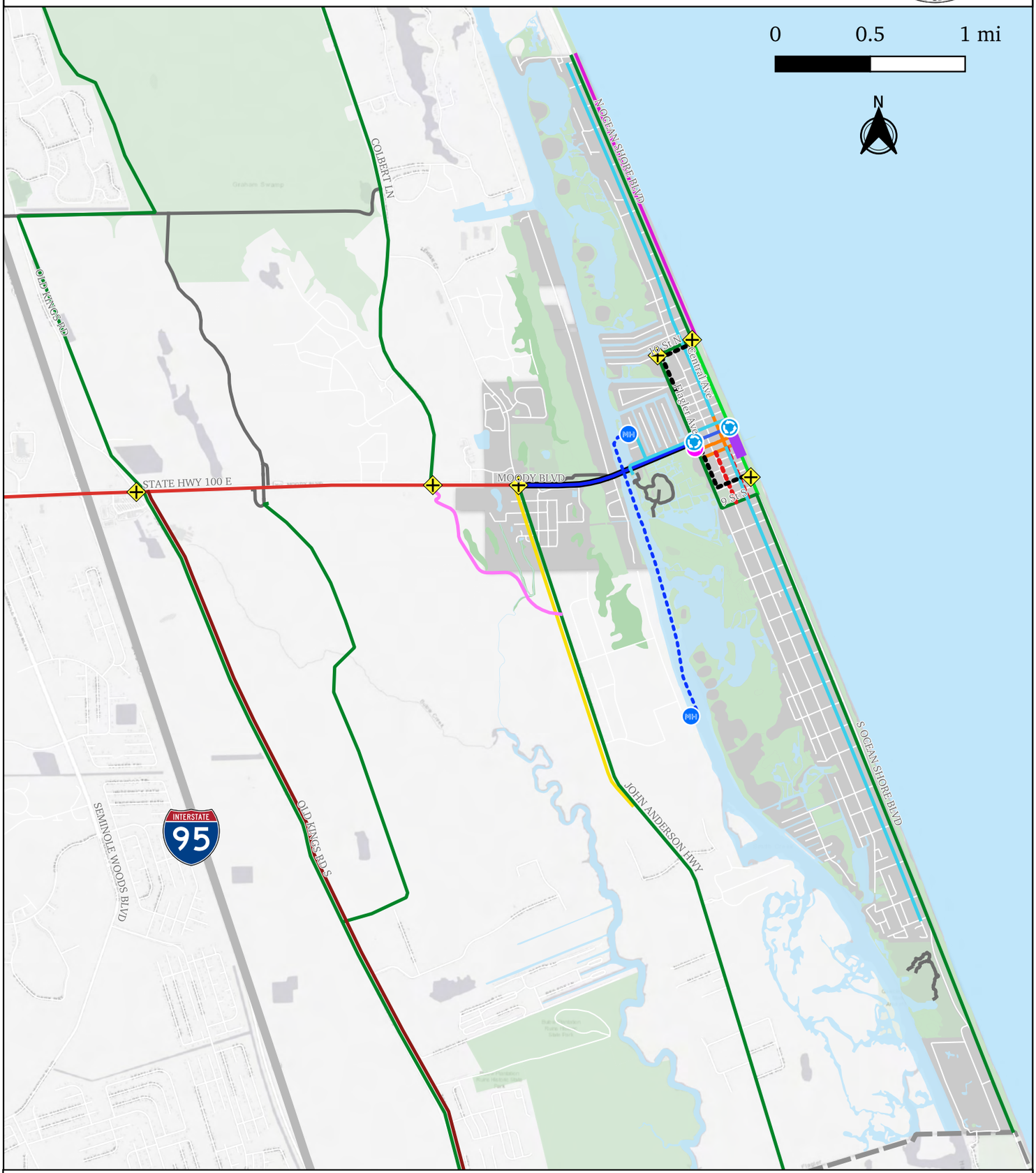
# CITY OF FLAGLER BEACH MOBILITY FEE

| LAND USE CATEGORIES (DARK GREY), USE CLASSIFICATIONS, & REPRESENTATIVE USES (IN PARENTHESES) | UNIT OF MEASURE (UOM) | Mobility Fee |
|---|---|---|
| **Residential & Lodging Uses** | | |
| Residential (ADU, Apartments, Attached, Condo, Detached, Duplex, Townhouse, 3 or more attached units) | per 1,000 sq. ft. | $2,981 |
| Overnight Lodging (B&B, Condo Hotel, Hotel, Motel, Short-term Rental, Transient) | per room | $3,843 |
| Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer) | per space or lot | $3,524 |
| **Institutional Uses** | | |
| Community Serving (Center, Civic / Fraternal Club, Gallery, Museum, Performance Venues, Place of Assembly or Worship) | per 1,000 sq. ft. | $3,014 |
| Long Term Care (Assisted Living, Care or Recovery Homes, Congregate Living Facility, Nursing Home) | per 1,000 sq. ft. | $3,715 |
| Private Education (Afterschool, Family Day Care, K-12, Pre-K, Trade School, Tutor) | per 1,000 sq. ft. | $3,541 |
| Institutional (College, Hospital, Post Secondary Education, University) | per 1,000 sq. ft. | $6,349 |
| **Industrial Uses** | | |
| Industrial (Assembly, Brewing, Distribution, Fabrication, Flex, Manufacturing, Processing, Storage, Trades, Utilities) | per 1,000 sq. ft. | $1,654 |
| **Commercial Recreational Uses** | | |
| Marina (wet berths, dry slips, ancillary repair, yacht club) | per Berth plus per 10 Slips | $830 |
| Unenclosed Commercial Recreation (Commercial amusement, Golf, Multi-Purpose, Recreation, Sports, Tennis) | per Acre | $9,779 |
| Enclosed Commercial Recreation (Commercial amusement, Fitness, Gym, Health, Indoor Sports) | per 1,000 sq. ft. | $8,785 |
| **Office Uses** | | |
| Office (Administrative, Business Service, Clinic, Dental, Medical, Professional Service, Real Estate, Veterinary) | per 1,000 sq. ft. | $7,311 |
| **Commercial & Retail Uses** | | |
| Retail (Goods, Local: [Grocery, Pharmacy, or Restaurant], Sales, Services, Stores) | per 1,000 sq. ft. | $10,621 |
| High Impact Retail (Alcoholic Beverage Sales, Banks, Chain: [Grocery, Pharmacy, or Restaurant] | per 1,000 sq. ft. | $18,511 |
| Convenience Retail (Car Wash, Chain Fast Food, Convenience Market or Store, Gas Stations, Service Stations) | per 1,000 sq. ft. | $29,931 |
| **Additive Fees for Commercial Services & Retail Uses [8]** | | |
| Motor Vehicle Charging | per Charging Position | $24,938 |
| Motor Vehicle Fueling | per Fueling Position | $30,069 |
| Motor Vehicle Repair Service (Accessories, Brakes, Heavy, Light, Maintenance, Quick Lube, Repair, Tires) | per Bay or Stall | $18,886 |
| Parking (private paid parking garages or lots, vehicle or equipment auction, storage, rental, towing, transitional lots) | per Space | $1,737 |
| Retail Drive-Through (ATM, Bank, Drive-in Business, Dry Cleaner, Dollar Store, Grocery Store, Pharmacy, Restaurant) | per Lane | $21,754 |

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# 2050 Mobility Plan

## City of Flager Beach




- Two (2) Lane Divided Reconstruction
- Access Management & Corridor Study
- Context Sensitive Enhancement
- Curbless Shared Street
- Multi-Use Trail
- Moody Blvd Bridge Shared Use Path
- One-Way Pair Evaluation
- Pier District (Pedestrian Prioirity Area)
- Pier District (Pedestrian Priority Area)
- Primary Multimodal Corridor
- Primary Multimodal Corridor
- Reconfiguration
- Upgrade to Collector
- Widen from Four (4) to Six (6) Lanes
- Water Taxi
- Intersection Improvement
- Mobility Hub
- Mobility Hub Evaluation
- Roundabout
- Existing Multimodal Facility
- Volusia County Boundary
- Parks and Greenspace
- City of Flagler Beach

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Produced by NUE Urban Concepts, LLC (2026)

# CITY OF FLAGLER BEACH

# MOBILITY FEE
# TECHNICAL REPORT

## APRIL 2026

NUE URBAN CONCEPTS
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# INTRODUCTION

The City of Flagler Beach intends for the Mobility Fee to provide an alternative transportation system to replace transportation concurrency for all new development with land use entitlements consistent with the currently adopted City Comprehensive Plan. The City's Mobility Fee is based on a Mobility Plan that identifies **mobility projects "needed"** to meet projected growth in travel demand and enhance the City's transportation system by providing residents, employees, and visitors with safe and convenient mobility options to travel within Flagler Beach and to and from surrounding areas.

**Mobility Projects** consist of **improvements, programs, and services such as sidewalks, bike lanes, multi-use trails, shared use paths, curbless shared streets, low speed streets and traffic calming, primary multimodal corridors, road widenings, a lane reconfiguration, a one-way pair evaluation, a corridor study, intersection improvements, safety improvements, parking improvements, mobility hubs, wayfinding, a microtransit pilot, a water taxi, and more.**

**Mobility Fees are not:** ***(1) a reoccurring tax; (2) assessed to existing residential or non-residential property; or (3) deposited into general revenue funds of the City.***

**Mobility Fees are:** ***(1) a streamlined one-time assessment on new development within the Mobility Fee Assessment Area; (2) intended to offset the travel demand impact of new development; and (3) deposited into special revenue fund for mobility fees to be expended on mobility projects within the City's Mobility Fee Benefit District.***

**New Development** is defined as ***"new residential and non-residential construction, any new land alteration or site preparation activity, any new construction of buildings or structures, any modification, reconstruction, redevelopment, or upgrade of buildings or structures, any change of use of a building, land, or structure, and any special exception approval, variance, or special use permit that results in an increase in an impact to the transportation system."***

**Impact** is defined as ***"any new development that results in an increase in person travel demand above the demand generated by the existing use of property, including submerged lands."***

The Mobility Fee system features a single **Assessment Area** that includes all property located within the City **(Map A).** The assessment area defines where new development is assessed a mobility fee. The mobility fee system has been developed to assess a uniform mobility fee rate for each land use included on the mobility fee schedule. Mobility fees can be assessed at the time of building permit application and are paid at the time a building permit is issued by the City.

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The Mobility Fee system features a single **Benefit District** that covers the entire City, along with adjacent areas outside City limits **(Map B).** The benefit district extends beyond current City limits as people walking, bicycling, riding transit, and driving vehicles do not stop at City limits. There may be instances where it makes sense to extend a mobility project beyond City limits or contribute to a mobility project outside City limits to enhance access, to the extent there is a mobility benefit provided to new development. The Benefit District also enables Flagler Beach to address extra jurisdictional impacts as required by Florida Statute.

When mobility fees are paid by new development, they are deposited into a special revenue fund established by the City. Mobility fees are legally and statutorily required to be spent on mobility projects identified in the Mobility Plan and the Capital Improvement Program to provide a mobility **"benefit"** to new development that paid the mobility fee. The City Commission will determine how mobility fee revenue is allocated and expended on mobility projects through annual updates to the Capital Improvements Program (CIP).

Once adopted, the Mobility Fee will be the only transportation mitigation fee collected from new development in the City consistent with Florida Statute. After adoption of the Mobility Plan and Mobility Fee, the City will need to update its Comprehensive Plan to integrate the Mobility Plan and Mobility Fee and ensure that the Comprehensive Plan is consistent with requirements of Florida Statute Sections 163.3164, 163.3177, 163.3180, and 163.31801.

The Mobility Fee is based on mobility projects established in the **2050 Mobility Plan** that are **"needed"** over the next 24 years to meet projected growth in travel demand. The **Mobility Fee Technical Report** has been developed to document the data and methodology to develop an alternative transportation system to replace transportation concurrency, consistent with Florida Statute Section 163.3180. The Mobility Fee Technical Report has been developed consistent with the **"needs"** and **"benefits"** requirements of the **"dual rational nexus test"** and the calculated mobility fee is **"roughly proportionate"** to the impacts of new development as required by Florida Statute Section 163.3180 and 163.31801.

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# LEGISLATIVE BACKGROUND

The State of Florida passed the Growth Management Act of 1985 that required all local governments in Florida to adopt Comprehensive Plans that guide future development. The Act mandated that adequate public facilities must be provided "concurrent" with the impacts of new development. State mandated "concurrency" was adopted to ensure the health, safety, and general welfare of the public by ensuring that adequate public facilities would be in place to accommodate the demand for public facilities created by new development.

Transportation concurrency became the measure used by the Florida Department of Community Affairs (DCA), Florida Department of Transportation (FDOT), Regional Planning Councils (RPCs), and local governments to ensure that adequate public facilities, in the form of road capacity, was available to meet the transportation demands from new development. To meet the travel demand impacts of new development and be deemed "concurrent", transportation concurrency was primarily addressed by constructing new roads and widening existing roads.

Traditional transportation concurrency allowed governmental entities to deny development where road capacity was not available to meet travel demand needs created by new development. Transportation concurrency also allowed governmental entities to require that developments be timed or phased concurrent with the addition of new road capacity. In addition, transportation concurrency also allowed governmental entities to require new development to improve (widen) roads that were already overcapacity (aka "deficient" or "backlogged').

In urban areas throughout Florida, traditional transportation concurrency had the unintended consequence of limiting and stopping growth in urban areas. This occurred because roads were often over capacity based on traffic already on the roads or the combination of that traffic and trips from approved developments. Further, the ability to add road capacity in urban areas was more limited as right-of-way was often constrained by existing development, utilities, other physical barriers, and environmental protections.

Stopping development in urban areas encouraged suburban sprawl by forcing new development to suburban and rural areas where road capacity was either readily available or cheaper to construct. In the late 90's, as the unintended impact of transportation concurrency became more apparent, the Legislature adopted Statutes to provide urban areas with alternatives to address the impact of new development through Transportation Concurrency Exception Areas (TCEA) and Transportation Concurrency Management Areas (TCMA).

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The intent of TCEAs and TCMAs was to allow local governments alternative solutions to provide mobility within urban areas by means other than providing road capacity and to permit infill and redevelopment in urban areas. In the mid 2000's, Florida experienced phenomenal growth that strained the ability of local governments to provide the necessary infrastructure to accommodate that growth. Many communities across the State started to deny new developments, substantially raise impact fees, and require significant transportation capacity improvements.

In 2005, the Legislature enacted several laws that weakened the ability of local governments to implement transportation concurrency by allowing new development to make proportionate share payments to mitigate its travel demand. The Legislature also introduced Multi-Modal Transportation Districts (MMTD) for areas that did qualify for TCEAs or TCMAs.

In 2007, the Florida Legislature introduced the concept of mobility plans and mobility fees to allow development to equitably mitigate its impact and placed additional restrictions on the ability of local governments to charge new development for over capacity roadways. The Legislature directed the Florida Department of Community Affairs (DCA) and the Florida Department of Transportation (FDOT) to evaluate mobility plans and fees and report the findings to the Legislature in 2009.

In 2009, the Legislature designated Dense Urban Land Areas (DULA), which are communities with a population greater than 1,000 persons per square mile, as TCEA's. The Legislature accepted the findings of the DCA and FDOT analysis for mobility plans and mobility fees but did not take any action as the State was in the midst of the great recession. The Legislature also placed further restrictions on local government's ability to implement transportation concurrency, by adding direction on how to calculate proportionate share and how overcapacity roads are addressed.

In 2011, the Florida Legislature through House Bill (HB) 7207 adopted the "Community Planning Act" which implemented the most substantial changes to Florida's growth management laws since the 1985 "Local Government Comprehensive Planning and Land Development Regulation Act," which had guided comprehensive planning in Florida for decades.

The 2011 legislative session eliminated State mandated concurrency, made concurrency optional for local governments, and eliminated the Florida Department of Community Affairs (DCA) and replaced it with the Florida Department of Economic Opportunity (DEO). The Act essentially removed the DEO, Florida Department of Transportation (FDOT), and Regional Planning Councils (RPC) from the transportation concurrency review process.

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Although local governments are still required to adopt and implement a comprehensive plan, the requirements changed significantly and shifted more discretion to local governments to plan for mobility within their community and enacted further restrictions on the implementation of transportation concurrency, proportionate share, and backlogged roads.

The Florida Legislature did not include any provisions in House Bill 7207 exempting local governments existing transportation concurrency system, when it elected to abolish statewide transportation concurrency. The legislation made transportation concurrency optional for local governments, and enacted further restrictions on how local governments could implement transportation concurrency.

House Bill 319, passed by the Florida Legislature in 2013, amended the Community Planning Act and brought about more changes in how local governments could implement transportation concurrency. The legislation further recognized the ability of local governments to adopt an alternative mobility funding system, such as mobility fees based on a plan of improvements. These alternative mobility funding systems allowed development, consistent with an adopted Comprehensive Plan, to equitably mitigate its travel demand impact though one time mitigation payments to the local government.

Prior to the passage of the Florida Community Planning Act by the Legislature on June 2, 2011, transportation concurrency was mandatory for local governments statewide, except those with approved TCEAs or MMTDs. After adoption of the Community Planning Act, transportation concurrency became optional for any local government. The Legislature encouraged local governments to adopt alternative mobility funding systems and specifically referenced mobility fees, based on a plan for mobility improvements.

The Community Planning Act enabled local governments to break the transportation concurrency cycle by transitioning away from regulating road capacity and toward planning for mobility **(Figure 1)**. Florida Commerce, which replaced the Department of Economic Opportunity (DEO), which replaced the Department of Community Affairs (DCA), provides direction to local governments related to elimination of transportation concurrency and adoption of a mobility fee-based plan, in accordance with Florida Statute 163.3180 **(Appendix A)**.

**Figure 1: Concurrency Cycle**




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**In 2019**, the Florida Legislature, through House Bill 7103, amended the Community Planning Act and required mobility fees to be governed by the same procedures as impact fees. This amendment further confirmed that mobility fees are an equivalent form of mitigation to impact fees that allow development activity to mitigate its impact to the transportation system consistent with the needs identified in the local governments adopted mobility plan per Florida Statute Section 163.3180(5)(i).

In 2024, the Florida Legislature, through House Bill 479, amended the Community Planning Act to reaffirm that any local government can repeal transportation concurrency. The legislature replaced the term **"alternative mobility funding systems"** with **"alternative transportation systems"** in recognition that there are local governments in Florida with alternative systems that were not explicitly required to follow the processes and procedures required under Florida Statute Section 163.31801. The following is the amended version of Florida Statute Section 163.3180(5)(i) related to an alternative transportation system **(Appendix B)**.

*"(i)* ***If a local government elects to repeal transportation concurrency, the local government may adopt an alternative transportation system that is mobility-plan and fee-based*** *or an alternative transportation system that is not mobility-plan and fee-based. The local government may not use an alternative transportation system to deny, time, or phase an application for site plan approval, plat approval, final subdivision approval, building permits, or the functional equivalent of such approvals provided that the developer agrees to pay for the development's identified transportation impacts via the funding mechanism implemented by the local government.* ***The revenue from the funding mechanism used in the alternative transportation system must be used to implement the needs of the local government's plan which serves as the basis for the fee imposed.*** *An alternative transportation system must comply with s. 163.31801 governing impact fees. An alternative transportation system may not impose upon new development any responsibility for funding an existing transportation deficiency as defined in paragraph (h)."* ***(emphasis added)***

For the first time since the terms mobility fees and mobility plans were introduced in 2007, the Florida Legislature, through HB 479, defined both terms in the Community Planning Act. The following are the recently adopted definitions for a mobility fee and a mobility plan per Florida Statute Section 163.3164 **(Appendix B)**:

**"(32) "Mobility fee" means a local government fee schedule established by ordinance and based on the projects included in the local government's adopted mobility plan.**

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**(33) "Mobility plan" means an alternative transportation system mobility study developed by using a plan-based methodology and adopted into a local government comprehensive plan that promotes a compact, mixed use, and interconnected development served by a multimodal transportation system in an area that is urban in character, or designated to be urban in character, as defined in s. 171.031."**

**One of the most significant amendments under HB 479 was the recognition that where a municipality and county both charge a fee for transportation capacity impacts, that only one fee may be assessed to mitigate impacts of new development**. The amendment requires a county and a municipality to negotiate an interlocal agreement to establish that only one fee is to be collected by the local government issuing building permits.

The interlocal agreement is also required to address distribution of collected revenue between a municipality and an adjacent local government from development activity to mitigate transportation impacts. The following are the recent additions to Florida Statute 163.3180(5)(j):

***"1. If a county and municipality charge the developer of a new development or redevelopment a fee for transportation capacity impacts, the county and municipality must create and execute an interlocal agreement to coordinate the mitigation of their respective transportation capacity impacts.***

***2. The interlocal agreement must, at a minimum:***

***a. Ensure that any new development or redevelopment is not charged twice for the same transportation capacity impacts.***

***b. Establish a plan-based methodology for determining the legally permissible fee to be charged to a new development or redevelopment.***

***c. Require the county or municipality issuing the building permit to collect the fee, unless agreed to otherwise.***

***d. Provide a method for the proportionate distribution of the revenue collected by the county or municipality to address the transportation capacity impacts of a new development or redevelopment, or provide a method of assigning responsibility for the mitigation of the transportation capacity impacts belonging to the county and the municipality.***

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***3. By October 1, 2025, if an interlocal agreement is not executed pursuant to this paragraph:***

***a. The fee charged to a new development or redevelopment shall be based on the transportation capacity impacts apportioned to the county and municipality as identified in the developer's traffic impact study or the mobility plan adopted by the county or municipality.***

***b. The developer shall receive a 10 percent reduction in the total fee calculated pursuant to sub subparagraph a.***

***c. The county or municipality issuing the building permit must collect the fee charged pursuant to sub-subparagraphs a. and b. and distribute the proceeds of such fee to the county and municipality within 60 days after the developer's payment.***

***4. This paragraph does not apply to:***

***a. A county as defined in s. 125.011(1).***

***b. A county or municipality that has entered into, or otherwise updated, an existing interlocal agreement, as of October 1, 2024, to coordinate the mitigation of transportation impacts. However, if such existing interlocal agreement is terminated, the affected county and municipality that have entered into the agreement shall be subject to the requirements of this paragraph unless the county and municipality mutually agree to extend the existing interlocal agreement before the expiration of the agreement."***

The requirement for an interlocal agreement and collection of a single fee applies to all local governments in Florida, except for Miami Dade County under Florida Statute Section 125.011(1). A county and a municipality with an interlocal agreement, where both collect a fee as of October 1st, 2024, are also exempt until the interlocal agreement expires or is terminated. No local government is prohibited from adopting an alternative transportation system, even municipalities within a Charter County that requires transportation concurrency. Further, a municipality within a County that is exempted under Florida Statute Section 125.011(1) does not preclude the municipality from negotiating an interlocal agreement with the exempted County to address mitigation or even a reduction in fees based on an adopted mobility plan and fee.

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# Road Impact Fee & Mobility Fee Comparison

The Florida Constitution grants local governments broad home rule authority to establish special assessments, impact fees, mobility fees, franchise fees, user fees, and service charges as revenue sources to fund specific governmental functions and capital infrastructure. Payment of impact fees or mobility fees are one of the primary ways local governments can require new development, along with redevelopment or expansion of existing land uses that generate additional transportation demand, to mitigate its impact to a local governments transportation system. While road impact fees and mobility fees are both intended to be a means in which a development can mitigate its transportation impact, the following are the major differences between the two fees:

### Road Impact Fees

- Partially or fully fund road capacity improvements, including new roads, the widening of existing roads, and the addition or extension of turn lanes at intersections to move people driving vehicles (i.e., cars, trucks, SUVs, motorcycles).
- Are based on increases in trip generation, vehicle trip length, and road capacity, along with the cost of road capacity improvements and the projected vehicle miles of travel from development.
- May be based on either an adopted LOS standard (aka standards or consumption-based fee) or on future road improvements (aka plan or improvements-based fee).

### Mobility Fees

- Pay for the cost associated with adding new multimodal capacity to move people walking, bicycling, scooting, riding transit, driving vehicles, or using shared mobility technology.
- Partially or fully fund mobility projects, including sidewalks, paths, trails, bike lanes, streetscape and landscape, complete and low speed streets, micromobility (i.e., electric bikes, electric scooters) devices, programs, and services, microtransit (i.e., golf carts, neighborhood electric vehicles, autonomous transit shuttles, trolleys) circulators, services and vehicles, new roads, the widening of existing roads, and turn lanes, signals, and ADA upgrades at intersections.
- Are based on increases in person trips, person trip lengths, and person miles of capacity from mobility projects, along with projected person miles of travel from new development.
- Assessment areas may include all or portions of a municipality or county, and may vary based on geographic location (e.g., downtown) or type of development (e.g., mixed-use).
- Must be based on future mobility projects adopted as part of a mobility plan and incorporated or referenced in the local governments Comprehensive Plan.

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# THE IMPACT FEE ACT & CASE LAW OVERVIEW

In the late 1970's and early 1980's local governments throughout Florida began adopting road impact fees as a means for new development to pay for its traffic impact and generate revenue to fund transportation infrastructure improvements. Counties, especially Charter Counties, began requiring that municipalities collect road impact fees on their behalf to fund improvements to the county road system. Throughout the 1980's, 1990's, and 2000's, municipalities throughout Florida challenged the ability of counties to compel them to collect road impact fees for new development. The opposition stemmed in part from an unintended consequence of transportation concurrency which was that it essentially stopped development in urban areas (aka "municipalities"). Both municipalities and development activity were constrained in their ability to add road capacity due to the cost of acquiring developed land and receiving opposition from existing residents concerned about increased traffic and the impact new road capacity would have on their neighborhoods.

The inability of development activity in urban areas to meet transportation concurrency resulted in development moving to suburban and rural areas (aka "urban sprawl") where fewer residents were likely to oppose new road capacity improvements and where road capacity was either available or cheaper to construct. Municipalities found themselves in the unenviable position of sending road impact fees to counties when development activity met concurrency requirements, only to watch road impact fees being spent on new road capacity projects outside of urban areas, which ultimately facilitated sprawl beyond municipal boundaries.

Furthermore, the courts often ruled in favor of counties, as municipalities that challenged being compelled to collect impact fees failed to present alternative solutions for addressing the traffic impacts of new development. These challenges all occurred prior to the Florida Legislature adopting the "Impact Fee Act" through Florida Statute 163.31801. Additionally, these challenges existed prior to the introduction of mobility plans and mobility fees and the adoption of the "Community Planning Act" through Florida Statute 163.3180.

Before the Florida "Impact Fee Act" was adopted, many local governments had already developed impact fees through their home rule powers. In 2006, the Legislature adopted the "Impact Fee Act" to provide process requirements for the adoption of impact fees and formally recognized the authority of local governments to adopt impact fees. Prior to 2006, the Florida Legislature, unlike many States throughout the U.S. that had already adopted enabling legislation, elected to defer to the significant case law that was developed in both Florida and throughout the U.S. to provide guidance to local governments to adopt impact fees.

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In 2009, the Legislature made several changes to the "Impact Fee Act", the most significant of which was placing the burden of proof on local governments, through a preponderance of the evidence, that the imposition of the fee meets legal precedent and the requirements of Florida Statute Section 163.31801. Prior to the 2009 amendment, Courts generally deferred to local governments as to the validity of an imposed impact fee and placed the burden of proof, that an imposed impact fee was invalid or unconstitutional on the plaintiff.

In 2019, the Legislature, through HB 207 and HB 7103, made several changes to the "Impact Fee Act", the most significant of which was the requirement that fees cannot be collected prior to building permit issuance. The changes also expanded on the requirements of the dual rational nexus test, the collection and expenditure of fees, credits, and administrative cost.

In 2020, the Legislature, through SB 1066, made several additional changes to the Impact Fee Act to clarify that new or updated impact fees cannot be assessed on a permit if the permit application was pending prior to the new or updated fee. The bill also made credits assignable and transferable to third parties.

In 2021, the Legislature, through HB 337 made significant amendments to the "Impact Fee Act", which the Governor subsequently approved. The amendments require that impact fees be based on planned improvements and that there is a clear nexus between the need for improvements and the impact from new development.

The amendments have a greater impact on increases to existing impact fees and have phasing requirements for increases to existing fees. There are provisions that allow a local government to fully implement updated fees based on a finding of extraordinary circumstances, holding public hearings, and requiring a super majority approval by elected officials.

In 2024, the Legislature, through HB 479 made amendments to the "Impact Fee Act" that requires fee studies be completed and adopted within 12 months from the date of initiation of the study. The amendment also stipulated that data used in fee studies should not be older than four years. The amendment also requires alternative transportation systems recognize transportation or road impact fee credits granted prior to adoption of the alternative transportation systems. The most recently enacted version of Florida Statute Section 163.31801 is provided in **Appendix C**.

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One of the purposes of this Technical Report, consistent with Florida Statute Section 163.31801(4)(f) and (g), is to demonstrate that the City of Flagler Beach' Mobility Fee is proportional and reasonably connected to, or has a rational nexus with, both the **"need"** for mobility projects and the mobility **"benefits"** provided to those who pay the fee, otherwise known as the "dual rational nexus test", herein further described as:

**The "Need" for additional (new) capital facilities (mobility projects) to accommodate the increase in demand (impact) from growth (new development), and**

**The "Benefit" that the new growth (new development) receives from the payment and expenditure of fees to construct the new capital facilities (mobility projects).**

In addition to the "dual rational nexus test", the U.S. Supreme Court in Dolan v. Tigard also established a "rough proportionality test" to address the relationship between the amount of a fee imposed on development activity and the impact of the development activity. The "rough proportionality test" requires that there be a reasonable relationship (proportional and reasonably connected) between the impact fee and the impact of development activity based upon the applicable unit of measure for residential and non-residential uses. The "rough proportionality test" further requires that the variables used to calculate a fee are reasonably assignable and attributable to the impact of development activity.

The Courts recognized the authority of a municipality to impose "impact fees" in Florida occurred in 1975 in the case of City of Dunedin v. Contractors and Builders Association of Pinellas County, 312 So.2d 763 (2d DCA. Fla., 1975), where the court held: "that the so-called impact fee did not constitute taxes but was a charge using the utility services under Ch. 180, F. S." The Court set forth the following criteria to validate the establishment of an impact fee:

***"…where the growth patterns are such that an existing water or sewer system will have to be expanded in the near future, a municipality may properly charge for the privilege of connecting to the system a fee which is in excess of the physical cost of connection, if this fee does not exceed a proportionate part of the amount reasonably necessary to finance the expansion and is earmarked for that purpose." 312 So.2d 763, 766, (1975).***

The case was appealed to the Florida Supreme Court and a decision rendered in the case of Contractors and Builders Association of Pinellas County v. City of Dunedin 329 So.2d 314 (Fla. 1976), in which the Second District Court's decision was reversed. The Court held that "impact fees" did not constitute a tax; that they were user charges analogous to fees collected by privately owned utilities for services rendered.

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However, the Court reversed the decision, based on the finding that the City did not create a separate fund where impact fees collected would be deposited and earmarked for the specific purpose for which they were collected, finding:

***"The failure to include necessary restrictions on the use of the fund is bound to result in confusion, at best. City personnel may come and go before the fund is exhausted, yet there is nothing in writing to guide their use of these moneys, although certain uses, even within the water and sewer systems, would undercut the legal basis for the fund's existence. There is no justification for such casual handling of public moneys, and we therefore hold that the ordinance is defective for failure to spell out necessary restrictions on the use of fees it authorizes to be collected. Nothing we decide, however prevents Dunedin from adopting another sewer connection charge ordinance, incorporating appropriate restrictions on use of the revenues it produces. Dunedin is at liberty, moreover, to adopt an ordinance restricting the use of moneys already collected. We pretermit any discussion of refunds for that reason." 329 So.2d 314 321, 322 (Fla. 1976)***

The case tied impact fees directly to growth and recognized the authority of a local government to impose fees to provide capacity to accommodate new growth and basing the fee on a proportionate share of the cost of the needed capacity. The ruling also established the need for local government to create a separate account to deposit impact fee collections to help ensure those funds are expended on infrastructure capacity.

The Utah Supreme Court had ruled on several cases related to the imposition of impact fees by local governments before hearing Banberry v. South Jordan. In the case, the Court held that: "the fair contribution of the fee-paying party should not exceed the expense thereof met by others. To comply with this standard a municipal fee related to service like water and sewer must not require newly developed properties to bear more than their equitable share of the capital costs in relation to the benefits conferred" (Banberry Development Corporation v. South Jordan City, 631 P. 2d 899 (Utah 1981). To provide further guidance for the imposition of impact fees, the court articulated seven factors which must be considered (Banberry Development Corporation v. South Jordan City, 631 P. 2d 904 (Utah 1981):

***"(1) the cost of existing capital facilities;***

***(2) the manner of financing existing capital facilities (such as user charges, special assessments, bonded indebtedness, general taxes or federal grants);***

***(3) the relative extent to which the newly developed properties and the other properties in the municipality have already contributed to the cost of existing capital facilities (by such means as user charges, special assessments, or payment from the proceeds of general taxes);***

***(4) the relative extent to which the newly developed properties in the municipality will contribute to the cost of existing capital facilities in the future;***

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***(5) the extent to which the newly developed properties are entitled to a credit because the municipality is requiring their developers or owners (by contractual arrangement or otherwise) to provide common facilities (inside or outside the proposed development) that have been provided by the municipality and financed through general taxation or other means (apart from user fees) in other parts of the municipality;***

***(6) extraordinary costs, if any, in servicing the newly developed properties; and***

***(7) the time-price differential inherent in fair comparisons of amounts paid at different times."***

The Court rulings in Florida, Utah and elsewhere in the U.S. during the 1970's and early 1980's led to the first use of what ultimately became known as the "dual rational nexus test" in Hollywood, Inc. v. Broward County; which involved a Broward County ordinance that required a developer to dedicate land or pay a fee for the County park system. The Florida Fourth District Court of Appeal found to establish a reasonable requirement for dedication of land or payment of an impact fee that:

***"… the local government must demonstrate a reasonable connection, or rational nexus between the need for additional capital facilities and the growth of the population generated by the subdivision. In addition, the government must show a reasonable connection, or rational nexus, between the expenditures of the funds collected and the benefits accruing to the subdivision. In order to satisfy this latter requirement, the ordinance must specifically earmark the funds collected for the use in acquiring capital facilities to benefit new residents." (Hollywood, Inc. v. Broward County, 431 So. 2d 606 (Fla. 4th DCA), rev. denied, 440 So. 2d 352 (Fla. 1983).***

In 1987, the first of two major cases were heard before the U.S. Supreme Court that have come to define what is now commonly referred to as the "dual rational nexus test". The first case was Nollan v. California Coastal Commission which involved the Commission requiring the Nollan family to dedicate a public access easement to the beach in exchange for permitting the replacement of a bungalow with a larger home which the Commission held would block the public's view of the beach.

Justice Scalia delivered the decision of the Court: "The lack of nexus between the condition and the original purpose of the building restriction converts that purpose to something other than what it was...Unless the permit condition serves the same governmental purpose as the development ban, the building restriction is not a valid regulation of land use but an out-and-out plan of extortion (Nollan v. California Coastal Commission, 483 U. S. 825 (1987)". The Court found that there must be an essential nexus between an exaction and the government's legitimate interest being advanced by that exaction (Nollan v. California Coastal Commission, 483 U. S. 836, 837 (1987).

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The second case, Dolan v. Tigard, heard by the U.S. Supreme Court in 1994 solidified the elements of the "dual rational nexus test". The Petitioner Dolan, owner, and operator of a Plumbing & Electrical Supply store in the City of Tigard, Oregon, applied for a permit to expand the store and pave the parking lot of her store. The City Planning Commission granted conditional approval, dependent on the property owner dedicating land to a public greenway along an adjacent creek and developing a pedestrian and bicycle pathway to relieve traffic congestion. The decision was affirmed by the Oregon State Land Use Board of Appeal and the Oregon Supreme Court. The U.S. Supreme Court overturned the ruling of the Oregon Supreme Court and held:

***"Under the well-settled doctrine of "unconstitutional conditions," the government may not require a person to give up a constitutional right in exchange for a discretionary benefit conferred by the government where the property sought has little or no relationship to the benefit. In evaluating Dolan's claim, it must be determined whether an "essential nexus" exists between a legitimate state interest and the permit condition. Nollan v. California Coastal Commission, 483 U. S. 825, 837. If one does, then it must be decided whether the degree of the exactions demanded by the permit conditions bears the required relationship to the projected impact of the proposed development." Dolan v. City of Tigard, 512 U.S. 383, 386 (1994)***

The U.S. Supreme Court in addition to upholding the "essential nexus" requirement from Nollan also introduced the "rough proportionality" test and held that:

***"In deciding the second question-whether the city's findings are constitutionally sufficient to justify the conditions imposed on Dolan's permit-the necessary connection required by the Fifth Amendment is "rough proportionality." No precise mathematical calculation is required, but the city must make some sort of individualized determination that the required dedication is related both in nature and extent to the proposed development's impact. This is essentially the "reasonable relationship" test adopted by the majority of the state courts. Dolan v. City of Tigard, 512 U.S. 388, 391 (1994)"***

An often-overlooked component of Dolan v. City of Tigard is the recognition that while multimodal facilities may off-set traffic congestion there is a need to demonstrate or quantify how the dedication of a pedestrian / bicycle pathway would offset the traffic demand generated. per the following excerpt from the opinion of the Court delivered by Chief Justice Rehnquist:

***"The city made the following specific findings relevant to the pedestrian/bicycle pathway: "In addition, the proposed expanded use of this site is anticipated to generate additional vehicular traffic thereby increasing congestion on nearby collector and arterial streets. Creation of a convenient, safe pedestrian/bicycle pathway system as an alternative means of transportation could offset some of the traffic demand on these nearby streets and lessen the increase in traffic congestion." We think a term such as "rough proportionality" best encapsulates what we hold to be the requirement of the Fifth Amendment. No precise mathematical calculation is required, but the city must make some sort of individualized determination that the required dedication is related both in nature and extent to the impact of the proposed development.***

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***With respect to the pedestrian/bicycle pathway, we have no doubt that the city was correct in finding that the larger retail sales facility proposed by petitioner will increase traffic on the streets of the Central Business District. The city estimates that the proposed development would generate roughly 435 additional trips per day. Dedications for streets, sidewalks, and other public ways are generally reasonable exactions to avoid excessive congestion from a proposed property use. But on the record before us, the city has not met its burden of demonstrating that the additional number of vehicle and bicycle trips generated by the petitioner's development reasonably relate to the city's requirement for a dedication of the pedestrian/bicycle pathway easement. The city simply found that the creation of the pathway "could offset some of the traffic demand . . . and lessen the increase in traffic congestion."***

***"As Justice Peterson of the Supreme Court of Oregon explained in his dissenting opinion, however, "[t]he findings of fact that the bicycle pathway system could offset some of the traffic demand' is a far cry from a finding that the bicycle pathway system will, or is likely to, offset some of the traffic demand." 317 Ore., at 127, 854 P. 2d, at 447 (emphasis in original). No precise mathematical calculation is required, but the city must make some effort to quantify its findings in support of the dedication for the pedestrian/bicycle pathway beyond the conclusory statement that it could offset some of the traffic demand generated." Dolan v. City of Tigard, 512 U.S. 687 (1994).***

The U.S. Supreme Court recently affirmed, through Koontz vs. St. Johns River Water Management District, that the "dual rational nexus" test equally applies to monetary exactions in the same manner as a governmental regulation requiring the dedication of land. Justice Alito described:

***"Our decisions in Nollan v. California Coastal Commission, 483 U. S. 825 (1987), and Dolan v. City of Tigard, 512 U. S. 374 (1994), provide important protection against the misuse of the power of land-use regulation. In those cases, we held that a unit of government may not condition the approval of a land-use permit on the owner's relinquishment of a portion of his property unless there is a "nexus" and "rough proportionality" between the government's demand and the effects of the proposed land use. In this case, the St. Johns River Water Management District (District) believes that it circumvented Nollan and Dolan because of the way in which it structured its handling of a permit application submitted by Coy Koontz, Sr., whose estate is represented in this Court by Coy Koontz, Jr. The District did not approve his application on the condition that he surrender an interest in his land. Instead, the District, after suggesting that he could obtain approval by signing over such an interest, denied his application because he refused to yield." Koontz v. St. Johns River Water Management District 1333 S. Ct. 2586 (2013).***

***"That carving out a different rule for monetary exactions would make no sense. Monetary exactions—particularly, fees imposed "in lieu" of real property dedications—are "commonplace" and are "functionally equivalent to other types of land use exactions." To subject monetary exactions to lesser, or no, protection would make it "very easy for land-use permitting officials to evade the limitations of Nollan and Dolan." Furthermore, such a rule would effectively render Nollan and Dolan dead letters "because the government need only provide a permit applicant with one alternative that satisfies the nexus and rough proportionality standard, a permitting authority wishing to exact an easement could simply give the owner a choice of either surrendering an easement or making a payment equal to the easement's value." Koontz v. St. Johns River Water Management District 1333 S. Ct. 2599 (2013).***

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The Florida First District Court of Appeals recently affirmed, through The BoCC of Santa Rosa County vs. the Builders Association of West Florida, that impact fees are required to meet the "dual rational nexus" test to avoid being found to be an unconstitutional tax. The Court cited the following sections of Florida Statute:

***"Second, the Florida Impact Fee Act sets forth the minimum statutory requirements for a valid impact fee. § 163.31801(3), Fla. Stat. (2019). The Act requires impact fees to be based on the "most recent and localized data." § 163.31801(3)(a), Fla. Stat." The Board of County Commissioners v. Home Builders Assoc. of West Florida, Inc., 325 So. 3d 981, 985 (Fla. Dist. Ct. App. 2021).***

The Court cited expert testimony that the County's school impact fee did not recognize differences in growth or needs that would be the basis for different fees based on geographic location and needs due to new growth:

***"the impact fees failed the dual rational nexus test because they did not account for the differences between the northern and southern parts of the county. This resulted in impact fees that were disproportionate to the growth in these geographical regions." The Board of County Commissioners v. Home Builders Assoc. of West Florida, Inc., 325 So. 3d 981, 985 (Fla. Dist. Ct. App. 2021).***

The U.S. Supreme Court in April 2024 issued a unanimous decision in Sheetz v. County of El Dorado, California (144 S.Ct. 893) where the Court narrowly determined that legislatively enacted impact fees are not exempt from the requirements set forth in two previous property rights cases (Nollan v. California Coastal Commission and Dolan v. City of Tigard, Oregon). Thus, local governments that impose impact fees will now be subjected to a standard requiring them to demonstrate the relationship and relative impact of the development on the community. Specifically, local governments will have to show that conditions (impact fees) to obtain a land-use permit have an "essential nexus" (relationship) to the government's land-use interest and a "rough proportionality" between the weight on the property owner and the development's effects of the proposed land use.

The Impact Fee Act already requires imposed impact fees and mobility fees demonstrate an "essential nexus" between the fee and the impact from development activity. The Supreme Court ruling reinforces prior impact fee case law that the amount of impact fees or mobility fees imposed must be "rough proportionality" to the impact from development activity. The ruling also stipulated that required monetary payments in the form of impact fees are an exaction just like requiring development activity to dedicate land for a governmental purpose and could be subject to a takings claim if the impact fees imposed do not demonstrate an "essential nexus" between the amount and imposition and the impact from new development.

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# Development of a Mobility Plan & Mobility Fee

The development of a Mobility Plan and Mobility Fee for the City of Flagler Beach involved several steps. The following is an overview of the process used to develop a Mobility Plan and Mobility Fee consistent with statutory requirements **(Figure 2)**.

**Figure 2: Development of a Mobility Plan & Mobility Fee**




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# GROWTH

The first requirement of the **"dual rational nexus"** for the City's Mobility Fee is to demonstrate that there is a need for Mobility Projects to accommodate projected growth in person travel demand. An evaluation of the existing and projected population and employment was conducted for the City of Flagler Beach**.**

2025 population estimates for Flagler Beach and Flagler County were obtained from the Bureau of Economic and Business Research (BEBR). 2050 population projections for Flagler County were also sourced from BEBR. The projected population growth for 2050 is based on an annual growth rate of 1.54% for the City of Flagler Beach.

Current employment data for both Flagler Beach and Flagler County were obtained from the U.S. Census Bureau's OnTheMap dataset (2023), the most recent data available as of March 2026. The population and employment analysis demonstrates that there is projected to be an increase in population and employment in Flagler Beach between 2025 and 2050 **(Table 1)**.

Flagler Beach is projected to add roughly 2,633 residents and 910 employees by 2050 **(Table 1)**. The projected increase in population and employment will generate growth in vehicle miles of travel (VMT), person miles of travel (PMT), and additional person travel demand (PTD) from new development that will create a need for mobility projects within Flagler Beach.

**Table 1. Projected Growth**

| Year | Flagler Beach Population | Flagler Beach Jobs | Flagler County Population | Flagler County Jobs |
|---|---|---|---|---|
| 2025 (population) 2023 (employment) | 5,659 | 1,781 | 140,714 | 27,935 |
| 2050 (Mobility Plan future year) | 8,292 | 2,691 | 199,400 | 40,705 |
| Increase | 2,633 | 910 | 58,686 | 12,770 |

*Source: Population data for Flagler County was obtained from the Bureau of Economic and Business Research (BEBR) for 2025 and 2050. The 2050 population projection for Flagler County is based on the medium projections prepared by BEBR. The 2050 population projection for Flagler County results in an annual growth rate of 1.40% between 2025 and 2050 (199,400/140,714) ^ (1/25)-1 = 1.40%. The annual growth rate for the City between 2025 and 2050 is (8,292 / 5,659) ^ (1/25)-1 = 1.54%. The annual growth rate was used by the City of Palm Coast in the most recent update of its Transportation Impact Fee.*

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# VEHICLE MILES OF TRAVEL (VMT)

The growth in vehicle miles of travel (VMT) is one of the factors evaluated to determine the need for future mobility projects within the Mobility Study Area **(Map C)**. The Mobility Study Area includes all areas of the City and portions of unincorporated County to ensure roadways are evaluated to logical endpoints.

The evaluation of future vehicle miles of travel (VMT) includes major local roads, minor and major collectors, arterials, and limited access roads on City, County, and State roads within the Mobility Study Area **(Map C)**. The existing and future VMT was obtained using traffic data provided by the Florida Department of Transportation (FDOT) **(Appendix D)**.

The growth rates used for road segments were obtained from the most recently adopted version of the regional travel demand model used by the Volusia-Flagler Transportation Planning Organization (TPO). These growth rates were used to determine a total VMT growth of **222,980** within the Mobility Study Area between 2026 and 2050 **(Table 2)**, and a VMT growth of **126,490** for major local roads, arterials, and collectors.

**Table 2. Growth in Vehicle Miles of Travel (VMT)**

| Year | VMT Major Local, Arterials & Collectors | VMT Limited Access (I-95) | VMT All |
|---|---|---|---|
| 2026 (Mobility Plan base year) | 147,520 | 102,200 | 249,720 |
| 2050 (Model & Plan future year) | 274,010 | 198,690 | 472,700 |
| VMT increase (2026 to 2050) | 126,490 | 96,490 | 222,980 |

*Source: Flagler Beach Traffic Characteristics Data (**Appendix D**). The Vehicle Miles of Travel (VMT) for limited access roadways is taken from portions of Interstate 95 (**Map C**). 2050 projections use an average annual growth rate 2.41% for arterials and collectors and 2.59% for limited access roads. The annual growth rates were used by the City of Palm Coast in the most recent update of its Transportation Impact Fee.*

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# PERSON MILES OF TRAVEL (PMT)

The growth in vehicle miles of travel (VMT) is often used in road impact fees to evaluate the need for road capacity improvements to move vehicles. Mobility Fees utilize person miles of travel (PMT) to evaluate the need for mobility projects to move people. To account for trips made by people walking, biking, riding transit, and the number of people per vehicle (aka vehicle occupancy), the projected increase in vehicle miles of travel (VMT) demand is converted into person miles of travel (PMT) demand for major local, arterial and collector roads.

The conversion is based on person trips, vehicle trips, person trip length and vehicle trip length data obtained from the 2022 National Household Travel Survey (NHTS). The NHTS data is used to calculate a person miles of travel factor (PMTf) based on vehicle miles of travel (VMT) and person miles of travel (PMT) per trip purpose. The evaluation of the vehicle and person travel data from the 2022 NHTS resulted in a person miles of travel factor (PMTf) of **1.53 (Appendix E)**. The increase in PMT is based on the projected increase in VMT multiplied by the applicable person miles of travel factor (PMTf) illustrated in further detail in **Figure 3**.

**Figure 3: Person Miles of Travel Increase (PMTi)**

**∑ VMTtp = (∑ VTtp x VTLtp)**

**∑ PMTtp = (∑ PTtp x PTLtp)**

**PMTf = (∑ of PMTtp / ∑ of VMTtp)**

**VMTi = (2050 VMT - 2026 VMT)**

**PMTi = (VMTi x PMTf)**

***Where:***

| | |
|---|---|
| ***∑ VTtp =*** | ***Sum of Vehicle Trips by trip purpose (Appendix E)*** |
| ***∑ PTtp =*** | ***Sum of Person Trips by trip purpose (Appendix E)*** |
| ***VTLtp =*** | ***Average Vehicle Trip Length by trip purpose (Appendix E)*** |
| ***PTLtp =*** | ***Average Person Trip Length by trip purpose (Appendix E)*** |
| ***VMT =*** | ***Vehicle Miles of Travel*** |
| ***PMT =*** | ***Person Miles of Travel*** |
| ***∑ VMTtp =*** | ***Sum of Vehicle Miles of Travel by trip purpose (Appendix E)*** |
| ***∑ PMTtp =*** | ***Sum of Person Miles of Travel by trip purpose (Appendix E)*** |
| ***PMTf =*** | ***Person Miles of Travel factor of 1.53 (Appendix E)*** |
| ***VMTi =*** | ***Vehicle Miles of Travel Increase (Table 2)*** |
| ***PMTi =*** | ***Person Miles of Travel increase (Table 3)*** |

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***PMTf = Person Miles of Travel factor of 1.53 (Appendix E)***
***VMTi = Vehicle Miles of Travel Increase (Table 2)***
***PMTi = Person Miles of Travel increase (Table 3)***

The projected increase in PMT within the Mobility Fee Study Area between the Mobility Plan base year of 2026 and the future year of 2050 is **193,530** **(Table 3)**. The increase was calculated as follows per the formula illustrated:

**(2050 VMT) 274,010 - (2026 VMT) 147,520 = (VMTi) 126,490**

**(VMTi) 126,490 x (PMTf) 1.53 = 193,530**

The projected person miles of travel (PMT) increase of **193,530** demonstrates that there are future person miles of travel demand projected by 2050 that will result in the **"need"** for mobility projects to accommodate the increase in person travel demand **(Table 3)**. The documented increase in PMT and the identification of needed mobility projects, via the Mobility Plan, is consistent with the **"needs"** test of the dual rational nexus test.

**Table 3. Increase in Person Miles of Travel (PMT)**

| Vehicle & Person Miles of Travel | (VMT & PMT) |
|---|---|
| **2026 Mobility Plan Base Year** | |
| Vehicle Miles of Travel (VMT) | 147,520 |
| Person Miles of Travel factor (PMTf) | 1.53 |
| Person Miles of Travel (PMT) | 225,706 |
| **2050 Mobility Plan Future Year** | |
| Vehicle Miles of Travel (VMT) | 274,010 |
| Person Miles of Travel factor (PMTf) | 1.53 |
| Person Miles of Travel (PMT) | 419,235 |
| **Increase in VMT & PMT** | |
| Vehicle Miles of Travel increase (VMTi) | 126,490 |
| Total Increase in Person Miles of Travel (PMTi) | 193,530 |

***Source:** The 2050 VMT increase was obtained from **Table 2**. PMTi obtained by multiplying VMTi by 1.53.*

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# CITY OF FLAGLER BEACH MOBILITY FEE

The basis for the City of Flagler Beach Mobility Fee is the mobility projects identified in the Mobility Plan needed to meet future travel demand from new development, consistent with Florida Statutes 163.3180 and 163.31801. **Mobility Projects consist of improvements, programs, and services such as sidewalks, bike lanes, multi-use trails, shared use paths, curbless shared streets, low speed streets and traffic calming, primary multimodal corridors, road widenings, a lane reconfiguration, a one-way pair evaluation, a corridor study, intersection improvements, safety improvements, parking improvements, mobility hubs, wayfinding, a microtransit pilot, a water taxi, and more**.

The mobility projects identified in the Mobility Plan are intended to provide the person miles of capacity needed to meet future person miles of travel demand, consistent with the **"needs"** requirement of the dual rational nexus test. The mobility fees collected from new development are to be used to fund mobility projects that provide a mobility benefit to new development and accommodate the increase in person travel demand from that new development, consistent with the **"benefits"** requirement of the dual rational nexus test. The mobility fee collected from new development will be used to fund the mobility projects identified in the Mobility Plan **(Figure 4)**.

**Figure 4: Mobility Plan and Mobility Fee**




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# EXISTING CONDITIONS EVALUATION (ECE)

Florida Statute prohibits local governments from charging new development for an existing transportation deficiency (aka over capacity or backlogged roads). An existing conditions evaluation has been conducted to ensure that new development is not being charged for existing transportation deficiencies. The evaluation includes a system-wide analysis of all arterials and collectors within the Mobility Study Area **(Map C)**.

The existing conditions evaluation (ECE) is achieved by dividing the vehicle miles of travel (VMT) by the vehicle miles of capacity (VMC). The major local roads, arterials and collectors within the Mobility Study Area include City, County, and State roads **(Appendix D)**. A VMT/VMC ratio greater than **1.00** indicates that there are system-wide deficiencies. The VMT/VMC ratio in 2026 is **0.39** based on the existing conditions evaluation **(Table 4)**.

**Table 4. 2026 Existing Conditions Evaluation (ECE)**

| Functional Classification | Length (miles) | 2026 VMT | 2026 VMC | VMT to VMC Ratio |
|---|---|---|---|---|
| Local | 0.77 | 1,010 | 5,820 | 0.17 |
| Minor Collector | 7.34 | 9,710 | 112,400 | 0.09 |
| Major Collector | 1.81 | 7,350 | 41,950 | 0.18 |
| Minor Arterial | 7.71 | 52,510 | 134,440 | 0.39 |
| Principal Arterial | 3.49 | 76,940 | 144,010 | 0.53 |
| Limited Access | 1.08 | 102,200 | 206,300 | 0.50 |
| Total | 22.20 | 249,720 | 644,920 | 0.39 |

***Source:*** *Existing conditions are based on Traffic Characteristics Data for the Mobility Study Area (**Appendix D**). The Vehicle Miles of Travel (VMT) for limited access roadways is taken from portions of Interstate 95 (**Map C**).*

The mobility fee calculation includes an existing conditions evaluation factor (ECEf) to adjust mobility fee cost for system-wide deficiencies for major local roads, arterials and collectors within the Mobility Study Area. The existing conditions evaluation factor (ECEf) is determined by dividing the vehicle miles of capacity (VMC) by the vehicle miles of travel (VMT) as illustrated in **Figure 5**.

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**Figure 5. Existing Conditions Evaluation Factor (ECEf)**

$$\sum VMC = (\sum VMCml + \sum VMCmic + \sum VMCmac + \sum VMCmia + \sum VMCpa)$$

$$\sum VMT = (\sum VMTml + \sum VMTmic + \sum VMTmac + \sum VMTmia + \sum VMTpa)$$

$$ECEf = (\sum VMC / \sum VMT)$$

**If ECEf > 1.00, then the ECEf is set at 1.00**

***Where:***

***∑ VMC = Sum of Vehicle Miles of Capacity (Appendix D)***
***∑ VMT = Sum of Vehicle Miles of Travel (Appendix D)***
***ml = Major Local***
***mic = Minor Collector***
***mac = Major Collector***
***mia = Minor Arterial***
***pa = Principal Arterial***
***ECEf = Existing Conditions Evaluation factor (Table 5)***

VMC / VMT ratio greater than **1.00** indicates that the current system has adequate capacity to accommodate existing traffic. The VMC / VMT ratio is **2.97** based on the existing conditions evaluation **(Table 5)**. Thus, development activity is not being assessed for any system-wide deficiencies. For the Mobility Fee calculation, the ECEf will be set to **1.00**.

**Table 5. 2026 Existing Conditions Evaluation Factor (ECEf)**

| Functional Classification | Length (miles) | 2026 VMC | 2026 VMT | VMC to VMT Ratio |
|---|---|---|---|---|
| Local | 0.77 | 5,820 | 1,010 | 5.76 |
| Minor Collector | 7.34 | 112,400 | 9,710 | 11.58 |
| Major Collector | 1.81 | 41,950 | 7,350 | 5.71 |
| Minor Arterial | 7.71 | 134,440 | 52,510 | 2.56 |
| Principal Arterial | 3.49 | 144,010 | 76,940 | 1.87 |
| Total | 21.12 | 438,620 | 147,520 | 2.97 |

***Source:** Existing conditions are based on Traffic Characteristics Data for the Mobility Study Area (**Appendix D**). The Vehicle Miles of Travel (VMT) for limited access roadways that is taken from portions of Interstate 95 (**Map C**) is excluded from the existing conditions factor.*

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# MOBILITY PLAN SUMMARY

The Mobility Plan identifies mobility projects needed to meet the projected growth in travel demand over the next 24 years on the City's transportation system. The Mobility Plan is comprised of the following plans: (1) Mobility Plan Projects **(Map D & Appendix G)**; and (2) Implementation Initiatives **(Appendix H)**. The Plans includes detailed descriptions of mobility projects that serves as the basis for development of the mobility fee. The Plans include existing funded mobility projects, as well as projects needed to meet future travel demand needs.

Planning level cost (PLC) estimates are established for each mobility project and initiative identified in the Plan based on cost data from the Florida Department of Transportation (FDOT) and north central Florida data **(Appendix F)**. The PLC estimates for each mobility project are subject to change as the projects move from design to engineering and ultimately onto construction. Multimodal capacities (MC) have been developed for each type of mobility project **(Appendix F)**. The establishment of these multimodal capacities has been used to calculate a person mile of capacity (PMC) for each of the mobility projects. These multimodal capacities account for the capacity of multimodal and road projects. The following is a summary of the total length or number of projects, and the planning level cost (PLC) and person miles of capacity increase (PMCi) for mobility projects that are not currently programmed or under construction **(Table 6)**.

**Table 6. Mobility Plan Summary**

| Plans & Programs | Total Miles or Number of Projects | Planning Level Cost (PLC) | Person Miles of Capacity (PMC) |
|---|---|---|---|
| Mobility Plan Projects | 80.63 miles<br>1 Corridor Study<br>1 Mobility on Demand Service<br>6 Intersection Improvements<br>2 Mobility Hubs<br>1 Mobility Hub Evaluation<br>1 One-Way Pair Evaluation<br>1 Water Taxi<br>2 Roundabouts | $263,391,467 | 1,291,596 |
| Implementation Initiatives | 18.00 | $15,190,000 | 56,983 |
| Total | - | $278,581,467 | 1,348,579 |

***Source:*** *Mobility Plan Projects (**Appendix G**). Implementation Initiatives (**Appendix H**). The basis for the Planning Level Cost (PLC) and Person Miles of Capacity (PMC) is summarized in **Appendix F**.*

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# Reasonably Anticipated Funding

The availability of funding for the Mobility Plan over the next 24 years is projected to come from a variety of funding sources. These sources include the city, new development, the federal government, Flagler County, partnerships, and the State of Florida. The Mobility Plan is the first step in a multi-step process to fund mobility within the City. Proactively collaborating with new development, through public-private partnerships, is one way to advance mobility projects by potentially extending projects beyond development boundaries to close adjacent multimodal gaps in the transportation system.

Flagler County and Flagler Beach could allocate a portion of gas taxes towards the Mobility Plan. However, gas taxes have been declining locally, statewide, and nationally as vehicles have become more fuel efficient and the percentage of electric vehicles and hybrid vehicles increase. The federal government has not raised gas taxes in years. The State of Florida annually adjusts gas taxes on the first day of the year based on the prior year Consumer Price Index. Most gas taxes at all levels of government are largely earmarked for maintenance and operations of the existing transportation system, leaving minimal revenues available for new capacity and multimodal improvements.

The Mobility Plan includes several projects that are already funded or planned on State or County roads. Funded County projects are slated to receive funding through the Flagler County Capital Improvements Program. Funding for mobility projects on State roads is allocated through the FDOT District Five 5-Year Work Program.

Many of the mobility projects recommended in the Mobility Plan are on State and County facilities. For these projects, the assumption was made that 90% of the funding for each project would come from the respective agency, with the City offering up to 10% as a local match, subject to the availability of funds. Over the next 24 years, it is reasonably anticipated that approximately **$229,847,467** in funding will be available to fund mobility projects **(Table 7)**.

**Table 7. Reasonably Anticipated Funding Summary**

| | |
|---|---|
| **Mobility Plan Projects** | **$229,847,467** |
| **Implementation Initiatives** | **$0** |
| **Total** | **$229,847,467** |

***Source:*** *Mobility Plan Projects (**Appendix G**). Implementation Initiatives (**Appendix H**). The basis for the Planning Level Cost (PLC) and Person Miles of Capacity (PMC) is summarized in **Appendix F**.*

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# NEW GROWTH EVALUATION (NGE)

A new growth evaluation has been conducted to ensure that new development is not paying for more than its attributable share of mobility projects cost identified in the Mobility Plan, as required by case law and Florida Statute. The new growth evaluation factor (NGEf) is based on the increase in person miles of travel (PMT) and the increase in person miles of capacity (PMC) from the mobility projects illustrated in **Figure 6**.

**Figure 6. New Growth Evaluation Factor (NGEf)**

**NGEf = (PMTi / PMCi)**

**If NGEf > 1.00, then the NGEf is set at 1.00**

***Where:***

***PMTi = Person Miles of Travel increase (Table 3)***
***PMCi = Person Miles of Capacity increase (Table 6)***
***NGEf = New Growth Evaluation factor (Table 8)***

The new growth evaluation factor (NGEf) is **1.16** **(Table 8)**. A NGEf ratio that is less than 1.00 indicates that more capacity is being provided than what is needed to meet future demand. The NGEf ratio is greater than 1.00. Thus, the Mobility Fee is not assessing new development for more person miles of capacity (PMC) than is what is needed to accommodate projected increases in person miles of travel (PMT). For purposes of the calculation of the Mobility Fee rate, the new growth evaluation factor (NGEf) is set to **1.00**.

**Table 8. New Growth Evaluation Factor (NGE)**

| | |
|---|---|
| Increase in Person Miles of Travel (PMTi) | 193,530 |
| Increase in Person Miles of Capacity (PMCi) | 167,349 |
| New Growth Evaluation factor (NGEf) | 1.16 |

***Source:*** *The increase in person miles of travel is based on **Table 3**. The increase in person miles of capacity is based on **Table 6**. The new growth evaluation calculation is based on the formula provided.*

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# PERSON MILES OF CAPACITY RATE (PMCR)

The first component for calculating a Mobility Fee is the calculation of a person miles of capacity rate (PMCr). The attributable planning level cost (PLCa) is based on the planning level cost (PLC) for the mobility projects less the reasonably anticipated funding (AF). The assignable Mobility Plan Project cost (MPCa) is calculated by multiplying the planning level cost (PLCa) by the existing conditions evaluation factor (ECEf) and the new growth evaluation factor (NGEf). The assignable Mobility Plan cost (MPCa) is then divided by the increase in person miles of capacity (PMCi) to determine the person miles of capacity rate (PMCr)**(Figure 7)**.

**Figure 7. Person Miles of Capacity Rate (PMCr)**

$$\sum PLC = (\sum MPPc + \sum IIc)$$

$$\sum AF = (\sum MPPf + \sum IIf)$$

$$PLCa = (\sum PLC - \sum AF)$$

$$MPCa = ((PLCa \times ECEf) \times NGEf)$$

$$PMCr = (MPCa / PMCi)$$

***Where:***

| | | |
|---|---|---|
| ***PLC*** | = | ***Planning Level Cost (Table 6)*** |
| ***AF*** | = | ***Anticipated Funding (Table 7)*** |
| ***c*** | = | ***Cost*** |
| ***f*** | = | ***Funding*** |
| ***MPP*** | = | ***Mobility Plan Projects (Appendix G)*** |
| ***II*** | = | ***Implementation Initiatives (Appendix H)*** |
| ***PLCa*** | = | ***Attributable Cost of Mobility Plan Projects (Table 9)*** |
| ***ECEf*** | = | ***Existing Conditions Evaluation factor of 1.00 (Table 5)*** |
| ***NGEf*** | = | ***New Growth Evaluation factor of 1.00 (Table 8)*** |
| ***MPCa*** | = | ***Assignable Cost of Mobility Plan Projects (Table 9)*** |
| ***PMCi*** | = | ***Person Miles of Capacity increase (Table 6)*** |
| ***PMCr*** | = | ***Person Miles of Capacity Rate (Table 9)*** |

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The following is the calculation for the Person Miles of Capacity Rate (PMCr) based on the formula above.

**PLC of $278,581,467 = ($263,391,467 + $15,190,000)**

**AF of $229,847,467 = ($229,847,467+ $0)**

**PLCa of $48,734,000 = ($278,581,467 - $229,847,467)**

**MPCa of $48,734,000 = ($48,734,000 x 1.00) x 1.00)**

**PMCr of $291.21 = ($48,734,000 / 167,349)**

With an assignable Mobility Plan Cost (MPCa) of **$48,734,000** and a Person Miles of Capacity increase (PMCi) of **167,349**, the calculated Person Miles of Capacity PMC rate (PMCr) is **$291.21 (Table 9)**. The PMCr will be multiplied by the Person Travel Demand per land use on the Mobility Fee schedule to calculate the Mobility Fee rate per land use.

**Table 9. Person Miles of Capacity Rate (PMCr)**

| | |
|---|---|
| **Planning Level Cost (PLC)** | **$278,581,467** |
| **Anticipated Funding (AF)** | **$229,847,467** |
| **Attributable Planning Level Cost (PLCa)** | **$48,734,000** |
| **Existing Conditions Evaluation Factor (ECEf)** | **1.00** |
| **New Growth Evaluation Factor (NGEf)** | **1.00** |
| **Assignable Mobility Plan Cost (MPCa)** | **$48,734,000** |
| **Increase in Person Miles of Capacity (PMCi)** | **167,349** |
| **Person Miles of Capacity Rate (PMCr)** | **$291.21** |

***Source:*** *Mobility Plan Projects (**Appendix G**). Implementation Initiatives (**Appendix H**). The basis for the Planning Level Cost (PLC) and Person Miles of Capacity (PMC) is summarized in **Appendix F**. The Planning Level Cost (PLC) of mobility projects and implementation initiatives per **Table 6**. The anticipated funding per **Table 7**. The Existing Conditions Evaluation factor (ECEf) is obtained from **Table 5.** The New Growth Evaluation factor (NGEf) is obtained from **Table 8.** Person Miles of Capacity increase (PMCi) per **Table 6**. The Person Miles of Capacity Rate (PMCr) was determined per the formula provided.*

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# PERSON TRAVEL DEMAND PER USE (PTDU)

The second component for calculating a Mobility Fee for land uses in the Mobility Fee schedule is the calculation of person travel demand (PTD) for each use. The factors utilized in the calculation of person travel demand (PTD) for each use are the principal means to achieve the "rough proportionality" test established by the courts and Florida Statute 163.31801.

## Trip Generation

Trip generation rates are based on daily trip information published in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 12th edition. The detail for the daily trip generation rates for each land use is included in **Appendix I**. For uses where daily trips are not provided or there are only a few studies, the AM and PM Peak hours of adjacent street traffic were averaged and divided by a peak-to-daily ratio to derive daily trips.

The Mobility Fee schedule requires that trip generation rates for non-residential uses be based on multiple land uses. The trip generation for Mobility Fee schedule land uses such as Community Serving, Long Term Care, and Overnight Lodging are based on weighted AM and PM trip generation data to develop the daily trip generation rates. Additional detail is provided in **Appendix I**.

The simplest way to calculate the daily trip generation rate for a use, where trip generation is based on multiple trip generation rates, would be to simply average the trip rates. The issue with a simple average is that the ITE Manual may only have one (1) or two (2) studies for a given land use and 50 studies for another use. Generally, the greater the number of studies, the more accurate the trip generation rate is for a given use. To ensure that a trip generation rate based on one (1) study does not have the same weight as a trip generation rate based on 30 studies, a weighted trip generation rate is calculated for each Land Use where daily trips are based on more than one ITE land use code.

## % New Trips

The percentage of new trips is based on a combination of the various pass-by analyses provided in ITE's Trip Generation Handbook, 3rd edition and various traffic studies conducted throughout Florida. The percentage of new trips differs slightly from the commonly used pass-by trip term as it is the percentage difference in trips after pass-by trips are deducted. While ITE's Trip Generation Handbook does not recognize pass-by rates for uses other than retail, pass-by rates are utilized for uses such as day care, entertainment, and civic uses to reflect how people move about the community. The detail for the % new trips is included in **Appendix J**. The concept is better understood based on the following example:

**(10 trips x (100% - 30% pass-by rate)) = 7 trips or 70% new trips).**

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### Person Trip Factor (PTf) & Person Trip Length (PTl)

The person trip factor (PTf) is used to convert vehicle trips to person trips based on the 2022 National Household Travel Survey (NHTS). The person trip length (PTl) is used to convert person trips to person travel demand (PTD). The NHTS data is based on travel surveys collected for the South Atlantic Region of the U.S., which includes Florida.

The travel surveys are from metropolitan statistical areas with a population of less than 1,000,000 people, which includes Flagler County **(Appendix L)**. The person trip factors and person trip lengths vary by trip purpose. Several trip purposes have been combined to more accurately reflect trip characteristics of the uses established in the Mobility Fee schedule.

The travel survey data utilized is for trips of 5.0 miles or less. The maximum trip length for Flager Beach is based on the length or travel along SR A1A within the City, the distance between downtown Flager Beach and Interstate 95, the travel along John Anderson Hwy to both I-95 and downtown Flager Beach **(Map F)**. The five (5) mile length represents the outer limit of travel. The trips lengths used in the mobility fee analysis are the average of all trip lengths by trip purpose, resulting in average trip lengths of between two (2) and three (3) miles for most trip purposes. Once trips reach I-95 or SR A1A outside the City, they distribute through-out a multi-county region.

### Person Miles of Travel (PMT)

The person miles of travel are calculated based on trip generation, percent new trips, the person trip factor, and person trip length. The person miles of travel (PMT) for land uses in the mobility fee schedule are then converted into Person Travel Demand (PTD) based on the Origin and Destination factor. The calculation for PMT is illustrated under the section for PTDu below.

### Origin Destination Factor (ODf)

Trip generation rates represent trip-ends at the site of a land use. Thus, a single origin trip from home to work counts as one trip-end for the residence and from work to the residence as one trip end, for a total of two trip ends. This distributes the impact of travel between origins and destinations of trips based on the overall share of travel by trip purpose. The application of the origin and destination factor (ODf) eliminates double charging new development for the same trip. The ODf is used in the calculation of PTDu (**Appendix J**).

### Person Travel Demand per Land Use (PTDu)

The result of multiplying Person Miles of Travel (PMT) by the Trip Purpose Factor (TPf) is the establishment of a Person Travel Demand per land use (PTDu) **(Appendix J)**. The PTDu reflects projected person travel during an average weekday for land uses in on the mobility fee schedule.

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The calculation for Person Travel Demand (PTD) is illustrated in **Figure 8**.

**Figure 8. Person Travel Demand per Use (PTDu)**

**PMTu = (((TG x % NEW) x PTf) x PTl)**

**PTDu = (PMTu x ODf)**

***Where:***

***PMTu = Person Miles of Travel per use (Appendix J)***
***TG = Trip Generation (Appendix I)***
***% NEW = Percent of Trips that are Primary Trips (Appendix J)***
***PTf = Person Trip Factor (Appendix J)***
***PTl = Person Trip Length (Appendix J)***
***TPf = Origin Destination Factor (Appendix J)***
***PTDu = Person Travel Demand per use (Appendix J)***

The following is an example of the calculation of the Person Travel Demand (PTD) for a single-family detached residential land use per 1,000 sq. ft. **(Appendix J).**

**Trip Generation (TG): 4.67**

**% New Trips (%NT): 1.00**

**Person Trip Factor (PTf): 1.60**

**Person Trip Length (PTl): 2.74**

**Person Miles of Travel (PMT): 20.47**

**Origin Destination factor (ODf): 0.50**

**Person Travel Demand (PTD): 10.24**

**(((TG x % NT) x PTf) x PTl) = PMT**
**(PMT x ODf) = PTDu**

**(((4.67 x 1.00) x 1.60) x 2.74) = 20.47**
**(20.47 x 0.50) = 10.24**

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# MOBILITY FEE ASSESSMENT AREA

There are two kinds of geographic areas in mobility fee systems: assessment areas and benefit districts. Assessment areas are based on either a physical location, such as a downtown, or a type of development pattern, such as a traditional neighborhood development (TND). New development within the city only pays the mobility fee rate applicable to the assessment area in which the new development is located.

The establishment of different assessment areas is done in recognition that certain geographic locations or types of developments will result in shorter trips, more people walking and bicycling, and higher levels of internal capture; thus, minimizing impact to the external roadway network. Multiple assessment areas are established for mobility fees to reflect differences dues to internal capture or external distribution of trips.

Multiple assessment area options within the city were considered based on a review of the Future Land Use Element (FLUE), Future Land Use Map (FLUM), and current development patterns. The FLUE, FLUM and current development patterns for the city do not feature enough variation to warrant Mobility Fees that vary by assessment area. Should the City continue to develop its downtown/CRA into a thriving, mixed-use district, then the City may elect to establish a downtown assessment area to account for internal capture of trips in a future update of the Mobility Fee.

The City of Flagler Beach mobility fee features a single **Assessment Area** for the City **(Map A)**. The assessment area defines where a mobility fee is assessed and collected from new development. The mobility fee is assessed at the time of development order application and is paid at the time a development permit is issued, or equivalent approval is granted by the City.

The Mobility Fee Ordinance will address assessment and imposition of the mobility fee on new development. The Mobility Fee Ordinance may either incorporate the Assessment Area map by reference or include the map as an exhibit to the Ordinance.

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# MOBILITY FEE SCHEDULE

To ensure the rough proportionality test is addressed, the person travel demand of individual land uses is used to calculate the mobility fee rate per use (MFru) in the mobility fee schedule **(Appendix L)**. The mobility fee rate is based on the person travel demand for each use (PTDu) listed on the mobility fee schedule multiplied by the person miles of capacity rate (PMCr).

The calculated person travel demand for each use (PTDu) represents the full person travel demand impact of that land use within the Mobility Study Area **(Appendix J)**. The mobility fee rate per use (MFru) has been developed to fund the mobility projects needed on City, County, and State Roads to address growth in future travel demand. Payment of the mobility fee based on land uses in the mobility fee schedule allows new development to equitably mitigate its impact to the City's transportation system.

The Mobility Fee schedule provides fee rates on a per 1,000 square foot or applicable unit of measure basis **(Appendix L)**. New development is assessed a mobility fee per use (MFau) at the time of building permit application on a per 1,000 square foot basis or applicable unit of measure. The calculations for determining the Mobility Fee are illustrated in **Figure 9**. The following is an example of the mobility fee calculation for a 1,500 sq. ft. single-family detached residential dwelling where the unit of measure (UM) is per 1,000 sq. ft.:

**(PTDu x PMCr) = MFu**

**(Sq. Ft. (sf) / 1,000) = UMu**

**MFru x UMu = MFau**

**(10.24 x $291.21) = $2,981**

**($1,500/ 1,000) = 1.50**

**(1.50 x $2,981) = $5,962**

**Figure 9. Mobility Fee Calculation**

**MFu = (PTDu x PMCr)**

**MFau = (MFu x UMu)**

***Where:***

***MFu = Mobility Fee per use (Appendix L)***

***PTDu = Person Travel Demand per use (Appendix J)***

***PMCr = Person Miles of Capacity Rate (Table 9)***

***MFau = Mobility Fee assessed per use***

***UMu = Unit of Measure per Use (Appendix L)***

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The mobility fee schedule seeks to strike a balance between the City's Comprehensive Plan and current market trends. The uses included on the mobility fee schedule enable the City of Flagler Beach to use the Mobility Fee as an additional tool to further integrate land use and transportation planning consistent with the City's Comprehensive Plan. The calculated mobility fee per land use is provided in **Appendix L**.

The mobility fee schedule of uses is broken down into five (5) components that are further described below the **Figure 4**: (1) category of land uses; (2) individual land use classifications; (3) representative land uses; (4) Assessment Area; and (5) the mobility fee rates per land use. The following is an example the five (5) components of the mobility fee schedule **(Figure 10)**.

**Figure 10: Mobility Fee Schedule Components**

| **Five (5) Components of a Mobility Fee Schedule** | |
|---|---|
| **Use Categories, Uses Classifications, & Representative Uses** | **(Assessment Area)** |
| | **City-wide** |
| **(1st Use Category) = Institutional Uses** | |
| **(2nd Use Classification) = Community Serving**<br>**(3rd Representative Use) = (Center, Club, Clubhouse, Lodge, Museum, Performance Venues, Place of Assembly or Worship)** | **(5th Mobility Fee Rates)** |

The first (1st) component is overall categories of land uses, such as residential & lodging uses or office uses. Under each overall category there are multiple uses for which a mobility fee is calculated. The overall category is generally consistent with the function of a given land use for the individual land use classification. These overall categories are generally consistent with the City Comprehensive Plan and the ITE Trip Generation Manual.

The second (2nd) component is individual land use classifications, such as community serving or high impact retail. These individual land use classifications have similar person travel demand characteristics and / or similar functions to the overall land use category. These individual land use classifications are generally consistent with the ITE Trip Generation Manual classification under a given category of land uses. The individual land use classifications will specify the unit of measure to calculate the mobility fee if it differs from a rate per square foot.

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The third (3rd) component is representative land uses under the individual land use classifications. These representative land uses are shown in brackets such as (Afterschool, Family Day Care, K-12, Pre-K, Trade School, Tutor) after the individual land use classification of Private Education. These representative land uses have similar person travel demand characteristics and functions to the individual land use classification.

These land uses are not exhaustive and are intended to serve as a guide to describe the types of use that would be assessed a mobility fee based on the rate for the individual land use classification. The definition of each individual land use classification provides further detail on the types of representative land uses that would fall under an individual land use classification. These representative land uses are generally consistent with the ITE Trip Generation Manual classification under a given category of land uses and individual land use classifications.

The fourth (4th) component is the Assessment Area. The mobility fee schedule includes a single, city-wide assessment area. In the future, the city could consider additional assessment areas.

The fifth (5th) component is the Mobility Fee rates per land use classification. The Mobility Fee rates are illustrated for each land use. The Mobility Fee for an individual land use is determined by multiplying the mobility fee rate by the applicable unit of measure.

### Residential & Lodging Uses

The Mobility Fee schedule proposes a streamlined approach to residential mobility fees that is easy to administer and addresses affordability. The schedule proposes a flat residential Mobility Fee rate per square foot for residential uses, regardless of the type of residential use.

The Mobility Fee is set up so that a 600 sq. ft. studio pays for 600 sq. ft., a 1,200 sq. ft. two-bedroom apartment pays for 1,200 sq. ft., and a 2,000 sq. ft. single-family detached dwelling pays for 2,000 sq. ft. There is a direct correlation between the size of a unit and the Mobility Fee to be paid.

The calculation of Mobility Fees per sq. ft. is consistent with how the building industry prices permits and is a tool available to the City to address affordability. Mobility Fees based on square footage, regardless of the type of residential use, reflects that as the size of a residential dwelling unit increases, there is a corresponding increase in the number of bedrooms **(Appendix M)** and vehicles per household **(Appendix N)**.

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An analysis of data from the 2022 National Household Survey illustrates that as the number of vehicles increases and household size increases, so does the corresponding vehicle miles of travel **(Appendix O).** Thus, like the trip generation rates for non-residential land uses, as the size of a dwelling unit increases, so does the number of associated vehicle trips.

### Institutional Uses

The Mobility Fee schedule features four institutional use classifications: (1) community serving; (2) long term care; (3) private education; and (4) institutional. Community serving uses include civic uses, galleries, museums, performance venues, and places of assembly, such as clubs, lodges, centers, and places of worship.

Long term care uses include assisted living facilities, care or recovery homes, congregate living facilities, and nursing homes. Private education uses include afterschool and family day care centers, Pre-K, K-12, trade and tutor schools. Public and charter schools are exempt from mobility fees and impact fees per Florida Statue. Institutional uses are hospitals, secondary education such as colleges and universities, along with education uses beyond primary school.

### Industrial Uses

The Mobility Fee schedule features one industrial use category. The industrial category includes general industrial uses such as assembly, brewing, distribution, fabrication, flex, manufacturing, processing, trades, utilities, as well as commercial storage uses such as mini-warehouses, outdoor storage, and warehouses.

### Commercial Recreational Uses

The Mobility Fee schedule includes three commercial recreational use classifications: (1) marina; (2) unenclosed commercial recreation uses; and (2) enclosed commercial recreation uses, outdoor. Commercial denotes these uses require some type of financial payment or membership and are typically private business operations, not publicly owned parks.

Marina includes uses such as wet berths, dry slips, ancillary repair, and yacht clubs. Unenclosed commercial recreation uses, based on a rate of per acre, consist of uses such as amusement, golf courses, tennis courts, and multipurpose recreation facilities, and the mobility fee is based on the number of acres. Enclosed commercial recreation uses, square foot, included uses such as gyms, health clubs, yoga, arcades, and dance studios.

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### Office Uses

The Mobility Fee schedule features one office use category for all types of office uses including for business and general office uses, such as accounting or real estate. This category also includes medical uses, such as clinics, dentists, medical doctors, emergency care, and veterinary. Often medical uses are separated from general office uses. The City of Palm Coast has long combined office uses into a single category due to the community level benefits of employment uses and to minimize the need to requirement payment of fees as office uses change between general and medical uses over time.

### Retail Land Uses

The Mobility Fee schedule includes three retail use classifications: (1) retail; (2) high impact retail; and (3) convenience retail. A significant update in the 12th edition of the ITE Trip Generation Manual is the addition of several multi-tenant retail center use classifications. This change prompted the development of a general retail use classification. These uses tend to have similar trip generation characteristics that are generally less than 75 trips per 1,000 square feet.

The second category is high impact retail. These uses tend to have similar trip generation characteristics of roughly 75 to 125 trips per 1,000 square feet and consist of banks, grocery stores, sit down restaurants, and pharmacies. The third category is convenience retail and includes uses such as gas stations and fast-food restaurants. These uses tend to have trip generation rates over 250 trips per 1,000 square feet.

### Additive Fees for Commercial Services & Retail Uses

The Mobility Fee schedule proposes five (5) additive fees for commercial services & retail uses where the mobility fee is based on a unit of measure other than per 1,000 sq. ft. These non-uses include: (1) motor vehicle charging; (2) motor vehicle fueling; (3) motor vehicle repair service; (4) parking; and (5) retail drive-through. As more land uses downsize, a mobility fee based solely on building size does not fully capture the travel demand impact of certain high travel demand uses.

Convenience uses have primarily been uses with motor vehicle fueling. Increasingly superstores, supermarkets, variety stores, and wholesale clubs have started to add motor vehicle fueling. The additive mobility fees will be assessed to any use that offers commercial motor vehicle charging and fueling and is accessible to the public or through a membership club.

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The mobility fee is assessed per commercial charging station or fueling position. Any motor vehicle charging station that does not charge for service will not be assessed a mobility fee, such as charging stations provided in a public or private garage that do not charge for use.

Uses with a motor vehicle repair or service bay shall be required to pay a mobility fee per bay or stall, plus any mobility fee associated with any building spaces that are not captured as part of a lane, stall, or bay. These uses would include motor vehicle repair service, quick lube, tire stores, as well as any motor vehicle accessories or modifications.

Commercial parking for nonpublic parking lots or parking garages, towing and storage, rental car lots, outdoor storage or outdoor auction shall be assessed a mobility fee per parking space.

Retail businesses would be assessed a mobility fee rate per drive-through. Uses such as grocery stores, variety stores, and large format retailers are starting to include drive-through lanes for either pharmacies or for general merchandise. Banks, pharmacies, and restaurants all feature higher trip generation rates when there are drive-through facilities. Some trips may be offset by customers going to the retail use.

However, as delivery services become more common, pass-by rates or trip chaining rates are decreasing as delivery trips are making one or two primary trips and not necessarily stopping for other trip purposes, like most people do when going shopping for general goods. Like banks and fast food, retail square footage will likely start to shrink as more purchases are delivery or focus on more auto related convenience trips with fewer people shopping for goods.

Some financial institutions, especially Credit Unions, are increasing their brick-and-mortar presence to attract additional customers. Other banks are eliminating branches entirely and just offering drive- through or walk-up free-standing ATMs. For banks with drive- through lanes, an additional Mobility Fee is assessed per drive-through lane. A Mobility Fee is also assessed for any free-standing walk-up ATMs or ATMs accessed via drive-through lanes.

Fast food or quick service restaurant uses are experiencing a transformation where buildings are getting smaller, while the number of drive-through lanes and delivery services are increasing. Due to their high travel demand impact, an additive fee would be assessed for the drive-through lane to capture the impact of quick service uses that offer one or more drive-through lanes. Some quick service uses are migrating to walk-up ordering, outdoor seating only, with two drive-through lanes and one delivery pick-up lane, further increasing travel demand. This impact is not captured by simply evaluating the building.

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# MOBILITY FEE COMPARISON

A comparison between the City of Flagler Beach Mobility Fee and the existing Palm Coast Transportation Impact Fee has been prepared **(Appendix M)**. While the comparison is a useful metric, the Flagler Beach Mobility Fee and Palm Coast Transportation Impact Fee use different methodologies. The land uses listed in the Flagler Beach and Palm Coast schedules are also not the same. Therefore, a best fit analysis was used to allow for the comparison. Palm Coast's Transportation Impact Fee is based on rates from their 2025 Transportation Impact Fee Technical Report. The Flagler Beach Mobility Fee is based on the most recent and localized data as of 2026. Palm Coast provides 44 different impact fee rates. The Flagler Beach Mobility Fee schedule is more streamlined with a total of 20 mobility fee land use rates.

Both the Palm Coast Transportation Impact Fee and the Flagler Beach Mobility Fee use a plan-based methodology where the fee is based on the cost to construct specific projects. However, Palm Coast's Transportation Impact Fee uses vehicle miles of travel, trip lengths and the cost of add road capacity to determine its fee. The Flagler Beach Mobility Fee uses person miles of travel, person miles of capacity, person travel demand, and trip lengths based on the 2022 National Household Travel Survey (NHTS). The Mobility Fee also emphasizes multimodal projects over road capacity projects. The uses and units of measure also differ when comparing the Palm Coast Transportation Impact Fee and the Flagler Beach Mobility Fee.

Both the Palm Coast Transportation Impact Fee and the Flagler Beach Mobility Fee for residential land uses is based on the enclosed livable square footage for single-family and multi-family residential uses under roof. On a per 1,000 sq. ft. basis, Flagler Beach's Mobility Fee is lower than Palm Coast's Transportation Impact Fee. The mobility fee for a 1,500 square foot single-family detached residential dwelling results lower fee than the Palm Coast's Transportation Impact Fee for the same unit **(Appendix N)**. The mobility fee for a multi-family residential development / building will be similar to Palm Coast's fee when considering livable square footage.

Flager Beach's Mobility Fee is lower than the Palm Coast Transportation Impact Fee for all land uses except motor vehicle repair, with that difference due to changes in trip generation rates between the 11$^{th}$ and 12$^{th}$ Edition of the ITE Trip Generation Manual. The ITE Trip Generation Manual was updated after the Palm Coast Transportation Impact Fee was updated. Higher rates for Palm Coast are relative as the unit of measure is different for this land use, making exact comparisons more difficult to evaluate. Palm Coast is much larger than Flagler Beach and the average trip lengths are based on all trips ten miles or less in length. Flagler Beach is more compact with shorter overall trip lengths, based on all trips five miles of less in length.

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# MOBILITY FEE BENEFIT DISTRICT

The benefit test of the dual rational nexus test requires that local governments establish defined areas or districts within which mobility fees collected are earmarked for expenditure. The geographic limits of the proposed Mobility Fee Benefit District include the current City limits and portions of unincorporated Flagler County **(Map B)**. The extension of a Mobility Fee Benefit District beyond current City limits was done in recognition that travel demand does not start or stop at City limits **(Map B)**.

Having a Mobility Fee Benefit District that extends beyond the city limits ensures that the city can expend Mobility Fees on projects identified in the Mobility Plan outside the City limits that cross enclaves or terminate at logical endpoints. It also allows the City to address extra jurisdictional impacts and to work in a cooperative manner with the County and FDOT to partially fund mobility projects that would provide a mobility benefit to new development that pays the mobility fee. The extended boundaries also ensure the ability of the City to fund mobility projects in surrounding areas to provide for continuity and connectivity.

In the future, to advance mobility projects and to form public / private partnerships, the City may elect to establish a development specific mobility fee benefit district. A development specific benefit district would accommodate instances where new development advances mobility projects within a defined area. The benefit district could be a tool to collect mobility fees from various end users within a defined development and reimburse the new development that advanced the mobility project with mobility fees collected within the benefit district.

The benefit district could also include unaffiliated third-party development activity within a defined area that would pay its mobility fee, and the City would reimburse the development that provided a mobility benefit outside of the limits of its development boundary. Any development specific benefit district would be established through a developer agreement between the City and the new development. The agreement would address the limits of the district and any development specific collection of mobility fees, utilization of credit, or reimbursement to the developer.

The City will be required to establish a mobility fee special revenue account. Special revenue accounts ensure that mobility fees are expended within the Benefit District and are appropriately accounted for to address annual State mandated audit requirements for Mobility Fee collections and expenditures.

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# DEFINITIONS

Any defined term in this Technical Report does not supersede definitions in the City's Comprehensive Plan or Land Development Regulations for non-mobility fee related purposes.

***Additive Fees for Commercial Services & Retail Uses*** means a land use with a mobility fee rate based on a unit of measure that generates high levels of impact per unit such as service bays, fueling positions for motor vehicles, and drive-through lanes for banks, restaurants, and retail uses. These mobility fees per unit of measure are assessed in addition to mobility fees assessed per land use based on square footage of buildings and structures or the applicable unit of measure for the land use. These non-residential uses fees may be referred to additive fees or additive mobility fees.

***Amenities and Ancillary Uses*** means buildings, structures, and lands with a clubhouse, meeting spaces, laundry facilities, guard houses, fields, courts, indoor or outdoor recreation uses, garages, parking structures, barns, sheds, landscape maintenance facilities that do not generate additional person travel demand, are not open to the public, are not a commercial use. These amenities are generally associated with residential developments and overnight lodging. These uses are not assessed a mobility fee unless they are open to the public and charge for use either through cash or electronic payment or through membership or club dues.

***Assessment Area*** means a geographic area of the City or a specific development pattern where mobility fees are assessed on new development.

***Benefit District*** means a geographic area of the City where mobility fees paid by new development are expended on mobility projects.

***Car Wash*** means a building, stalls, stations, or tunnels for the cleaning, detailing, polishing, washing, or waxing of automobiles which fall under the description of ITE Trip Generation Manual Land Use Code Series 900. This use includes full-service, partial service, and self-service uses. This use falls under Commercial & Retail Uses; *Convenience Retail* and the unit of measure shall be per 1,000 sq. ft. consistent with the 12th Edition of the ITE Trip Generation Manual.

***Chain*** means a retail use with seven or more locations and may be either corporate owned, individually owned, or use a franchise model or some combination thereof. Chain uses benefit from pooled sourcing of goods and advertising and branding that covers multiple locations and platforms. Signage, logos, color schemes, goods, services, or perishable items are often the same regardless of location.

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***Commercial Recreational Uses*** mean those public or quasi-public uses that serve a community's social, cultural, fitness, entertainment, and recreational needs, which include applicable land uses specified in the ITE Trip Generation Manual under Land Use Code Series 400.

***Commercial & Retail Uses*** means those commercial activities which provide for sale, lease, or rent of goods, products, services, motor vehicles, or accommodations for use by individuals, businesses, or groups and which include those uses specified in the ITE Trip Generation Manual under Land Use Code Series 800 and 900.

***Community Serving*** means those uses that are operated by non-profit civic organizations, governmental entities, foundations, or fraternal organizations, including places of assembly. Community serving also includes uses such as YMCA, museum, art studio, gallery, cultural center, community centers, community theater, library, or a fraternal or masonic lodge or club, or any community and civic based uses that do not sell retail goods or services for profit and that participates in community and public activities. Food, beverages, goods, and services may be offered for ancillary fundraising and sales to support the community serving use.

***Convenience Retail*** means car washes, chain fast food, convenience market or stores, and gas stations. Convenience retail with fast food restaurant drive-through lanes or motor vehicle charging or fueling shall be assessed an additive impact fee per drive-through and charging or fueling position. ITE Land Use Codes 851, 930, 933 thru 938, and 944 thru 949.

***Enclosed Commercial Recreation*** means facilities that primarily focus on individual or group fitness, exercise, training or provide recreational activities. The uses typically provide exercise, dance or cheerleading classes, weightlifting, yoga, Pilates, cross-fit training, fitness, and gymnastics equipment. Indoor commercial recreation also includes uses such as bowling, pool, darts, arcades, video games, batting cages, trampolines, laser tag, bounce houses, skating, climbing walls, and performance centers. Food, beverages, equipment, and services may be offered for ancillary sales. The use would generally fall under the ITE Land Use Code Series 400.

***High Impact Retail*** shall mean chain grocery stores, supermarkets, superstores, variety stores, package stores, liquor, or alcohol for off-site consumption, where 50% or more of the gross square footage of the use is for the sale of edible or drinkable goods. These uses may offer other goods, products, and services such as on-site consumption of food or beverages, pharmacies, cleaning and household supplies, pharmacies, and other personal services. High Impact Retail uses also include banks, credit unions, sit-down restaurants, and pharmacies. These uses generally generate between 75 and 250 daily trips per 1,000 sq. ft.

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***Impact*** means any new development that results in an increase in person travel demand above the demand generated by the existing use of property, including submerged properties.

***Implementation Initiatives*** means initiatives intended to implement the Mobility Plan. These implementation initiatives include a variety of policies, plans, and programs that may be undertaken as part of implementation of the mobility plan and expenditure of mobility fees.

***Industrial*** means those activities which are predominantly engaged in building and construction trades, the assembly, distribution, finishing, packaging, processing, production, and/or storage of goods or products, utilities, recycling, waste management and uses that include brewing and distilling that may have taps, sampling or tasting rooms, and include those uses specified in the ITE Trip Generation Manual under Land Use Code Series 100 excluding governmental uses and commercial storage uses. Industrial uses typically have ancillary office space and may have display or merchandise display areas for various trades and industries that are not open to the general public. Industrial uses are also located in land uses and zoning districts intended for industrial uses.

***Industrial Uses*** means those activities which are predominantly engaged in the assembly, distribution, fabrication, finishing, packaging, processing, production, storage, and/or warehousing of goods and products and which include those uses specified in the ITE Trip Generation Manual under Land Use Code Series 100 but excluding governmental uses. Industrial Uses also means facilities or acreage in which one or more warehouses, storage units or vaults are rented for the storage of goods and/or acreage or is providing for the storage of boats, RVs, motor vehicle trailers and other physical items that are larger than what is typically stored within an enclosed structure. The acreage for outdoor storage, excluding drive aisles, buffers, and stormwater management areas, shall be converted to square footage for purposes of calculating the fee. This shall not include an individual's personal property where such items are stored by the owner of the land and not for commercial purposes, subject to allowance by land development and zoning regulations.

***Institutional*** means hospitals and those uses related to and higher education including colleges, trade-schools, universities, schools of arts, instruction, modeling, and music. These uses are in ITE Trip Generation Manual under Land Use Code Series 500.

***Institutional uses*** mean those public or quasi-public uses that serve one or more community's social, educational, health, cultural, and religious needs and which include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 500, and includes Land Use

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Codes 253, 254, 255, and 620. Land Use Codes 540 and 550 are included in office uses and 580 and 590 falls under community serving.

***ITE Trip Generation Manual*** means and refers to the latest edition of the report entitled "Trip Generation" produced by the Institute of Transportation Engineers (ITE), and any official updates.

***Level of Service (LOS)*** means a quantitative stratification of the level of service provided to a facility, roadway, or service stratified into six letter grade levels, with "A" describing the highest level and "F" describing the lowest level; a discrete stratification of a level of service continuum.

***Local*** means a grocery store, pharmacy, or restaurant with six or fewer locations that is not owned by a chain corporation or is not part of a chain franchise model. Local uses do not generally have statewide or national advertisements and do not benefit from pooled sourcing of goods, advertising, and branding that covers multiple locations and platforms.

***Long Term Care*** means communities designed for long term care of on-site residents, such as assisted living facilities, care or recovery homes, congregate living facilities, and nursing homes, with common dining and on-site health facilities for residents that is not a general retail or commercial use open to the public. This use includes ITE Trip Generation Manual Land Use Codes 253, 254, 255, and 620.

***Marina*** means facilities that provide docks and berths for boats, including yacht clubs. Any buildings for shops, retail, or restaurants accessible to the public would fall under retail land use and pay the mobility fee rate for retail uses.

***Medical*** means a building or buildings that provide medical, dental, or veterinary services and care. Medical office shall also include any clinics, emergency care uses, and any uses specified in the ITE Trip Generation Manual under Land Use Code Series 600, including Land Use Code 720. Land Use Code 620 is included under Long Term Care land uses.

***Micromobility*** means electric powered personal mobility devices such as electric bicycles, electric scooters, hoverboards, One-Wheel, Unicycle, electric skateboards, and other electric assisted personal mobility devices. Low speed vehicles such as golf carts or mopeds are not considered personal micromobility devices.

***Microtransit*** means electric powered low speed vehicles, autonomous transit shuttles, golf carts, neighborhood electric vehicles, and transit circulators that seat less than 15 passengers.

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***Mobile Residence*** means land uses for the temporary or permanent placement of Manufacture Homes, Mobile Homes, Recreational Vehicles, Tiny Homes on Wheels, or Travel Trailers, within predefined lots or spaces that have connections for communications, electric, water, and wastewater. Mobile residence maybe located on an individual lot or parcel, or part of a unified development, park, or resort. Mobile residential parks may have common amenities and building with recreational uses, laundry, and park offices.

***Mobility*** means the ability to move people and goods from an origin (beginning point) to a destination (end point) by multiple modes of travel in a timely (speed) manner.

***Mobility Fee*** means a monetary exaction imposed on new development to fund mobility projects identified in the most recently adopted mobility plan.

***Mobility Fee Expenses*** means expenditures for: (a) the repayment of principal and interest or any redemption premium for loans, advances, bonds, bond anticipation notes, and any other form of indebtedness then outstanding consistent with statutory allowances and used to advance mobility projects identified in the mobility plan; (b) reasonable administrative and overhead expenses necessary or incidental to expanding and improving mobility projects; (c) crosswalks, elevated crossings, bridges, traffic control and crossing warning devices, landscape, trees, way finding, irrigation, hardscape, streetscape, and lighting related to projects; (d) micromobility devices, microtransit vehicles, programs and services; (e) mobility hubs, rail stations with parking structures, transit circulators, facilities, programs, shuttles, services and vehicles; (f) reasonable expenses for engineering studies, stormwater reports, soil borings, tests, surveys, construction plans, and legal and other professional advice or financial analysis relating to projects; (g) the acquisition of right-of-way and easements for the improvements, including the costs incurred in connection with the exercise of eminent domain; (h) the clearance and preparation of any site, including the demolition of structures on the site and relocation of utilities; (i) floodplain compensation, wetland mitigation and stormwater management facilities; (j) all expenses incidental to or connected with the issuance, sale, redemption, retirement, or purchase of bonds, bond anticipation notes, or other forms of indebtedness, including funding of any reserve, redemption, or other fund or account provided for in the ordinance or resolution authorizing such bonds, notes, or other form of indebtedness consistent with statutory allowances and used to advance mobility projects identified in the mobility plan; (k) reasonable costs of planning, design, survey, engineering, and construction, including mobilization, maintenance of traffic during construction and CEI (construction engineering and inspection) services of mobility projects; (l) City administration, implementation updates to the mobility plan and mobility fee,

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including any analysis, assessments, counts, data collection, plans, programs or studies needed for mobility projects or (m) local match for federal, state and county funded projects.

***Mobility Fee Schedule*** means the land uses for which a mobility fee is to be assessed on new development. The schedule includes the mobility fee rates per unit of measure for each land use.

***Mobility Fee Technical Report*** means the City of Flagler Beach Mobility Fee Technical Report dated April 2026 and prepared by NUE Urban Concepts, LLC that that identifies mobility projects within and adjacent to the City to meet future person travel demand from new development and serves as the basis for the City's mobility fee. The Technical Report documents the analysis, data and methodology used to develop a mobility fee and is adopted pursuant to an implementing ordinance which authorizes imposition of the mobility fee.

***Mobility Plan*** means the City of Flagler Beach 2050 Mobility Plan dated April 2026 that identifies mobility projects within and adjacent to the City and includes a separate document that details the description, cost, and capacity of each mobility project.

***Mobility Project*** means improvements such as bike lanes, buffered bike lanes, protected bike lanes, cycle tracks, raised bike lanes, intersections, interchanges, roundabouts, boardwalks, pathways, shared-use paths, multi-use paths/trails, sidewalks, traffic calming, elevated crossings, pedestrian bridges, overpasses or underpasses, roads, streets, and streetscape. Mobility projects also include policies, programs and services, wayfinding, micromobility devices, and transit vehicles, circulators, lanes, stops, and facilities, along with mobility hubs and corridor studies. Projects can include new or additional travel lanes and turn lanes, upgrade of roads that results in a change in functionally classification of the road, complete and low speed streets, curbless shared streets, new or upgraded traffic signals, traffic synchronization, mobilization, maintenance of traffic, survey, geotechnical and engineering, utilities, construction, PD&E, planning, engineering and inspection, utility relocation, right-of-way, easements, land acquisition, stormwater management facilities. These projects may also be referred to as mobility plan projects or multimodal projects.

***Mode*** means the choice of travel that a person undertakes and can include walking, jogging, running, bicycling, paddling, scooting, flying, driving a vehicle, riding a boat, transit, taxi or using a new mobility technology.

***Motor Vehicle*** means a car, SUV, truck, van, or motorcycle that is either electric powered, gasoline powered, a hybrid, or some other fuel source that propels the motor vehicle.

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***Motor Vehicle Charging or Fueling*** means the total number of motor vehicles that can be charged or fueled at one time (fueling positions). Increasingly, land uses such as superstores, (i.e., super Wal-Mart), variety stores, (i.e., Dollar General), and wholesale clubs (i.e., Costco) are also offering motor vehicle charging and fueling with or with/out small convenience stores. Outside of Florida, several grocery store chains are also starting to sell fuel. Free standing motor vehicle charging stations that charge a fee for use and are not a requirement of the City as an ancillary use of a development shall be required to pay a mobility fee. The impact fee rate per charging or fueling position would be in addition to any mobility fee per square foot under the applicable retail land use with motor vehicle charging or fueling. Motor vehicle charging stations that are not a primary use or function of a commercial or retail use and are either required by the City or provided as an ancillary use are exempt from payment of the mobility fee. The City shall have the ability to determine if a charging or fueling station is a commercial use.

***Motor Vehicle Repair Service*** means a building, bays, service bays, stalls, or stations for the routine maintenance of motor vehicles including oil changes, cleaning, or replacing filters, replacing windshield wipers, changing tires, providing for maintenance, service, and repair, and changing and topping off motor vehicle fluids and falls under the description of ITE Trip Generation Manual Land Use Code Series 800 and 900. Any building square footage associated with motor vehicle service would fall under retail uses and pay the applicable impact fee per the square footage of the building not associated with the quick lube service.

***Multimodal*** means travel by multiple modes of transportation, including travel lanes, sidewalks, pathways, shared-use paths, boardwalks, trails, canals, waterways for walking, jogging, running, bicycling, rollerblading, skating, scootering, driving, or use of a device for mobility impaired persons, and where allowed use of micromobility devices. Multimodal also means transit travel by microtransit, autonomous transit shuttles, buses, trolleys, boats or water born vehicles.

***Multimodal Capacity*** means the sustainable flow rate, at a service standard, at which persons or vehicles reasonably can be expected to traverse a point or a uniform section of a bicycle facility, pedestrian facility, roadway, or shared-use multimodal facility during a given time-period under prevailing conditions. For transit, the capacity is the maximum number of persons reasonably accommodated riding a transit vehicle, along with the frequency and duration of transit service.

***Multimodal Transportation System*** means the right-of-way, easements, roads, streets, canals, alleyways, curb-cuts, traffic control devices, stormwater management facilities, utilities, bridges, waterways, and multimodal facilities that allow for circulation, mobility, and parking within the City and accessibility to land uses, property, and modes of transportation within the City.

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***New Development*** means new residential and non-residential construction, any new land development or site preparation activity, any new construction of buildings or structures, any modification, reconstruction, redevelopment, or upgrade of buildings or structures, any change of use of a building, land, or structure, and any special exception approval, variance, or special use permit that results in an impact to the multimodal transportation system.

***Non-Residential Square Feet*** means the sum of the gross floor area (in square feet) of the area of each floor level under cover, including cellars, basements, mezzanines, penthouses, corridors, lobbies, stores, and offices, that are within the principal outside faces of exterior walls, not including architectural setbacks or projections. Included are all areas that have floor surfaces with clear standing head room (six feet six inches, minimum) and are used as part of primary use of the property of their use. If an area within or adjacent to the principal outside faces of the exterior walls is not enclosed, such as outdoor restaurant seating, areas used for storage of goods and materials, or merchandise display, and is determined to be a part of the primary use of property, this gross floor area is considered part of the overall square footage of the building. Areas for parking, circulation, ingress, egress, buffers, conservation, walkways, landscape, stormwater management, and easements or areas granted for transit stops or multimodal parking are not included in the calculation of square feet.

***Office*** means general offices, business services, clinics, dental, veterinary, and medical offices, real estate, and other professional activities primarily involving the provision of professional or skilled services, including but not limited to accounting, legal, real estate, insurance, financial, engineering, architecture, accounting, and technology.

***Office Uses*** means those businesses which provide professional services to individuals, businesses, or groups and which include those uses in the ITE Trip Generation Manual under Land Use Code Series 600 and 700 and includes Land Use Codes 610, 630, 640, 650, 710-715, 720,760, and 770.

***Overnight Lodging*** means places of accommodations, such as bed and breakfast, inns, motels, hotels and resorts that provide places for sleeping and bathing and may include supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, and limited recreational facilities (pool, fitness room) intended for primary use by guest(s) and which include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 300. Overnight lodging also includes short term vacation rentals where fees shall be assessed per habitable room where a person could reasonably sleep overnight.

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***Parking*** means a motor vehicle oriented non-residential use of land or structures primarily dedicated to the temporary or long-term parking garages or lots, storage, renting, staging, movement, or disposition of vehicles or equipment, towing or transitional lots whether operated for a fee or as part of a commercial enterprise.

***Person Miles of Capacity (PMC)*** means the number of persons "capacity" that can be accommodated, at a determined standard, on a facility while walking, bicycling, riding transit, driving, or using a mobility assisted device over a defined distance.

***Person Miles of Travel (PMT)*** means a unit used to measure person travel made by one person where each mile traveled is counted as one person mile. PMT is calculated by multiplying person trip length by the number of person trips. The increase in future person miles of travel is used to plan mobility project needs that form the basis for a mobility fee.

***Person Miles of Travel Factor (PMTf)*** means the factor utilized to convert vehicle miles of travel to person miles of travel based on the 2022 National Household Travel Survey.

***Person Travel Demand (PTD)*** means travel demand from new development based on trip generation, pass-by trips, vehicle trip lengths, limited access travel, origin and destination factors, vehicle miles of travel, and person miles of travel factors. The resulting mobility fees are roughly proportional to the person travel demand per use and assessment area provided on the mobility fee schedule.

***Person Trip (PT)*** means a trip by one person by one or more modes of travel including, but not limited to, driving a motor vehicle or low speed electric vehicle, riding transit, walking, bicycling or form of person powered, electric powered or gasoline powered device.

***Person Trip Length (PTl)*** means the length, in miles, of a person trip per trip purpose.

***Private Education*** means building or buildings used for pre-school, private school, childcare, or day care where students are educated by a non-governmental entity with grades ranging from pre-kindergarten to 12th grade. Private schools do not include Charter Schools, which are exempt from local government fees per Florida Statute. Childcare and day care shall mean a facility where care for young children is provided, normally during the daytime hours. Day care facilities generally include classrooms, offices, eating areas and playgrounds. Postsecondary education falls under office uses. These uses are under ITE Trip Generation Manual under Land Use Code Series 500.

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***Residential means*** a dwelling unit and shall include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 200, except for Land Use Codes 253, 254, and 255. Residential include tiny homes, accessory dwelling units, and dormitories.

***Residential Square Feet*** means the sum of the area (in square feet) of each dwelling unit measured from the exterior surface of the exterior walls or walls adjoining public spaces such as multifamily or dormitory hallways, or the centerline of common walls shared with other dwelling units. Square feet include all livable, habitable, and temperature controlled enclosed spaces (enclosed by doors, windows, or walls). This square footage does not include unconditioned garages or unenclosed areas under roof. For multifamily and dormitory uses, common hallways, lobbies, leasing offices, and residential amenities are not included in the square feet calculation, unless that space is leased to a third-party use and provides drinks, food, goods, or services to the public or paid memberships available to individuals that do not reside in a dwelling unit.

***Residential & Lodging Uses*** shall mean a dwelling unit or room in overnight accommodations or mobile home or RV park and shall include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 200 and 300 and land use code 416. Land use codes 253, 254, and 255 are considered institutional uses.

***Retail*** means personal service and retail uses, including local grocery, pharmacy, or restaurant uses. This includes land uses under ITE Land Use Codes Series 800, and 900. Retail includes all uses that do not fall under High Impact or Convenience Retail uses.

***Retail Drive-Through*** means any drive-through lane associated with a personal service or retail use. The drive-through may include an order window or a door, window, or other means of access to drop-off or pick-up up goods, items, services, ordered through a mobile app or online. Common uses include dry cleaners, pharmacies, or restaurants. Increasingly retail uses are including drive-through lanes to pick up ordered goods. Drive-through lanes associated with a bank, fast food or quick service restaurant, or financial institution are assessed additive mobility fees. Retail uses include those under ITE Land Use Codes Series 800 and 900, except those uses included on the mobility fee schedule with defined mobility fee rates.

***Streetscape*** means hardscape elements such as pavers, benches, lighting, trash and recycling receptacles, fountains, seating, shade structure, crosswalks, landscape elements such as canopy and understory trees, shrubs, bushes, grasses and flowers, green infrastructure and architectural structures and projections that provide shade and protection from various weather conditions.

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**Trip** means travel between locations, often between an origin, such as a home, to a destination, such as a business, but the trip can end and begin at the same location, such as walking a dog in the neighborhood where the home is both the origin and destination.

***Travel Demand*** means the mode of transportation mobility that people choose to use, and how those choices result in trips of varying lengths on the transportation system.

***Trip Length*** means the length of a trip per trip purpose.

***Trip Purpose*** means the primary purpose at the destination of a trip such as travel to buy goods, services, or meals, entertainment, recreation, school, work, places of assembly, errands, medical, day care, or work related. Trip purpose may be either home based, meaning the trip originates at a residence, or non-home based, meaning the trip originates at a destination other than a residence.

***Unenclosed Commercial Recreation*** means outdoor recreational activity including land uses with miniature golf, batting cages, video arcade, bumper boats, go-carts, golf driving ranges, tennis, racquet or basketball courts, soccer, baseball and softball fields, paintball, skating, cycling or biking that require paid admittance, membership or some other type of fee for use. Buildings for refreshments, bathrooms, changing and retail may be included. The fee shall be based upon the total acreage of the facility for active uses outside of buildings and all buildings used to carry out a primary function of the land use activity. Areas for parking, buffers and stormwater that are not active features of the land use are excluded from the fee acreage. The use would generally fall under the ITE Land Use Code Series 400.

***Use*** means a use of land for residential or non-residential purposes. For mobility fee purposes the terms land use and use are interchangeable. The inclusion of a use on the mobility fee schedule does not mean that land use or use is permitted by the City's Land Development Code.

***Vehicle Miles of Travel (VMT)*** means a unit to measure vehicle travel made by a motor vehicle where each mile traveled is counted as one vehicle mile regardless of the number of persons in the vehicle and is calculated by multiplying the length of a road segment by the total number of vehicles on that road segment.

***Vehicle Occupancy*** means the total number of persons in a single motor vehicle making a trip.

***Vehicle Trip*** means a trip by a single motor vehicle, regardless of the number of persons in the motor vehicle.

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# RECOMMENDED NEXT STEPS

The adoption of the Mobility Fee requires additional tasks to administer and implement the Mobility Fee. The following are recommended next steps that the city should consider:

**(1)** **Annexation of Unincorporated Property**: The City should consider strategic pursuit of annexations of unincorporated Flagler County adjacent to or forming enclaves within the City. These areas are using the transportation system within the City and annexations allows the City to be better able to coordinate mobility projects and ensure that the impacts from new development are mitigated. Otherwise, these lands will be developed under County regulations or annexed into the City of Palm Coast.

**(2)** **Service Charge Study:** Flagler Beach may wish to consider undertaking a service charge study for administering and implementing its mobility fee, along with its other impact fees. Florida Statute limits administrative charges to the cost of administering and implementing mobility fees. The service charge study would provide a factual basis for assessment of a service charge to offset administrative cost. The service charge would also address future updates and application fees for special studies, request for credits or offsets, and special assessments.

**(3)** **Administrative Manual:** Flagler Beach may wish to consider developing an administrative manual that establishes administrative procedures to administer and implement the mobility plan, mobility fees, and impact fees. The mobility fee and impact fee ordinances address big picture legal and statutory requirements. The Administrative Manual would govern day to day administration and provide the City with continuity of service.

**(4)** **Traffic Count Program:** Flagler Beach should consider collecting traffic counts on major collectors, minor collectors and major local roads through-out the city. The pursuit of funds and grants for safety and mobility will be further enhanced by having traffic count data.

**(5)** **Land Development Regulations:** The City should evaluate its Land Development Regulations and establish criteria to address site access assessments from new development. The LDRs may also need to be amended depending on the extent of Comprehensive Plan Amendments. The City should consider establishing street, multimodal, and transit quality of service (QOS) standards as performance measures and for development review. The City should consider implementing FDOT's Context Classification and expand on the initial application that has already been undertaken as part of the mobility plan **(Figure 11)**.

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**Figure 11: FDOT's Context Classification**




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# CONCLUSION

The City of Flagler Beach Mobility Fee is based on the mobility projects identified in the Flagler Beach 2050 Mobility Plan. The Mobility Plan sets the framework for moving people, providing mobility choices, and meeting future travel demand throughout the city. The future travel demand analysis provided in this Technical Report clearly demonstrates there is growth in travel demand projected within the city. The planned mobility projects over the next 24 years will expand the City's transportation system to meet projected travel demand.

The Mobility Fee is a streamlined, equitable way for all new development within the City to mitigate its impact to the multimodal transportation system. The **Assessment Area** for the Mobility Fee will be uniform across the City per type of land use. The Mobility Fee will replace transportation concurrency requirements for new development. The Mobility Fee would be the only transportation mitigation fee assessed on new development within the Flagler Beach.

Flagler Beach will determine how Mobility Fee revenues are allocated and expended through its annual Capital Improvements Program. Mobility Fee revenues may be expended on projects identified in the 2050 Mobility Plan and the City's Capital Improvements Program.

The Mobility Plan, based on growth in population and increases in person miles of travel, includes mobility projects that provide the person capacity **"needed"** to meet the travel demands of new development. The new growth evaluation demonstrates that new development is not being assessed more than its **"attributable and assignable"** share of the cost of the Mobility Plan.

The person travel demand for each use included in the Mobility Fee schedule meets the **"rough proportionality test"** established through case law. The establishment of a Mobility Fee Benefit District ensures that Mobility Fees will be expended to provide a mobility **"benefit"** to new development that pays a Mobility Fee. The Mobility Plan and the Mobility Fee meet the **"dual rational nexus test"** and is consistent with the requirements of Florida Statute Sections 163.3180, 163.31801 and Florida Statute Chapter 380.

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# MAPS

**April 2026**

# Maps


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| **Map B.** | **Mobility Fee Benefit District** |
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| **Map D2.** | **City of Flagler Beach 2050 Mobility Plan (Transit)** |
| **Map E.** | **Trip Length** |


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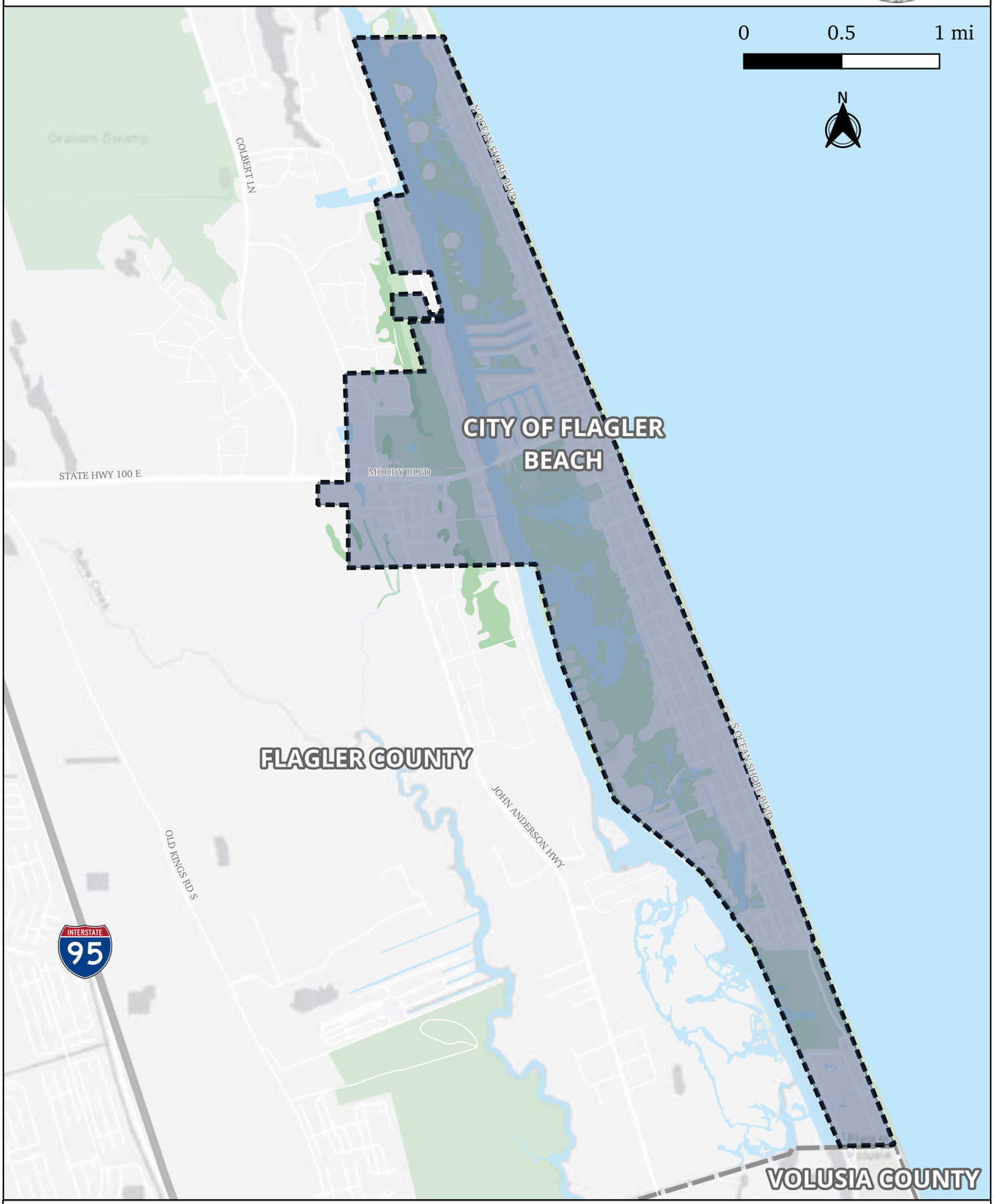
# MAP A

## Mobility Fee Assessment Area

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# Assessment Area

City of Flager Beach Mobility Fee




AssessmentArea

City of Flagler Beach

Parks and Greenspace

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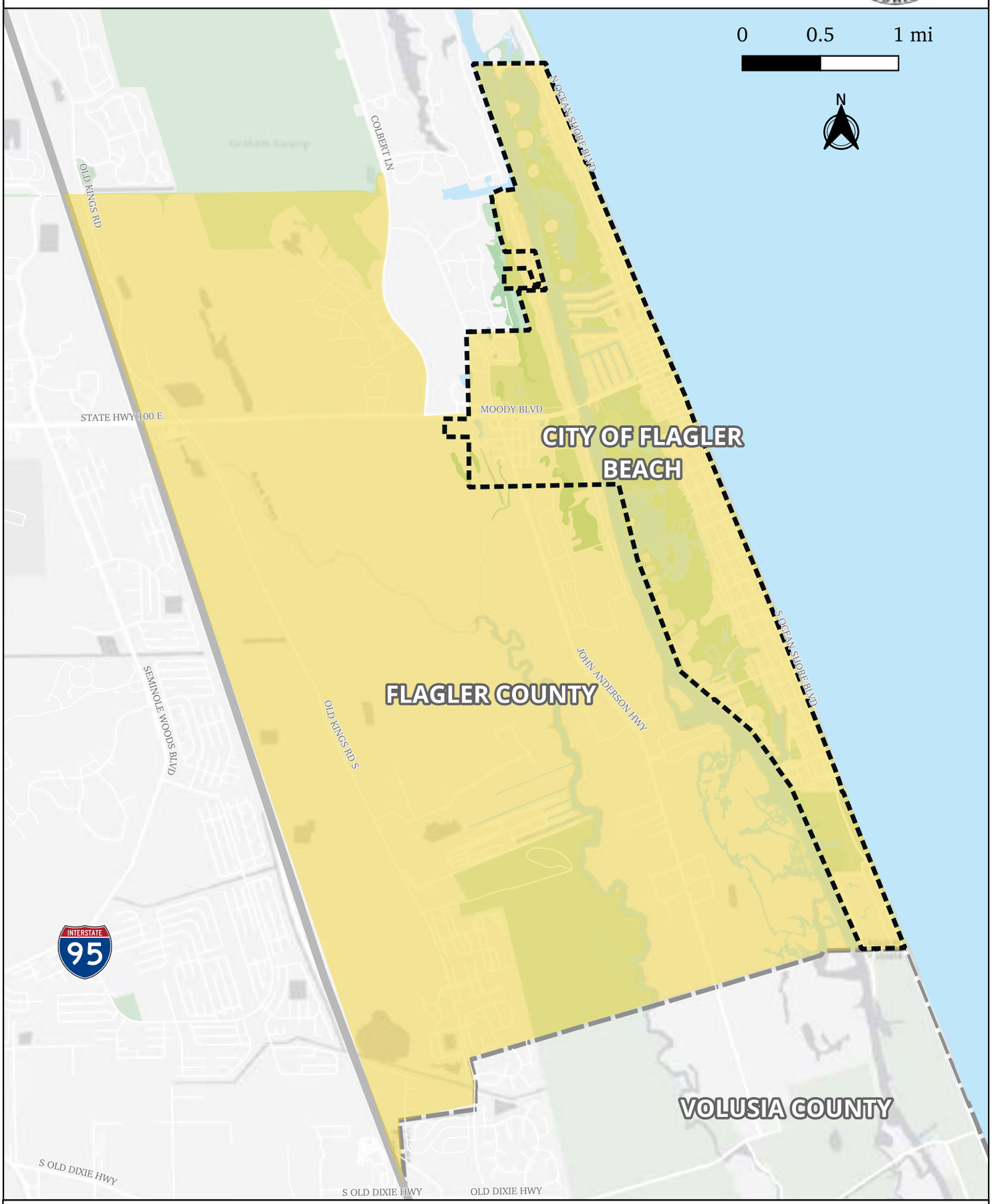
# MAP B

## Mobility Fee Benefit District

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# Benefit District

City of Flager Beach Mobility Fee




Benefit District

City of Flagler Beach

Parks and Greenspace

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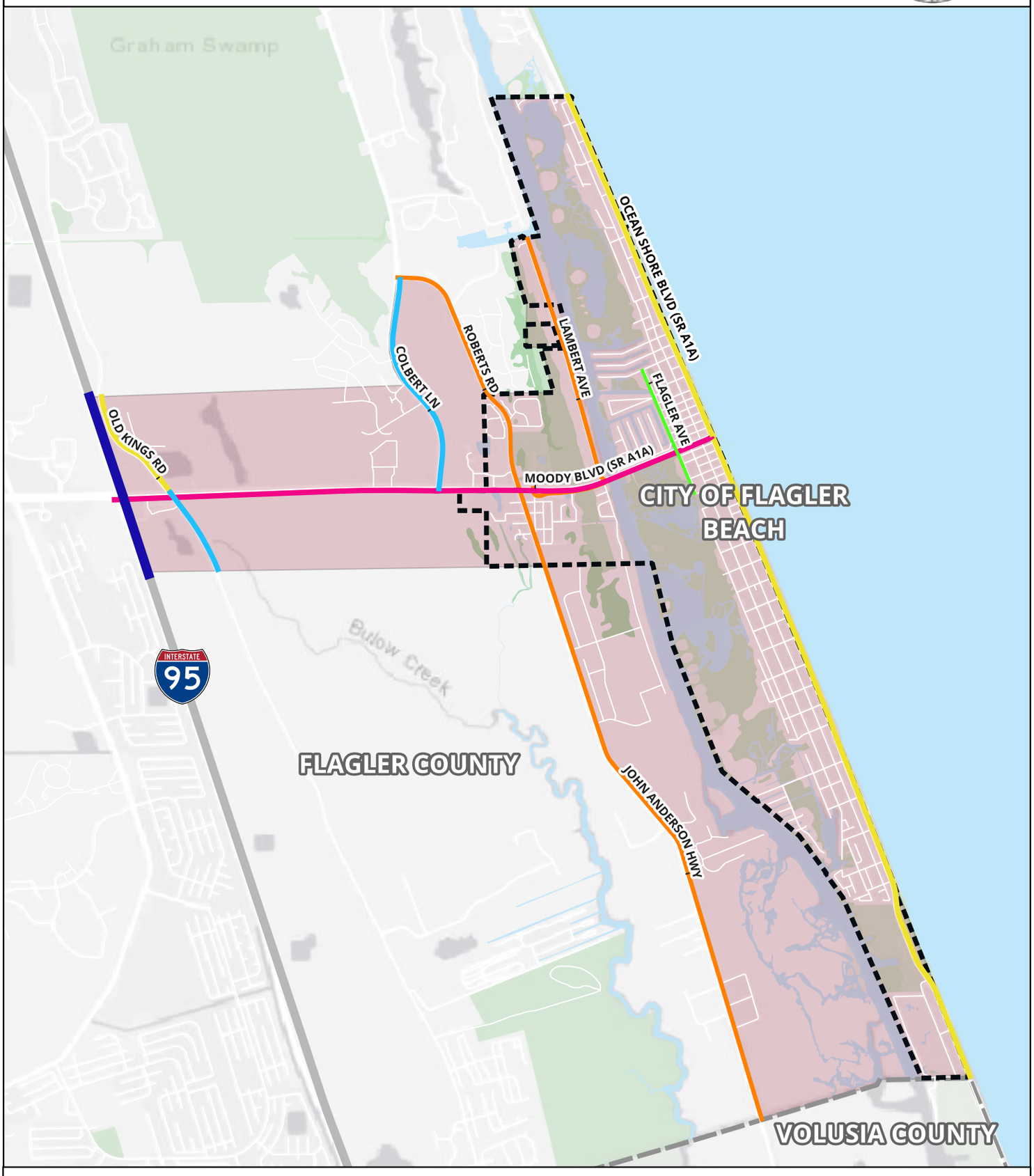
# MAP C

## Mobility Study Area

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# Mobility Study Area & Road Network

City of Flagler Beach Mobility Fee




- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- Interstate 95
- Mobility Study Area
- City of Flagler Beach
- Volusia County Boundary
- Parks and Greenspace

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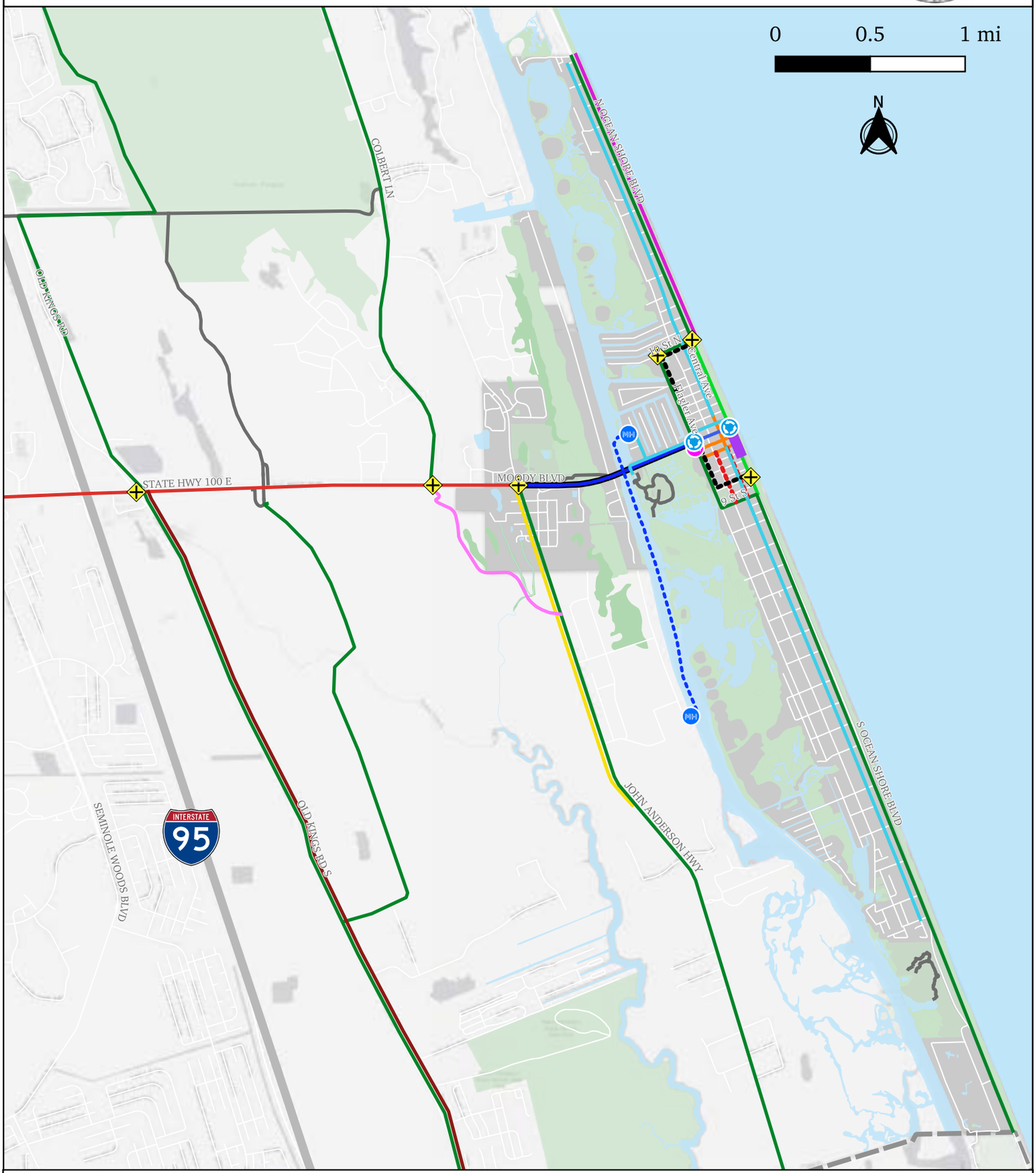
# MAP D

## City of Flagler Beach 2050 Mobility Plan

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# 2050 Mobility Plan

## City of Flager Beach




- Two (2) Lane Divided Reconstruction
- Access Management & Corridor Study
- Context Sensitive Enhancement
- Curbless Shared Street
- Multi-Use Trail
- Moody Blvd Bridge Shared Use Path
- One-Way Pair Evaluation
- Pier District (Pedestrian Prioirity Area)
- Pier District (Pedestrian Priority Area)
- Primary Multimodal Corridor
- Primary Multimodal Corridor
- Reconfiguration
- Upgrade to Collector
- Widen from Four (4) to Six (6) Lanes
- Water Taxi
- Intersection Improvement
- Mobility Hub
- Mobility Hub Evaluation
- Roundabout
- Existing Multimodal Facility
- Volusia County Boundary
- Parks and Greenspace
- City of Flagler Beach

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# MAP D1

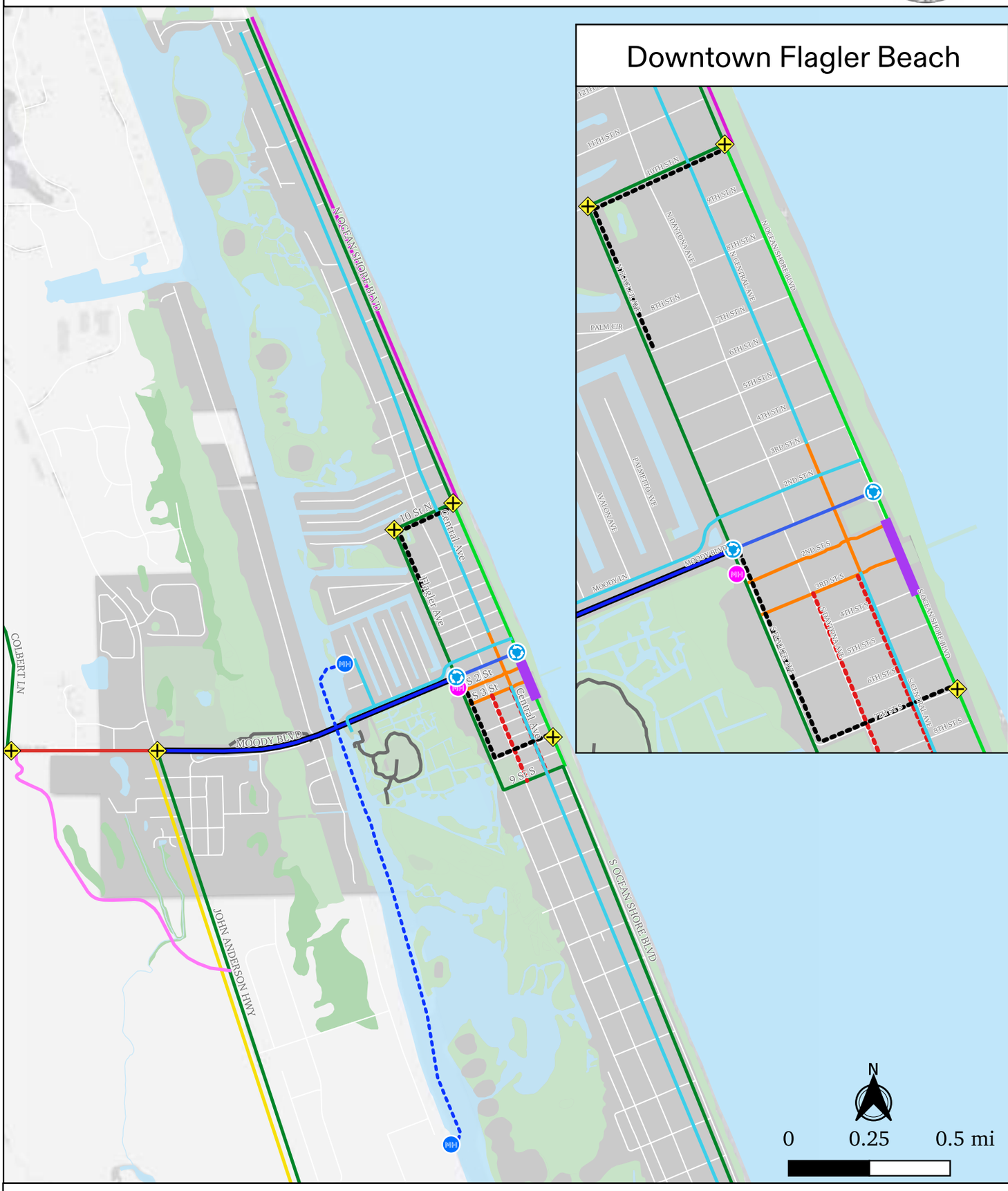
## City of Flagler Beach 2050 Mobility Plan

## (City Scale)

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# 2050 Mobility Plan

City of Flager Beach




- Two (2) Lane Divided Reconstruction
- Access Management & Corridor Study
- Context Sensitive Enhancement
- Curbless Shared Street
- Multi-Use Trail
- Moody Blvd Bridge Shared Use Path
- One-Way Pair Evaluation
- New Two (2) Lane Road
- Pier District (Pedestrian Priority Area)
- Primary Multimodal Corridor
- Reconfiguration
- Upgrade to Collector
- Water Taxi
- Intersection Improvement
- Mobility Hub
- Mobility Hub Evaluation
- Roundabout
- Existing Multimodal Facility
- Volusia County Boundary
- Parks and Greenspace
- City of Flagler Beach

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# MAP D2

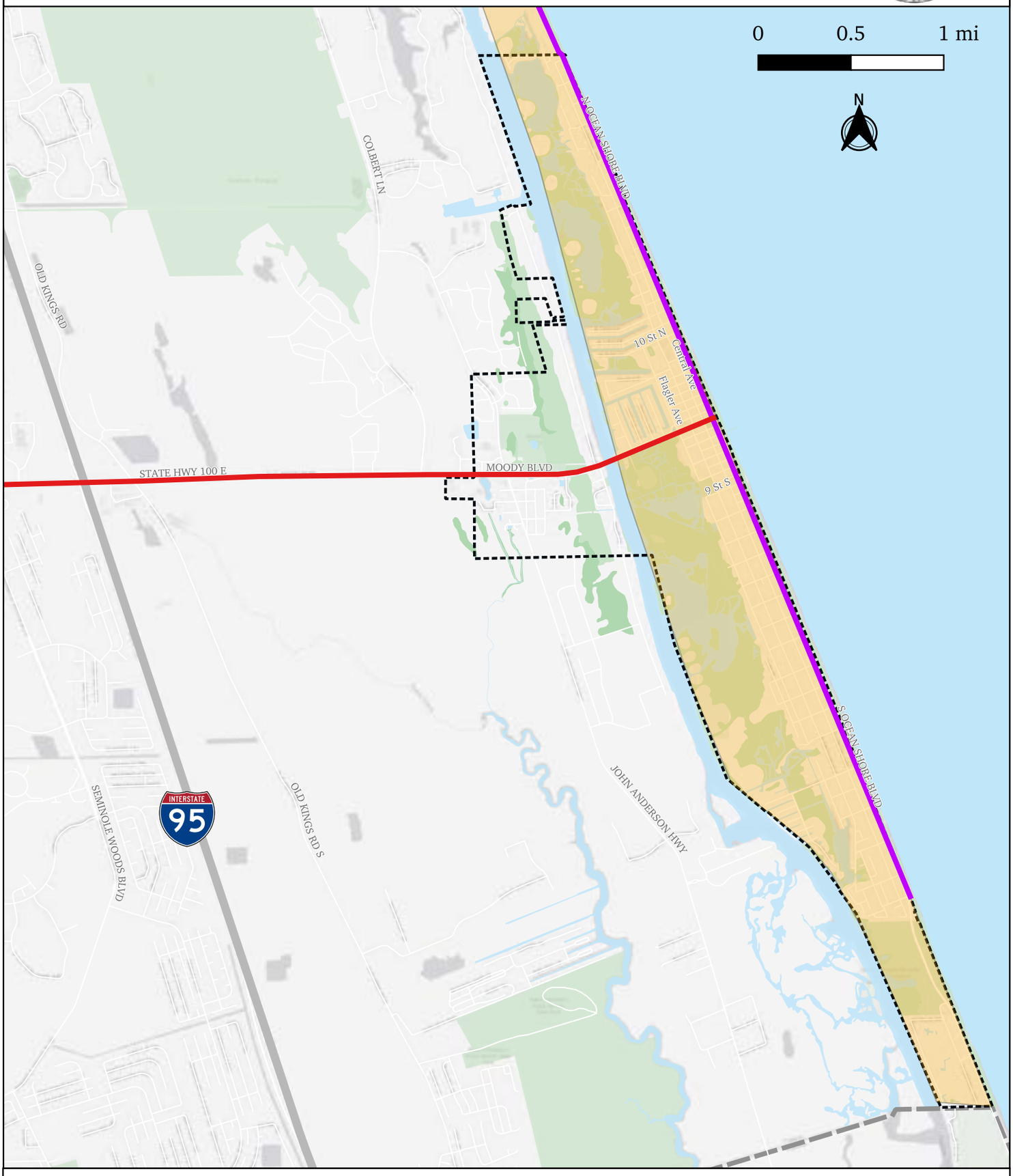
## City of Flagler Beach 2050 Mobility Plan

## (Transit)

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# 2050 Mobility Plan: Transit

City of Flager Beach




Flagler County Bus Route Beach Line

Flagler County Bus Route Red Line

Volusia County Boundary

Parks and Greenspace

Flagler County Mobility on Demand Beach Zone

City of Flagler Beach

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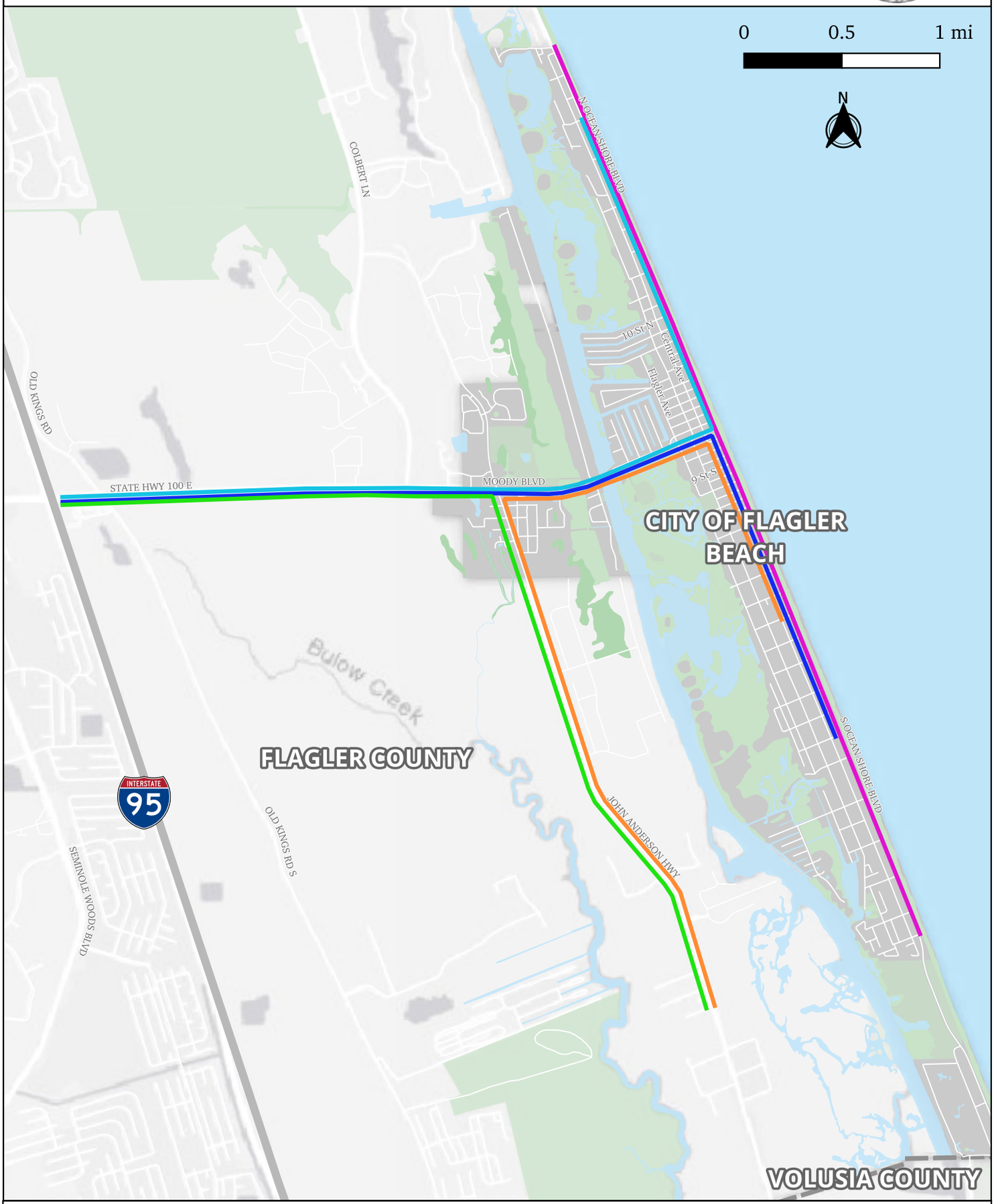
# MAP E

## Trip Length

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# Trip Length: 5 Miles

City of Flager Beach Mobility Fee




- Moody Blvd to John Anderson Hwy
- Moody Blvd to N SR A1A
- Moody Blvd to S SR A1A
- SR A1A
- SR A1A to John Anderson Hwy
- Volusia County Boundary
- Parks and Greenspace
- City of Flagler Beach

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# APPENDIX

**April 2026**

# Appendices


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# APPENDIX A

## Florida Commerce

## Transportation Planning Guidance

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# Transportation Planning



Community Planning

**Community Planning Table of Contents**

- Areas of Critical State Concern Program
- Accessing Comprehensive Plans and Plan Amendments (Florida Papers)
- ORC Reports and Notices of Intent
- Property Rights Element
- Evaluation and Appraisal Review of the Comprehensive Plan
- General Information About Developments of Regional Impact and Florida Quality Developments
- Developments of Regional Impact Repository
- List of Local Governments Qualifying as Dense Urban Land Areas
- Revitalization of Expired Homeowners Association Declarations and Covenants

**Community Planning Staff Directory (Alphabetical)**

- Community Planning Review Team Assignments

Community Services

Community Development Block Grants

Community Partnerships

Broadband

Rural Community Programs

Special Districts

Homeowner Assistance

## Transportation Element

Section 163.3177(6)(b), Florida Statutes, establishes the requirements for transportation and mobility planning in local government comprehensive plans. Comprehensive plans must focus on providing a multimodal transportation system that emphasizes public transportation systems, where feasible, and encourages economic development through flexible transportation and mobility options for Florida communities. Links to transportation planning related issues and organizations are included below to help provide additional information on transportation mobility planning in Florida.

## Multimodal Transportation

A multimodal transportation system recognizes the importance of providing mobility options through a variety of integrated travel modes, such as by bus or rail transit, bicycle, automobile, or foot. A well-designed multimodal transportation network minimizes impacts to the environment and enhances the livability of neighborhoods by increasing transportation options, expanding access, and increasing connectivity between destinations.

A well-designed and efficient transportation network can help create a sustainable development pattern that contributes to the community's prosperity, enhances transportation efficiency by minimizing vehicle trips and contributes to a healthier environment by reducing air pollution and greenhouse gas emissions.

The Transportation Element of a local government's comprehensive plan should contain policies that will create a well-connected multi-modal transportation network; support increased residential densities and commercial intensity; help walking become more practical for short trips; support bicycling for both short- and long-distance trips; improve transit to serve frequented destinations; conserve energy resources; reduce greenhouse gas emissions and air pollution; while maintaining vehicular access and circulation. Key multimodal transportation strategies can include the following:

- Create an interconnecting grid network of streets, connectors, arterials and sidewalks that provide a complete and accessible transportation network;
- Establish land use patterns that support a mixture of residential, commercial and retail uses, and dense populations and urban intensities, so that transit service may be provided more efficiently and economically;
- Increase the viability of pedestrian and bicycle travel;
- Integrate land use and transportation planning to create communities that provide transportation choice; and,
- Accommodate the flow of freight throughout the state so that the economy can continue to grow.

Other multimodal transportation planning efforts, such as transit-oriented developments, defined in section 163.3164(46), Florida Statutes, are being developed and planned by the Cities of Boca Raton, Clearwater, Gainesville, Jacksonville, Miami, Tampa and West Palm Beach, and in Broward, Miami-Dade, Palm Beach and Pinellas Counties and other locations. Below are a several examples of successful multimodal transportation planning efforts in Florida:

- **Alachua County, Department of Growth Management, Transportation Planning** - Alachua County's Mobility Plan includes transit-oriented development and multimodal transportation planning as one of several methods being implemented to provide mobility options.
- **City of Gainesville Comprehensive Planning** - The City of Gainesville comprehensive plan includes six mixed-use categories and eight Special Area Plans based on Traditional Neighborhood Development standards and an established Urban Infill and Redevelopment Area.

## Complete Streets

*Complete Streets* is a transportation strategy to develop an integrated, connected networks of streets that are safe and accessible for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. According to Smart Growth America and the National Complete Streets Coalition, *Complete Streets* make active transportation such as walking and bicycling convenient, provide increased access to employment centers, commerce, and educational institutions, and allow greater choice in travel.

In Florida, complete streets are *context-sensitive*. For example, a street considered complete for use within a dense urban area would look and function very differently from one located in a rural area, and a complete suburban street would look and function differently from both the urban and rural complete streets. One way to think about what elements are necessary to create a complete street is to determine its context within the community and based upon that context, match the design and operation of that street with the direction and guidance provided in the local government's comprehensive plan.

As an example, some communities use an Urban-Rural Transect (or simply *Transect*) to assign portions of their community into approximately five or six "context zones" based on the degree of development intensity desired and geographic location, ranging from very low intensity rural context zones to more intense urban context zones. For each context zone, the community establishes a context in terms of appropriate public facility design, urban design, general spatial form, and appropriate street types.

This approach allows the local government to determine, in its comprehensive plan or other public planning document, which portions of the community fit within which context zone, and to provide guidance within the comprehensive plan as to what mobility functions (such as walking, biking, transit use) are most important in that context zone, and what design features and operational characteristics are appropriate for streets in that location.

Several examples of communities have initiated complete streets planning in Florida. Here are a few excellent examples:

- Model Design Manual for Living Streets - Los Angeles County, 2011
- Deerfield Beach Complete Street Guidelines
- Ft. Lauderdale Complete Streets

## Transportation Concurrency

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

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

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

## Mobility Fee Based Plans

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

- Adoption of long-term strategies to facilitate development patterns that support multimodal solutions, including urban design, appropriate land use mixes, intensity and density.
- Adoption of an area wide level of service not dependent on any single road segment function.
- Exempting or discounting impacts of locally desired development.
- Assigning secondary priority to vehicle mobility and primary priority to ensuring a safe, comfortable, and attractive pedestrian environment with convenient interconnection to transit.
- Establishing multimodal level of service standards that rely primarily on non-vehicular modes of transportation where existing or planned community design will provide adequate a level of mobility.
- Reducing impact fees or local access fees to promote development within urban areas, multimodal transportation districts, and a balance of mixed-use development in certain areas or districts, or for affordable or workforce housing.

## Requirements for Transportation Concurrency

If a local government elects to use transportation concurrency, it must adhere to the following concurrency requirements in section 163.3180(5), Florida Statutes:

- Include principles, guidelines, standards, and strategies, including adopted levels of service, to guide the application of concurrency to transportation.
- Use professionally accepted studies to evaluate the appropriate levels of service.
- Adopt appropriate amendments to the capital improvements element of the comprehensive plan consistent with the requirements of section 163.3177(3), Florida Statutes.
- Allow for proportionate share contributions to mitigate transportation impacts for all developments, including developments of regional impact (DRIs), consistent with section 163.3180(5)(h), Florida Statutes.
- Consult with the Florida Department of Transportation when proposed amendments affect the Strategic Intermodal System.
- Exempt public transit facilities from concurrency.

In addition, local governments are encouraged to develop tools and techniques to complement the application of transportation concurrency consistent with section 163.3180(5)(f), Florida Statutes, and to coordinate with adjacent local governments for the purpose of using common methodologies for measuring impacts to transportation facilities.

## Links

- Florida Department of Transportation - Florida Transportation Plan
- Model Regulations and Plan Amendments for Multimodal Transportation Districts
- Florida Metropolitan Planning Organizations
- Florida Department of Transportation - Forecasting and Trends Office
- Florida Scenic Highways
- Transportation Site Impact Handbook
- Florida Transit-Oriented Development
- A / Framework for Transit Oriented Development in Florida, published March 2011
- Florida Department of Transportation - Pedestrian and Bicycle Design
- Florida Department of Transportation, Public Transit Office
- Florida Safe Mobility for Life Coalition
- Florida Safe Mobility for Life Coalition's Aging in Place Checklist
- The Florida Greenbook
- Pasco County Mobility Fees

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https://www.floridajobs.org/community-planning-and-development/programs/community-planning-table-of-contents/transportation-planning

# APPENDIX B

## Laws of Florida HB 479 (Chapter 2024 – 266)

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# CHAPTER 2024-266

## Committee Substitute for House Bill No. 479

An act relating to alternative mobility funding systems and impact fees; amending s. 163.3164, F.S.; providing definitions; amending s. 163.3180, F.S.; revising requirements relating to agreements to pay for or construct certain improvements; authorizing certain local governments to adopt an alternative transportation system that is mobility-plan and fee-based in certain circumstances; prohibiting an alternative transportation system from imposing responsibility for funding an existing transportation deficiency upon new development; requiring counties and municipalities to create and execute interlocal agreements if a developer is charged a fee for transportation impacts for a new development or redevelopment; providing requirements for such agreements; providing requirements for when such interlocal agreements are not executed by a specified date; authorizing a local government that issues the building permit to collect a fee for transportation impacts under certain circumstances unless otherwise agreed; amending s. 163.31801, F.S.; revising requirements for the calculation of impact fees by certain local governments and special districts; requiring local governments transitioning to alternative transportation systems to provide holders of impact fee credits with full benefit of intensity and density of prepaid credit balances as of a specified date in certain circumstances; amending s. 212.055, F.S.; conforming a cross-reference; providing an effective date.

Be It Enacted by the Legislature of the State of Florida:

Section 1. Subsections (32) through (52) of section 163.3164, Florida Statutes, are renumbered as subsections (34) through (54), respectively, and new subsections (32) and (33) are added to that section, to read:

163.3164 Community Planning Act; definitions.—As used in this act:

(32) "Mobility fee" means a local government fee schedule established by ordinance and based on the projects included in the local government's adopted mobility plan.

(33) "Mobility plan" means an alternative transportation system mobility study developed by using a plan-based methodology and adopted into a local government comprehensive plan that promotes a compact, mixed use, and interconnected development served by a multimodal transportation system in an area that is urban in character, or designated to be urban in character, as defined in s. 171.031.

Section 2. Paragraphs (h) and (i) of subsection (5) of section 163.3180, Florida Statutes, are amended, and paragraph (j) is added to that subsection, to read:

163.3180 Concurrency.—

(5)

(h)1. Local governments that continue to implement a transportation concurrency system, whether in the form adopted into the comprehensive plan before the effective date of the Community Planning Act, chapter 2011-139, Laws of Florida, or as subsequently modified, must:

a. Consult with the Department of Transportation when proposed plan amendments affect facilities on the strategic intermodal system.

b. Exempt public transit facilities from concurrency. For the purposes of this sub-subparagraph, public transit facilities include transit stations and terminals; transit station parking; park-and-ride lots; intermodal public transit connection or transfer facilities; fixed bus, guideway, and rail stations; and airport passenger terminals and concourses, air cargo facilities, and hangars for the assembly, manufacture, maintenance, or storage of aircraft. As used in this sub-subparagraph, the terms "terminals" and "transit facilities" do not include seaports or commercial or residential development constructed in conjunction with a public transit facility.

c. Allow an applicant for a development-of-regional-impact development order, development agreement, rezoning, or other land use development permit to satisfy the transportation concurrency requirements of the local comprehensive plan, the local government's concurrency management system, and s. 380.06, when applicable, if:

(I) The applicant in good faith offers to enter into a binding agreement to pay for or construct its proportionate share of required improvements in a manner consistent with this subsection. The agreement must provide that after an applicant makes its contribution or constructs its proportionate share pursuant to this sub-sub-subparagraph, the project shall be considered to have mitigated its transportation impacts and be allowed to proceed if the applicant has satisfied all other local government development requirements for the project.

(II) The proportionate-share contribution or construction is sufficient to accomplish one or more mobility improvements that will benefit a regionally significant transportation facility. A local government may accept contributions from multiple applicants for a planned improvement if it maintains contributions in a separate account designated for that purpose. A local government may not prevent a single applicant from proceeding after the applicant has satisfied its proportionate-share requirement if the applicant has satisfied all other local government development requirements for the project.

d. Provide the basis upon which the landowners will be assessed a proportionate share of the cost addressing the transportation impacts resulting from a proposed development.



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2. An applicant shall not be held responsible for the additional cost of reducing or eliminating deficiencies. When an applicant contributes or constructs its proportionate share pursuant to this paragraph, a local government may not require payment or construction of transportation facilities whose costs would be greater than a development's proportionate share of the improvements necessary to mitigate the development's impacts.

a. The proportionate-share contribution shall be calculated based upon the number of trips from the proposed development expected to reach roadways during the peak hour from the stage or phase being approved, divided by the change in the peak hour maximum service volume of roadways resulting from construction of an improvement necessary to maintain or achieve the adopted level of service, multiplied by the construction cost, at the time of development payment, of the improvement necessary to maintain or achieve the adopted level of service.

b. In using the proportionate-share formula provided in this subparagraph, the applicant, in its traffic analysis, shall identify those roads or facilities that have a transportation deficiency in accordance with the transportation deficiency as defined in subparagraph 4. The proportionate-share formula provided in this subparagraph shall be applied only to those facilities that are determined to be significantly impacted by the project traffic under review. If any road is determined to be transportation deficient without the project traffic under review, the costs of correcting that deficiency shall be removed from the project's proportionate-share calculation and the necessary transportation improvements to correct that deficiency shall be considered to be in place for purposes of the proportionate-share calculation. The improvement necessary to correct the transportation deficiency is the funding responsibility of the entity that has maintenance responsibility for the facility. The development's proportionate share shall be calculated only for the needed transportation improvements that are greater than the identified deficiency.

c. When the provisions of subparagraph 1. and this subparagraph have been satisfied for a particular stage or phase of development, all transportation impacts from that stage or phase for which mitigation was required and provided shall be deemed fully mitigated in any transportation analysis for a subsequent stage or phase of development. Trips from a previous stage or phase that did not result in impacts for which mitigation was required or provided may be cumulatively analyzed with trips from a subsequent stage or phase to determine whether an impact requires mitigation for the subsequent stage or phase.

d. In projecting the number of trips to be generated by the development under review, any trips assigned to a toll-financed facility shall be eliminated from the analysis.

e. The applicant shall receive a credit on a dollar-for-dollar basis for impact fees, mobility fees, and other transportation concurrency mitigation requirements paid or payable in the future for the project. The credit shall be


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reduced up to 20 percent by the percentage share that the project's traffic represents of the added capacity of the selected improvement, or by the amount specified by local ordinance, whichever yields the greater credit.

3. This subsection does not require a local government to approve a development that, for reasons other than transportation impacts, is not qualified for approval pursuant to the applicable local comprehensive plan and land development regulations.

4. As used in this subsection, the term "transportation deficiency" means a facility or facilities on which the adopted level-of-service standard is exceeded by the existing, committed, and vested trips, plus additional projected background trips from any source other than the development project under review, and trips that are forecast by established traffic standards, including traffic modeling, consistent with the University of Florida's Bureau of Economic and Business Research medium population projections. Additional projected background trips are to be coincident with the particular stage or phase of development under review.

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

(j)1. If a county and municipality charge the developer of a new development or redevelopment a fee for transportation capacity impacts, the county and municipality must create and execute an interlocal agreement to coordinate the mitigation of their respective transportation capacity impacts.

2. The interlocal agreement must, at a minimum:

a. Ensure that any new development or redevelopment is not charged twice for the same transportation capacity impacts.


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b. Establish a plan-based methodology for determining the legally permissible fee to be charged to a new development or redevelopment.

c. Require the county or municipality issuing the building permit to collect the fee, unless agreed to otherwise.

d. Provide a method for the proportionate distribution of the revenue collected by the county or municipality to address the transportation capacity impacts of a new development or redevelopment, or provide a method of assigning responsibility for the mitigation of the transportation capacity impacts belonging to the county and the municipality.

3. By October 1, 2025, if an interlocal agreement is not executed pursuant to this paragraph:

a. The fee charged to a new development or redevelopment shall be based on the transportation capacity impacts apportioned to the county and municipality as identified in the developer's traffic impact study or the mobility plan adopted by the county or municipality.

b. The developer shall receive a 10 percent reduction in the total fee calculated pursuant to sub-subparagraph a.

c. The county or municipality issuing the building permit must collect the fee charged pursuant to sub-subparagraphs a. and b. and distribute the proceeds of such fee to the county and municipality within 60 days after the developer's payment.

4. This paragraph does not apply to:

a. A county as defined in s. 125.011(1).

b. A county or municipality that has entered into, or otherwise updated, an existing interlocal agreement, as of October 1, 2024, to coordinate the mitigation of transportation impacts. However, if such existing interlocal agreement is terminated, the affected county and municipality that have entered into the agreement shall be subject to the requirements of this paragraph unless the county and municipality mutually agree to extend the existing interlocal agreement before the expiration of the agreement.

Section 3. Paragraph (a) of subsection (4), paragraph (a) of subsection (5), and subsection (7) of section 163.31801, Florida Statutes, are amended to read:

163.31801 Impact fees; short title; intent; minimum requirements; audits; challenges.—

(4) At a minimum, each local government that adopts and collects an impact fee by ordinance and each special district that adopts, collects, and administers an impact fee by resolution must:

(a) Ensure that the calculation of the impact fee is based on a study using the most recent and localized data available within 4 years of the current impact fee update. The new study must be adopted by the local government within 12 months of the initiation of the new impact fee study if the local government increases the impact fee.

(5)(a) Notwithstanding any charter provision, comprehensive plan policy, ordinance, development order, development permit, or resolution, the local government or special district that requires any improvement or contribution must credit against the collection of the impact fee any contribution, whether identified in a development order, proportionate share agreement, or any ~~other~~ form of exaction, related to public facilities or infrastructure, including monetary contributions, land dedication, site planning and design, or construction. Any contribution must be applied on a dollar-for-dollar basis at fair market value to reduce any impact fee collected for the general category or class of public facilities or infrastructure for which the contribution was made.

(7) If an impact fee is increased, the holder of any impact fee credits, whether such credits are granted under s. 163.3180, s. 380.06, or otherwise, which were in existence before the increase, is entitled to the full benefit of the intensity or density prepaid by the credit balance as of the date it was first established. If a local government adopts an alternative transportation system pursuant to s. 163.3180(5)(i), the holder of any transportation or road impact fee credits granted under s. 163.3180 or s. 380.06 or otherwise that were in existence before the adoption of the alternative transportation system is entitled to the full benefit of the intensity and density prepaid by the credit balance as of the date the alternative transportation system was first established.

Section 4. Paragraph (d) of subsection (2) of section 212.055, Florida Statutes, is amended to read:

212.055 Discretionary sales surtaxes; legislative intent; authorization and use of proceeds.—It is the legislative intent that any authorization for imposition of a discretionary sales surtax shall be published in the Florida Statutes as a subsection of this section, irrespective of the duration of the levy. Each enactment shall specify the types of counties authorized to levy; the rate or rates which may be imposed; the maximum length of time the surtax may be imposed, if any; the procedure which must be followed to secure voter approval, if required; the purpose for which the proceeds may be expended; and such other requirements as the Legislature may provide. Taxable transactions and administrative procedures shall be as provided in s. 212.054.

(2) LOCAL GOVERNMENT INFRASTRUCTURE SURTAX.—

(d) The proceeds of the surtax authorized by this subsection and any accrued interest shall be expended by the school district, within the county and municipalities within the county, or, in the case of a negotiated joint


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county agreement, within another county, to finance, plan, and construct infrastructure; to acquire any interest in land for public recreation, conservation, or protection of natural resources or to prevent or satisfy private property rights claims resulting from limitations imposed by the designation of an area of critical state concern; to provide loans, grants, or rebates to residential or commercial property owners who make energy efficiency improvements to their residential or commercial property, if a local government ordinance authorizing such use is approved by referendum; or to finance the closure of county-owned or municipally owned solid waste landfills that have been closed or are required to be closed by order of the Department of Environmental Protection. Any use of the proceeds or interest for purposes of landfill closure before July 1, 1993, is ratified. The proceeds and any interest may not be used for the operational expenses of infrastructure, except that a county that has a population of fewer than 75,000 and that is required to close a landfill may use the proceeds or interest for long-term maintenance costs associated with landfill closure. Counties, as defined in s. 125.011, and charter counties may, in addition, use the proceeds or interest to retire or service indebtedness incurred for bonds issued before July 1, 1987, for infrastructure purposes, and for bonds subsequently issued to refund such bonds. Any use of the proceeds or interest for purposes of retiring or servicing indebtedness incurred for refunding bonds before July 1, 1999, is ratified.

1. For the purposes of this paragraph, the term "infrastructure" means:

a. Any fixed capital expenditure or fixed capital outlay associated with the construction, reconstruction, or improvement of public facilities that have a life expectancy of 5 or more years, any related land acquisition, land improvement, design, and engineering costs, and all other professional and related costs required to bring the public facilities into service. For purposes of this sub-subparagraph, the term "public facilities" means facilities as defined in s. 163.3164(41) ~~s. 163.3164(39)~~, s. 163.3221(13), or s. 189.012(5), and includes facilities that are necessary to carry out governmental purposes, including, but not limited to, fire stations, general governmental office buildings, and animal shelters, regardless of whether the facilities are owned by the local taxing authority or another governmental entity.

b. A fire department vehicle, an emergency medical service vehicle, a sheriff's office vehicle, a police department vehicle, or any other vehicle, and the equipment necessary to outfit the vehicle for its official use or equipment that has a life expectancy of at least 5 years.

c. Any expenditure for the construction, lease, or maintenance of, or provision of utilities or security for, facilities, as defined in s. 29.008.

d. Any fixed capital expenditure or fixed capital outlay associated with the improvement of private facilities that have a life expectancy of 5 or more years and that the owner agrees to make available for use on a temporary basis as needed by a local government as a public emergency shelter or a staging area for emergency response equipment during an emergency

officially declared by the state or by the local government under s. 252.38. Such improvements are limited to those necessary to comply with current standards for public emergency evacuation shelters. The owner must enter into a written contract with the local government providing the improvement funding to make the private facility available to the public for purposes of emergency shelter at no cost to the local government for a minimum of 10 years after completion of the improvement, with the provision that the obligation will transfer to any subsequent owner until the end of the minimum period.

e. Any land acquisition expenditure for a residential housing project in which at least 30 percent of the units are affordable to individuals or families whose total annual household income does not exceed 120 percent of the area median income adjusted for household size, if the land is owned by a local government or by a special district that enters into a written agreement with the local government to provide such housing. The local government or special district may enter into a ground lease with a public or private person or entity for nominal or other consideration for the construction of the residential housing project on land acquired pursuant to this sub-subparagraph.

f. Instructional technology used solely in a school district's classrooms. As used in this sub-subparagraph, the term "instructional technology" means an interactive device that assists a teacher in instructing a class or a group of students and includes the necessary hardware and software to operate the interactive device. The term also includes support systems in which an interactive device may mount and is not required to be affixed to the facilities.

2. For the purposes of this paragraph, the term "energy efficiency improvement" means any energy conservation and efficiency improvement that reduces consumption through conservation or a more efficient use of electricity, natural gas, propane, or other forms of energy on the property, including, but not limited to, air sealing; installation of insulation; installation of energy-efficient heating, cooling, or ventilation systems; installation of solar panels; building modifications to increase the use of daylight or shade; replacement of windows; installation of energy controls or energy recovery systems; installation of electric vehicle charging equipment; installation of systems for natural gas fuel as defined in s. 206.9951; and installation of efficient lighting equipment.

3. Notwithstanding any other provision of this subsection, a local government infrastructure surtax imposed or extended after July 1, 1998, may allocate up to 15 percent of the surtax proceeds for deposit into a trust fund within the county's accounts created for the purpose of funding economic development projects having a general public purpose of improving local economies, including the funding of operational costs and incentives related to economic development. The ballot statement must indicate the intention to make an allocation under the authority of this subparagraph.


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Section 5. This act shall take effect October 1, 2024.

Approved by the Governor June 25, 2024.

Filed in Office Secretary of State June 25, 2024.



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# APPENDIX C

## Impact Fee Act

## (Florida Statute Section 163.31801)

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Title XI COUNTY ORGANIZATION AND INTERGOVERNMENTAL RELATIONS

Chapter 163 INTERGOVERNMENTAL PROGRAMS

**SECTION 31801 Impact fees; short title; intent; minimum requirements; audits; challenges.**

163.31801 Impact fees; short title; intent; minimum requirements; audits; challenges.—

(1) This section may be cited as the “Florida Impact Fee Act.”

(2) The Legislature finds that impact fees are an important source of revenue for a local government to use in funding the infrastructure necessitated by new growth. The Legislature further finds that impact fees are an outgrowth of the home rule power of a local government to provide certain services within its jurisdiction. Due to the growth of impact fee collections and local governments’ reliance on impact fees, it is the intent of the Legislature to ensure that, when a county or municipality adopts an impact fee by ordinance or a special district adopts an impact fee by resolution, the governing authority complies with this section.

(3) For purposes of this section, the term:

(a) “Infrastructure” means a fixed capital expenditure or fixed capital outlay, excluding the cost of repairs or maintenance, associated with the construction, reconstruction, or improvement of public facilities that have a life expectancy of at least 5 years; related land acquisition, land improvement, design, engineering, and permitting costs; and other related construction costs required to bring the public facility into service. The term also includes a fire department vehicle, an emergency medical service vehicle, a sheriff’s office vehicle, a police department vehicle, a school bus as defined in s. 1006.25, and the equipment necessary to outfit the vehicle or bus for its official use. For independent special fire control districts, the term includes new facilities as defined in s. 191.009(4).

(b) “Public facilities” has the same meaning as in s. 163.3164 and includes emergency medical, fire, and law enforcement facilities.

(4) At a minimum, each local government that adopts and collects an impact fee by ordinance and each special district that adopts, collects, and administers an impact fee by resolution must:

(a) Ensure that the calculation of the impact fee is based on a study using the most recent and localized data available within 4 years of the current impact fee update. The new study must be adopted by the local government within 12 months of the initiation of the new impact fee study if the local government increases the impact fee.

(b) Provide for accounting and reporting of impact fee collections and expenditures and account for the revenues and expenditures of such impact fee in a separate accounting fund.

(c) Limit administrative charges for the collection of impact fees to actual costs.

(d) Provide notice at least 90 days before the effective date of an ordinance or resolution imposing a new or increased impact fee. A local government is not required to wait 90 days to decrease, suspend, or eliminate an impact fee. Unless the result is to reduce the total mitigation costs or impact fees imposed on an applicant, new or increased impact fees may not apply to current or pending permit applications submitted before the effective date of a new or increased impact fee.

(e) Ensure that collection of the impact fee may not be required to occur earlier than the date of issuance of the building permit for the property that is subject to the fee.

(f) Ensure that the impact fee is proportional and reasonably connected to, or has a rational nexus with, the need for additional capital facilities and the increased impact generated by the new residential or commercial construction.

(g) Ensure that the impact fee is proportional and reasonably connected to, or has a rational nexus with, the expenditures of the funds collected and the benefits accruing to the new residential or nonresidential construction.

(h) Specifically earmark funds collected under the impact fee for use in acquiring, constructing, or improving capital facilities to benefit new users.

(i) Ensure that revenues generated by the impact fee are not used, in whole or in part, to pay existing debt or for previously approved projects unless the expenditure is reasonably connected to, or has a rational nexus with, the increased impact generated by the new residential or nonresidential construction.

(5)(a) Notwithstanding any charter provision, comprehensive plan policy, ordinance, development order, development permit, or resolution, the local government or special district that requires any improvement or contribution must credit against the collection of the impact fee any contribution, whether identified in a development order, proportionate share agreement, or any form of exaction related to public facilities or infrastructure, including monetary contributions, land dedication, site planning and design, or construction. Any contribution must be applied on a dollar-for-dollar basis at fair market value to reduce any impact fee collected for the general category or class of public facilities or infrastructure for which the contribution was made.

(b) If a local government or special district does not charge and collect an impact fee for the general category or class of public facilities or infrastructure contributed, a credit may not be applied under paragraph (a).

(6) A local government, school district, or special district may increase an impact fee only as provided in this subsection.

(a) An impact fee may be increased only pursuant to a plan for the imposition, collection, and use of the increased impact fees which complies with this section.

(b) An increase to a current impact fee rate of not more than 25 percent of the current rate must be implemented in two equal annual increments beginning with the date on which the increased fee is adopted.

(c) An increase to a current impact fee rate which exceeds 25 percent but is not more than 50 percent of the current rate must be implemented in four equal installments beginning with the date the increased fee is adopted.

(d) An impact fee increase may not exceed 50 percent of the current impact fee rate.

(e) An impact fee may not be increased more than once every 4 years.

(f) An impact fee may not be increased retroactively for a previous or current fiscal or calendar year.

(g) A local government, school district, or special district may increase an impact fee rate beyond the phase-in limitations established under paragraph (b), paragraph (c), paragraph (d), or paragraph (e) by establishing the need for such increase in full compliance with the requirements of subsection (4), provided the following criteria are met:

1. A demonstrated-need study justifying any increase in excess of those authorized in paragraph (b), paragraph (c), paragraph (d), or paragraph (e) has been completed within the 12 months before the adoption of the impact fee increase and expressly demonstrates the extraordinary circumstances necessitating the need to exceed the phase-in limitations.

2. The local government jurisdiction has held not less than two publicly noticed workshops dedicated to the extraordinary circumstances necessitating the need to exceed the phase-in limitations set forth in paragraph (b), paragraph (c), paragraph (d), or paragraph (e).

3. The impact fee increase ordinance is approved by at least a two-thirds vote of the governing body.

(h) This subsection operates retroactively to January 1, 2021.

(7) If an impact fee is increased, the holder of any impact fee credits, whether such credits are granted under s. 163.3180, s. 380.06, or otherwise, which were in existence before the increase, is entitled to the full benefit of the intensity or density prepaid by the credit balance as of the date it was first established. If a local government adopts an alternative transportation system pursuant to s. 163.3180(5)(i), the holder of any transportation or road impact fee credits granted under s. 163.3180 or s. 380.06 or otherwise that were in existence before the adoption of the alternative transportation system is entitled to the full benefit of the intensity and density prepaid by the credit balance as of the date the alternative transportation system was first established.

(8) A local government, school district, or special district must submit with its annual financial report required under s. 218.32 or its financial audit report required under s. 218.39 a separate affidavit signed by its chief financial officer or, if there is no chief financial officer, its executive officer attesting, to the best of his or her knowledge, that all impact fees were collected and expended by the local government, school district, or special district, or were collected and expended on its behalf, in full compliance with the spending period provision in the local ordinance or resolution, and that funds expended from each impact fee account were used only to acquire, construct, or improve specific infrastructure needs.

(9) In any action challenging an impact fee or the government’s failure to provide required dollar-for-dollar credits for the payment of impact fees as provided in s. 163.3180(6)(h)2.b., the government has the burden of proving by a preponderance of the evidence that the imposition or amount of the fee or credit meets the requirements of state legal precedent and this section. The court may not use a deferential standard for the benefit of the government.

(10) Impact fee credits are assignable and transferable at any time after establishment from one development or parcel to any other that is within the same impact fee zone or impact fee district or that is within an adjoining impact fee zone or impact fee district within the same local government jurisdiction and which receives benefits from the improvement or contribution that generated the credits. This subsection applies to all impact fee credits regardless of whether the credits were established before or after June 4, 2021.

(11) A county, municipality, or special district may provide an exception or waiver for an impact fee for the development or construction of housing that is affordable, as defined in s. 420.9071. If a county, municipality, or special district provides such an exception or waiver, it is not required to use any revenues to offset the impact.

(12) This section does not apply to water and sewer connection fees.

(13) In addition to the items that must be reported in the annual financial reports under s. 218.32, a local government, school district, or special district must report all of the following information on all impact fees charged:

(a) The specific purpose of the impact fee, including the specific infrastructure needs to be met, including, but not limited to, transportation, parks, water, sewer, and schools.

(b) The impact fee schedule policy describing the method of calculating impact fees, such as flat fees, tiered scales based on number of bedrooms, or tiered scales based on square footage.

(c) The amount assessed for each purpose and for each type of dwelling.

(d) The total amount of impact fees charged by type of dwelling.

(e) Each exception and waiver provided for construction or development of housing that is affordable.

History.—s. 9, ch. 2006-218; s. 1, ch. 2009-49; s. 5, ch. 2009-96; s. 5, ch. 2011-14; s. 1, ch. 2011-149; s. 1, ch. 2019-106; s. 5, ch. 2019-165; s. 5, ch. 2020-27; s. 1, ch. 2020-58; ss. 1, 2, ch. 2021-63; s. 3, ch. 2024-2


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# APPENDIX D

## Traffic Characteristics Data

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## APPENDIX D: CITY OF FLAGLER BEACH TRAFFIC CHARACTERISTICS DATA (MOBILITY STUDY AREA)

| Limits, Classification, Ownership | | | | | Roadway Characteristics | | | | | | | | | Vehicles Miles of Travel & Capacity | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Street Name | From Street | To Street | Functional Classification | Maintaining Entity | FDOT Context Classification | Travel Lanes | Speed Limit | Length (mi) | LOS Standard | AADT | Year of Count | Daily Capacity | Growth Factor | 2026 DAILY TRAFFIC | 2026 VMT | 2026 VMC | 2050 DAILY TRAFFIC | 2050 VMT | 2050 VMC | 2025 V/C | 2050 V/C |
| SR A1A (OCEAN SHORE BLVD) | OCEAN MARINA DR | N 13 ST | Minor Arterial | FDOT | C4 | 2 | 45 | 1.42 | D | 7,700 | 2024 | 14,080 | 2.41% | 8,080 | 11,470 | 19,990 | 15,010 | 21,310 | 19,990 | 0.57 | 1.07 |
| SR A1A (OCEAN SHORE BLVD) | N 13 ST | N 3RD ST | Minor Arterial | FDOT | C4 | 2 | 35 | 0.61 | D | 7,700 | 2024 | 14,080 | 2.41% | 8,080 | 4,930 | 8,590 | 15,010 | 9,160 | 8,590 | 0.57 | 1.07 |
| SR A1A (OCEAN SHORE BLVD) | N 3RD ST | MOODY BLVD (SR 100) | Minor Arterial | FDOT | C4 | 2 | 25 | 0.10 | D | 7,700 | 2024 | 14,080 | 2.41% | 8,080 | 810 | 1,410 | 15,010 | 1,500 | 1,410 | 0.57 | 1.06 |
| SR A1A (OCEAN SHORE BLVD) | MOODY BLVD (SR 100) | S 14 ST | Minor Arterial | FDOT | C4 | 2 | 25 | 0.78 | D | 7,800 | 2024 | 10,267 | 2.41% | 8,180 | 6,380 | 8,010 | 15,190 | 11,850 | 8,010 | 0.80 | 1.48 |
| SR A1A (OCEAN SHORE BLVD) | S 14 ST | S 20TH ST | Minor Arterial | FDOT | C3R | 2 | 25 | 1.60 | D | 5,100 | 2024 | 17,920 | 2.41% | 5,350 | 8,560 | 28,670 | 9,940 | 15,900 | 28,670 | 0.30 | 0.55 |
| SR A1A (OCEAN SHORE BLVD) | S 20TH ST | S 25TH ST | Minor Arterial | FDOT | C3R | 2 | 35 | 0.70 | D | 5,100 | 2024 | 17,920 | 2.41% | 5,350 | 3,740 | 12,540 | 9,940 | 6,960 | 12,540 | 0.30 | 0.56 |
| SR A1A (OCEAN SHORE BLVD) | S 25TH ST | GAMBLE ROGERS ST REC | Minor Arterial | FDOT | C3R | 2 | 45 | 0.90 | D | 5,100 | 2024 | 17,920 | 2.41% | 5,350 | 4,820 | 16,130 | 9,940 | 8,950 | 16,130 | 0.30 | 0.55 |
| SR A1A (OCEAN SHORE BLVD) | GAMBLE ROGERS ST REC | S CENTRAL AVE | Minor Arterial | FDOT | C1 | 2 | 45 | 0.28 | D | 5,300 | 2024 | 11,200 | 2.41% | 5,560 | 1,560 | 3,140 | 10,330 | 2,890 | 3,140 | 0.50 | 0.92 |
| SR A1A (OCEAN SHORE BLVD) | CENTRAL AVE (S) | VOLUSIA CO LINE | Minor Arterial | FDOT | C3R | 2 | 45 | 0.61 | D | 5,300 | 2024 | 17,920 | 2.41% | 5,560 | 3,390 | 10,930 | 10,330 | 6,300 | 10,930 | 0.31 | 0.58 |
| COLBERT LN | ROBERTS RD | MOODY BLVD (SR 100) | Major Collector | COUNTY | C3R | 2 | 55 | 1.29 | D | 4,100 | 2024 | 24,640 | 2.41% | 4,300 | 5,550 | 31,790 | 7,990 | 10,310 | 31,790 | 0.17 | 0.32 |
| FLAGLER AVE | N 10 ST | S 7TH ST | Local | CITY | C2T | 2 | 20 | 0.77 | D | 1,250 | 2024 | 7,560 | 2.41% | 1,310 | 1,010 | 5,820 | 2,430 | 1,870 | 5,820 | 0.17 | 0.32 |
| I-95 | NORTH BOUNDARY OF MOBILITY STUDY AREA (MSA) | MOODY BLVD (SR 100) | Limited Access | FDOT | Urbanized | 6 | 70 | 0.62 | D | 92,438 | 2024 | 191,022 | 2.59% | 97,290 | 60,320 | 118,430 | 189,150 | 117,270 | 118,430 | 0.51 | 0.99 |
| I-95 | MOODY BLVD (SR 100) | SOUTH BOUNDARY OF MOBILITY STUDY AREA (MSA) | Limited Access | FDOT | Urbanized | 6 | 70 | 0.46 | D | 86,500 | 2024 | 191,022 | 2.59% | 91,040 | 41,880 | 87,870 | 177,000 | 81,420 | 87,870 | 0.48 | 0.93 |
| JOHN ANDERSON HWY (CR 201) | MOODY BLVD (SR 100) | AVE A | Minor Collector | COUNTY | C3R | 2 | 55 | 0.33 | D | 1,450 | 2024 | 24,640 | 2.41% | 1,520 | 500 | 8,130 | 2,820 | 930 | 8,130 | 0.06 | 0.11 |
| JOHN ANDERSON HWY (CR 201) | AVE A | VOLUSIA CO LINE | Minor Collector | COUNTY | C3R | 2 | 45 | 3.60 | D | 1,450 | 2024 | 16,128 | 2.41% | 1,520 | 5,470 | 58,060 | 2,820 | 10,150 | 58,060 | 0.09 | 0.17 |
| LAMBERT AVE | CENTER OF CUL-DE-SAC | PALM DR | Minor Collector | CITY | C3R | 2 | 35 | 1.48 | D | 600 | 2024 | 12,544 | 2.41% | 630 | 930 | 18,570 | 1,170 | 1,730 | 18,570 | 0.05 | 0.09 |
| OLD KINGS RD | NORTH BOUNDARY OF MOBILITY STUDY AREA (MSA) | MOODY BLVD (SR 100) | Minor Arterial | PALM COAST | C3R | 4 | 45 | 0.71 | D | 9,200 | 2024 | 35,249 | 2.41% | 9,650 | 6,850 | 25,030 | 17,920 | 12,720 | 25,030 | 0.27 | 0.51 |
| OLD KINGS RD | MOODY BLVD | CRAIG FLAGLER PALMS FUNERAL HOME | Major Collector | PALM COAST | C3C | 2 | 45 | 0.52 | D | 3,300 | 2024 | 19,530 | 2.41% | 3,460 | 1,800 | 10,160 | 6,430 | 3,340 | 10,160 | 0.18 | 0.33 |
| MOODY BLVD (SR 100) | I-95 | OLD KINGS RD | Principal Arterial | FDOT | C3C | 4 | 45 | 0.31 | D | 29,000 | 2024 | 38,430 | 2.41% | 30,410 | 9,430 | 11,910 | 56,480 | 17,510 | 11,910 | 0.79 | 1.47 |
| MOODY BLVD (SR 100) | OLD KINGS RD | COLBERT LN | Principal Arterial | FDOT | C3C | 4 | 55 | 1.54 | D | 23,649 | 2024 | 46,970 | 2.41% | 24,800 | 38,190 | 72,330 | 46,060 | 70,930 | 72,330 | 0.53 | 0.98 |
| MOODY BLVD (SR 100) | COLBERT LN | BEACH VILLAGE HWY | Principal Arterial | FDOT | C3C | 4 | 45 | 0.31 | D | 18,000 | 2024 | 38,430 | 2.41% | 18,880 | 18,120 | 36,890 | 35,070 | 33,670 | 36,890 | 0.49 | 0.91 |
| MOODY BLVD (SR 100) | BEACH VILLAGE HWY | JOHN ANDERSON HWY (CR 201) | Principal Arterial | FDOT | C3C | 4 | 55 | 0.16 | D | 18,000 | 2024 | 38,430 | 2.41% | 18,880 | 3,960 | 8,070 | 35,070 | 7,360 | 8,070 | 0.49 | 0.91 |
| MOODY BLVD (SR 100) | BEACH VILLAGE HWY | S FLAGLER AVE | Principal Arterial | FDOT | C3R | 4 | 45 | 0.96 | D | 18,000 | 2024 | 39,165 | 2.41% | 18,880 | 3,960 | 8,220 | 35,070 | 7,360 | 8,220 | 0.48 | 0.90 |
| MOODY BLVD (SR 100) | S FLAGLER AVE | SR A1A (OCEAN SHORE BLVD) | Principal Arterial | FDOT | C2T | 4 | 35 | 0.21 | D | 14,900 | 2024 | 31,400 | 2.41% | 15,630 | 3,280 | 6,590 | 29,030 | 6,100 | 6,590 | 0.50 | 0.93 |
| PALM DR | MOODY BLVD (SR 100) | PALM DR | Minor Collector | CITY | C3R | 2 | 25 | 0.42 | D | 1,150 | 2024 | 11,200 | 2.41% | 1,210 | 510 | 4,700 | 2,250 | 950 | 4,700 | 0.11 | 0.20 |
| ROBERTS RD | COLBERT LN | MOODY BLVD (SR 100) | Minor Collector | COUNTY | C3C | 2 | 35 | 1.51 | D | 1,450 | 2024 | 15,190 | 2.41% | 1,520 | 2,300 | 22,940 | 2,820 | 4,260 | 22,940 | 0.10 | 0.19 |

*Source: Traffic data provided by Florida Department of Transportation. LOS Standards based on City of Flagler Beach and Flagler County adopted Comprehensive Plans. Daily Capacity based on FDOT Generalized Service Tables. Growth factors based on FDOT Trend Analysis Spreadsheet. VMT is length x AADT. VMC is length x Daily Capacity. 2050 AADT and VMT derived by applying growth rates. The VMT data were calculated based on applying the annual growth rate per segment based on the most recently adopted regional travel demand model.*

# APPENDIX E

## 2022 National Household Travel Survey Data

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## APPENDIX E: NATIONAL HOUSEHOLD TRAVEL SURVEY (NHTS): FIVE (5) MILES OR LESS

| TRIP PURPOSE | PERSON TRIPS (PT) | PERSON TRIP FACTOR (PTf) | PERSON MILES OF TRAVEL (PMT) | PERSON MILES OF TRAVEL FACTOR (PMTf) | PERSON TRIP LENGTH (PTL) | VEHICLE TRIPS (VT) | VEHICLE MILES OF TRAVEL (VMT) | VEHICLE TRIP LENGTH (VTL) | VEHICLE OCCUPANCY (VO) |
|---|---|---|---|---|---|---|---|---|---|
| HOME | 3,932,291,682 | 1.60 | 10,792,409,517 | 1.56 | 2.74 | 2,463,630,415 | 6,939,214,919 | 2.82 | 1.23 |
| WORK | 1,188,581,608 | 1.39 | 3,293,643,881 | 1.30 | 2.77 | 855,210,334 | 2,526,312,408 | 2.95 | 1.25 |
| PERSONAL ERRANDS | 1,619,424,573 | 1.93 | 3,336,135,398 | 1.60 | 2.06 | 840,002,681 | 2,086,971,077 | 2.48 | 2.09 |
| COMMUNITY SERVING | 141,594,946 | 1.91 | 419,347,708 | 1.47 | 2.96 | 74,141,794 | 285,226,140 | 3.85 | 1.41 |
| SOCIAL / VACATION | 328,251,344 | 1.76 | 752,937,845 | 2.06 | 2.29 | 186,634,460 | 366,015,360 | 1.96 | 1.16 |
| SCHOOL | 281,934,087 | 1.69 | 792,330,010 | 1.56 | 2.81 | 166,341,111 | 507,091,206 | 3.05 | 1.00 |
| FAMILY CARE | 26,639,230 | 1.72 | 59,290,641 | 2.00 | 2.23 | 15,467,349 | 29,645,321 | 1.92 | 2.00 |
| MEDICAL / DENTAL | 140,250,315 | 1.19 | 477,496,017 | 1.21 | 3.40 | 117,673,642 | 393,070,220 | 3.34 | 1.11 |
| BUY MEALS | 834,372,341 | 1.53 | 2,308,892,244 | 1.49 | 2.77 | 547,057,372 | 1,549,449,191 | 2.83 | 1.60 |
| BUY GOODS | 1,579,055,729 | 1.57 | 3,584,946,315 | 1.66 | 2.27 | 1,006,987,932 | 2,157,169,684 | 2.14 | 1.48 |
| EXERCISE | 317,077,246 | 1.67 | 648,822,440 | 1.54 | 2.05 | 190,246,348 | 421,085,764 | 2.21 | 1.40 |
| RECREATION / ENTERTAINMENT | 287,520,465 | 1.64 | 464,045,784 | 1.54 | 1.61 | 175,387,484 | 301,629,760 | 1.72 | 2.97 |
| TOTAL | 10,676,993,566 | 1.61 | 26,930,297,800 | 1.53 | 2.52 | 6,638,780,921 | 17,562,881,050 | 2.65 | 1.57 |

*Source: 2022 National Household Travel Survey (NHTS). Summary of Trip Purpose for South Atlantic MSA/CMSA less than 1 million population. Average of trips based on trip lengths of 5 Miles or Less.*

# APPENDIX F

## Planning Level Cost (PLC) & Person Miles of Capacity

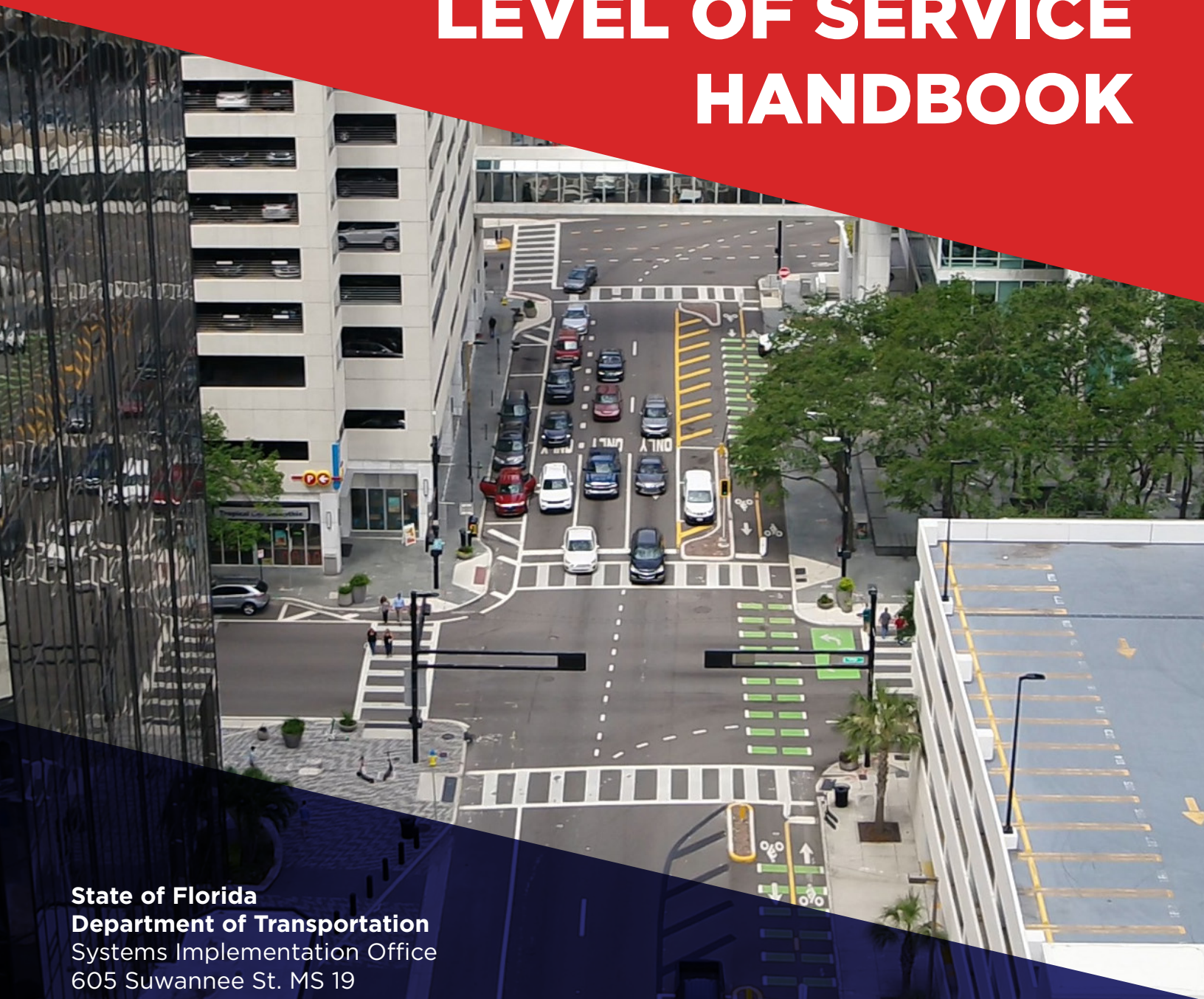
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# APPENDIX F: PLANNING LEVEL COST AND PERSON MILES OF CAPACITY

| PLC & PMC Note | PROJECT TYPE | Unit of Measure (UoM) | PLANNING LEVEL COST (PLC) | PERSON MILES OF CAPACITY (PMC) |
|---|---|---|---|---|
| 5 | Access Management & Corridor Study | per Project | $150,000 | 515 |
| 10 | Context Sensitive Enhancement | per Mile | $4,000,000 | 10,000 |
| 15 | Curbless Shared Street | per Mile | $20,000,000 | 27,000 |
| *20* | *Flagler County Mobility on Demand (MoD)* | *per Project* | *$6,254,240* | *38,528* |
| *25* | *Flagler County Bus Red Route* | *per Project* | *$11,813,543* | *194,275* |
| *30* | *Flagler County Bus Beach Line* | *per Project* | *$11,317,403* | *390,208* |
| 35 | Intersection Improvement (Traffic Signal) | per Project | $500,000 | 2,400 |
| 40 | Intersection Improvement (Turn Lane) | per Project | $350,000 | 4,600 |
| 45 | Mobility Hub | per Project | $500,000 | 1,718 |
| 50 | Mobility Hub Evaluation | per Project | $150,000 | 515 |
| 55 | Moody Blvd Bridge Shared Use Path | per Mile | $5,000,000 | 12,600 |
| 60 | Multi-Use Trail | per Mile | $1,500,000 | 7,200 |
| 65 | SUNTrail | per Mile | $5,000,000 | 7,200 |
| 70 | New Two (2) Lane Complete Street | per Mile | $12,500,000 | 19,500 |
| 75 | One-Way Pair Evaluation | per Project | $50,000 | 172 |
| 80 | Pier District (Pedestrian Priority Area) | per Mile | $18,000,000 | 27,000 |
| 85 | Primary Multimodal Corridor | per Mile | $2,000,000 | 12,600 |
| 90 | Reconfiguration aka. Lane Repurposing | per Mile | $18,000,000 | 16,000 |
| 95 | Roundabout (Small, 1-Lane) | per Project | $1,500,000 | 4,000 |
| 100 | Roundabout (Large, 2-Lane) | per Project | $3,600,000 | 8,000 |
| 105 | Sidewalk (5ft) | per Mile | $420,000 | 2,400 |
| 110 | Two (2) Lane Divided Reconstruction | per Mile | $7,000,000 | 30,000 |
| 115 | Upgrade to Collector | per Mile | $1,500,000 | 7,600 |
| 120 | Water Taxi | per Project | $4,000,000 | 960 |
| 125 | Widen from Two (2) to Four (4) Lanes | per Mile | $25,000,000 | 22,500 |
| 130 | Widen from Four (4) to Six (6) Lanes | per Mile | $22,500,000 | 20,000 |

*Note: Costs for Flagler County transit projects were obtained from the FY 2026-2035 Transportation Development Plan and are not included as part of the basis for the Flagler Beach Mobility Fee; Multimodal capacities are calculated based on the latest FDOT Quality of Service Handbook and Shared Use Path Level of Service Report.*

# 2023 MULTIMODAL QUALITY/ LEVEL OF SERVICE HANDBOOK



**State of Florida**
**Department of Transportation**
Systems Implementation Office
605 Suwannee St. MS 19
Tallahassee, FL 32399

www.fdot.gov/planning
January 2023

# Appendix B: Florida's Generalized Service Volume Tables

# Limited Access

## Freeway Generalized Service Volume Tables

### Peak Hour Directional

| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | 2,400 | 3,170 | 3,970 | 4,150 |
| 3 Lane | 3,390 | 4,600 | 5,810 | 6,130 |
| 4 Lane | 4,340 | 6,060 | 7,700 | 8,170 |
| 5 Lane | 5,480 | 7,450 | 9,680 | 10,390 |
| 6 Lane | 6,630 | 9,220 | 11,520 | 12,760 |

(Core Urbanized)

| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | 2,500 | 3,300 | 4,070 | 4,240 |
| 3 Lane | 3,570 | 4,900 | 6,080 | 6,360 |
| 4 Lane | 4,720 | 6,500 | 8,090 | 8,490 |
| 5 Lane | 5,790 | 8,020 | 10,020 | 10,610 |

(Urbanized)

| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | 2,430 | 3,180 | 3,790 | 3,910 |
| 3 Lane | 3,520 | 4,670 | 5,610 | 5,870 |
| 4 Lane | 4,630 | 6,170 | 7,440 | 7,830 |
| 5 Lane | 5,690 | 7,640 | 9,220 | 9,800 |

(Transitioning)

| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | 2,010 | 2,770 | 3,270 | 3,650 |
| 3 Lane | 2,820 | 3,990 | 4,770 | 5,470 |
| 4 Lane | 3,630 | 5,220 | 6,260 | 7,300 |

(Rural)

### Peak Hour Two-Way

| | B | C | D | E |
|---|---|---|---|---|
| 4 Lane | 4,360 | 5,760 | 7,220 | 7,550 |
| 6 Lane | 6,160 | 8,360 | 10,560 | 11,150 |
| 8 Lane | 7,890 | 11,020 | 14,000 | 14,850 |
| 10 Lane | 9,960 | 13,550 | 17,600 | 18,890 |
| 12 Lane | 12,050 | 16,760 | 20,950 | 23,200 |

| | B | C | D | E |
|---|---|---|---|---|
| 4 Lane | 4,550 | 6,000 | 7,400 | 7,710 |
| 6 Lane | 6,490 | 8,910 | 11,050 | 11,560 |
| 8 Lane | 8,580 | 11,820 | 14,710 | 15,440 |
| 10 Lane | 10,530 | 14,580 | 18,220 | 19,290 |

| | B | C | D | E |
|---|---|---|---|---|
| 4 Lane | 4,420 | 5,780 | 6,890 | 7,110 |
| 6 Lane | 6,400 | 8,490 | 10,200 | 10,670 |
| 8 Lane | 8,420 | 11,220 | 13,530 | 14,240 |
| 10 Lane | 10,350 | 13,890 | 16,760 | 17,820 |

| | B | C | D | E |
|---|---|---|---|---|
| 4 Lane | 3,650 | 5,040 | 5,950 | 6,640 |
| 6 Lane | 5,130 | 7,250 | 8,670 | 9,950 |
| 8 Lane | 6,600 | 9,490 | 11,380 | 13,270 |

### AADT

| | B | C | D | E |
|---|---|---|---|---|
| 4 Lane | 51,300 | 67,800 | 84,900 | 88,800 |
| 6 Lane | 72,500 | 98,400 | 124,200 | 131,200 |
| 8 Lane | 92,800 | 129,600 | 164,700 | 174,700 |
| 10 Lane | 117,200 | 159,400 | 207,100 | 222,200 |
| 12 Lane | 141,800 | 197,200 | 246,500 | 272,900 |

| | B | C | D | E |
|---|---|---|---|---|
| 4 Lane | 50,600 | 66,700 | 82,200 | 85,700 |
| 6 Lane | 72,100 | 99,000 | 122,800 | 128,400 |
| 8 Lane | 95,300 | 131,300 | 163,400 | 171,600 |
| 10 Lane | 117,000 | 162,000 | 202,400 | 214,300 |

| | B | C | D | E |
|---|---|---|---|---|
| 4 Lane | 45,100 | 59,000 | 70,300 | 72,600 |
| 6 Lane | 65,300 | 86,600 | 104,100 | 108,900 |
| 8 Lane | 85,900 | 114,500 | 138,100 | 145,300 |
| 10 Lane | 105,600 | 141,700 | 171,000 | 181,800 |

| | B | C | D | E |
|---|---|---|---|---|
| 4 Lane | 34,800 | 48,000 | 56,700 | 63,200 |
| 6 Lane | 48,900 | 69,000 | 82,600 | 94,800 |
| 8 Lane | 62,900 | 90,400 | 108,400 | 126,400 |

**Adjustment Factors**

Auxiliary Lanes Present in Analysis Direction Adjustment: +1,000
Ramp Metering Present Adjustment: Multiply by 1.05

Auxiliary Lanes Present in Analysis Direction Adjustment: +1,800
Ramp Metering Present Adjustment: Multiply by 1.05

Auxiliary Lanes Present in Analysis Direction Adjustment: +20,000
Ramp Metering Present Adjustment: Multiply by 1.05

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

# Limited Access



## Input Parameters

### Roadway Characteristics

| | Core Urbanized | Urbanized | Transitioning | Rural |
|---|---|---|---|---|
| Number of Lanes (one direction) | 2-6 | 2.5 | 2-5 | 2-4 |
| Posted Speed (mph) | 65 | 70 | 70 | 70 |
| Auxiliary Lanes | No | No | No | No |
| Lane Width (feet) | 12 | 12 | 12 | 12 |
| Total Ramp Density (ramps/mile) | 1.33 | 2.67 | 0.50 | 0.17 |
| Facility Length (miles) | 3 | 3 | 6 | 18 |
| Terrain | Level | Level | Level | Level |

### Traffic Characteristics

| | Core Urbanized | Urbanized | Transitioning | Rural |
|---|---|---|---|---|
| Planning Analysis Hour Factor (K) | 0.085 | 0.090 | 0.098 | 0.105 |
| Directional Distribution Factor (D) | 0.55 | 0.55 | 0.55 | 0.55 |
| Peak Hour Factor (PHF) | 0.95 | 0.95 | 0.92 | 0.88 |
| Base Free Flow Speed (mph) | 70 | 75 | 75 | 75 |
| Heavy Vehicle Percent (%) | 4% | 4% | 9% | 12% |
| Speed Adjustment Factor (SAF) | 0.975 | 0.975 | 0.975 | 0.975 |
| Capacity Adjustment Factor (CAF) | 0.968 | 0.968 | 0.968 | 0.968 |

# C1 & C2

## Motor Vehicle Highway Generalized Service Volume Tables



(C1-Natural & C2-Rural)

### Peak Hour Directional

| | B | C | D | E |
|---|---|---|---|---|
| 1 Lane | 240 | 430 | 730 | 1,490 |
| 2 Lane | 1,670 | 2,390 | 2,910 | 3,340 |
| 3 Lane | 2,510 | 3,570 | 4,370 | 5,010 |

### Peak Hour Two-Way

| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | 440 | 780 | 1,330 | 2,710 |
| 4 Lane | 3,040 | 4,350 | 5,290 | 6,070 |
| 6 Lane | 4,560 | 6,490 | 7,950 | 9,110 |

### AADT

| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | 4,600 | 8,200 | 14,000 | 28,500 |
| 4 Lane | 32,000 | 45,800 | 55,700 | 63,900 |
| 6 Lane | 48,000 | 68,300 | 83,700 | 95,900 |

### Adjustment Factors

2 Lane Divided Roadway with Exclusive Left Turn Adjustment: Multiply by 1.05
Multilane Undivided Highway with Exclusive Left Turn Adjustment: Multiply by 0.95
Multilane Undivided Highway without Exclusive Left Turn Adjustment:: Multiply by 0.75

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

# C1 & C2



## Input Parameters

### Roadway Characteristics

| | C1 | C2 |
|---|---|---|
| Number of Lanes (one direction) | 1 | 2-3 |
| Posted Speed (mph) | 55 | 55 |
| Base Free Flow  Speed (mph) | 60 | 60 |
| Median Type | Undivided | Divided |
| Shoulder Width (feet) | 3 | 6 |
| Lane Width (feet) | 12 | 12 |
| % No Passing Zone | 20% | |
| Access-Point Density (access/mile) | 2 | 2 |
| Terrain | Level | Level |

### Traffic Characteristics

| | C1 | C2 |
|---|---|---|
| Planning Analysis Hour Factor (K) | 0.095 | 0.095 |
| Directional Distribution Factor (D) | 0.55 | 0.55 |
| Peak Hour Factor (PHF) | 0.88 | 0.88 |
| Heavy Vehicle Percent (%) | 5% | 10% |
| Speed Adjustment Factor (SAF) | 0.975 | 0.975 |
| Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |

# C3C & C3R

## Motor Vehicle Arterial Generalized Service Volume Tables



(C3C-Suburban Commercial)

### Peak Hour Directional

| | B | C | D | E |
|---|---|---|---|---|
| 1 Lane | * | 760 | 1,070 | ** |
| 2 Lane | * | 1,520 | 1,810 | ** |
| 3 Lane | * | 2,360 | 2,680 | ** |
| 4 Lane | * | 3,170 | 3,180 | ** |

### Peak Hour Two-Way

| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | * | 1,380 | 1,950 | ** |
| 4 Lane | * | 2,760 | 3,290 | ** |
| 6 Lane | * | 4,290 | 4,870 | ** |
| 8 Lane | * | 5,760 | 5,780 | ** |

### AADT

| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | * | 15,300 | 21,700 | ** |
| 4 Lane | * | 30,700 | 36,600 | ** |
| 6 Lane | * | 47,700 | 54,100 | ** |
| 8 Lane | * | 64,000 | 64,200 | ** |



(C3R-Suburban Residential)

| | B | C | D | E |
|---|---|---|---|---|
| 1 Lane | * | 970 | 1,110 | ** |
| 2 Lane | * | 1,700 | 1,850 | ** |
| 3 Lane | * | 2,620 | 2,730 | ** |

| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | * | 1,760 | 2,020 | ** |
| 4 Lane | * | 3,090 | 3,360 | ** |
| 6 Lane | * | 4,760 | 4,960 | ** |

| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | * | 19,600 | 22,400 | ** |
| 4 Lane | * | 34,300 | 37,300 | ** |
| 6 Lane | * | 52,900 | 55,100 | ** |

### Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
* Cannot be achieved using table input value defaults.
** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

# C3C & C3R



## Input Parameters

### Roadway Characteristics

| | C3C | C3R |
|---|---|---|
| Number of Lanes (one direction) | 1-4 | 1-3 |
| Posted Speed (mph) | 45 | 45 |
| Facility Length (miles) | 3.98 | 2.57 |

### Traffic Characteristics

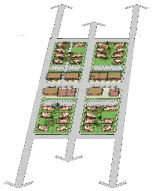
| | C3C | | C3R | |
|---|---|---|---|---|
| Planning Analysis Hour Factor (K) | 0.09 | | 0.09 | |
| Directional Distribution Factor (D) | 0.55 | | 0.55 | |
| Peak Hour Factor (PHF) | 0.95 | | 0.92 | |
| Base Saturation Flow Rate | 1,950 | | 1,950 | |
| Heavy Vehicle Percent (%) | 4 | | 4 | |
| Lane Width | 12 | | 12 | |
| Median Type | Non Restrictive (1 lane) | Restrictive (2,3,4 lanes) | Non Restrictive (1 lane) | Restrictive (2,3 lanes) |
| Roadway Edge Type | Curbed | | Flush | |
| On-Street Parking | None | | None | |

### Control Characteristics

| | C3C | | C3R |
|---|---|---|---|
| Cycle Length | 160 | | 190 |
| Major Street Through g/c | 0.5 (1,2,3 lanes) | 0.45 (4 lanes) | 0.5 |
| Yellow Change Interval | 5.1 | | 5.1 |
| Red Change Interval | 2 | | 2 |
| Number of Signals | 10 | | 5 |

# C2T, C4, C5, & C6

## Motor Vehicle Arterial Generalized Service Volume Tables



(C2T-Rural Town)

### Peak Hour Directional

| | B | C | D | E |
|---|---|---|---|---|
| 1 Lane | * | 720 | 940 | ** |
| 2 Lane | * | 1,140 | 1,640 | ** |
| 3 Lane | * | 2,120 | 2,510 | ** |

### Peak Hour Two-Way

| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | * | 1,310 | 1,710 | ** |
| 4 Lane | * | 2,070 | 2,980 | ** |
| 6 Lane | * | 3,850 | 4,560 | ** |

### AADT

| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | * | 13,800 | 18,000 | ** |
| 4 Lane | * | 21,800 | 31,400 | ** |
| 6 Lane | * | 40,500 | 48,000 | ** |



(C4-Urban General)

| | B | C | D | E |
|---|---|---|---|---|
| 1 Lane | * | * | 870 | 1,190 |
| 2 Lane | * | 1,210 | 1,790 | 2,020 |
| 3 Lane | * | 2,210 | 2,810 | 2,990 |
| 4 Lane | * | 2,590 | 3,310 | 3,510 |

| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | * | * | 1,580 | 2,160 |
| 4 Lane | * | 2,200 | 3,250 | 3,670 |
| 6 Lane | * | 4,020 | 5,110 | 5,440 |
| 8 Lane | * | 4,710 | 6,020 | 6,380 |

| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | * | * | 17,600 | 24,000 |
| 4 Lane | * | 24,400 | 36,100 | 40,800 |
| 6 Lane | * | 44,700 | 56,800 | 60,400 |
| 8 Lane | * | 52,300 | 66,900 | 70,900 |

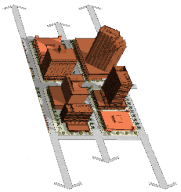


(C5-Urban Center)

| | B | C | D | E |
|---|---|---|---|---|
| 1 Lane | * | * | 690 | 1,080 |
| 2 Lane | * | 1,290 | 1,900 | 2,130 |
| 3 Lane | * | 1,410 | 2,670 | 3,110 |
| 4 Lane | * | 2,910 | 3,560 | 3,640 |

| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | * | * | 1,250 | 1,960 |
| 4 Lane | * | 2,350 | 3,450 | 3,870 |
| 6 Lane | * | 2,560 | 4,850 | 5,650 |
| 8 Lane | * | 5,290 | 6,470 | 6,620 |

| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | * | * | 13,900 | 21,800 |
| 4 Lane | * | 26,100 | 38,300 | 43,000 |
| 6 Lane | * | 28,400 | 53,900 | 62,800 |
| 8 Lane | * | 58,800 | 71,900 | 73,600 |



(C6-Urban Core)

| | B | C | D | E |
|---|---|---|---|---|
| 1 Lane | * | *** | 790 | 1,030 |
| 2 Lane | * | *** | 1,490 | 1,920 |
| 3 Lane | * | *** | 2,730 | 2,940 |
| 4 Lane | * | *** | 3,250 | 3,490 |

| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | * | *** | 1,440 | 1,870 |
| 4 Lane | * | *** | 2,710 | 3,490 |
| 6 Lane | * | *** | 4,960 | 5,350 |
| 8 Lane | * | *** | 5,910 | 6,350 |

| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | * | *** | 16,000 | 20,800 |
| 4 Lane | * | *** | 30,100 | 38,800 |
| 6 Lane | * | *** | 55,100 | 59,400 |
| 8 Lane | * | *** | 65,700 | 70,600 |

### Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
* Cannot be achieved using table input value defaults.
** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

# C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables

## Input Parameters

### Roadway Characteristics

| | C2T | C4 | C5 | C6 |
|---|---|---|---|---|
| Number of Lanes (one direction) | 1-3 | 1-4 | 1-4 | 1-4 |
| Posted Speed (mph) | 40 | 45 | 35 | 30 |
| Facility Length (miles) | 0.78 | 1.83 | 1.18 | 0.74 |
| Number of Signals | 4 | 9 | 9 | 7 |

### Traffic Characteristics

| | C2T | C4 | C5 | C6 |
|---|---|---|---|---|
| Planning Analysis Hour Factor (K) | 0.095 | 0.09 | 0.09 | 0.09 |
| Directional Distribution Factor (D) | 0.55 | 0.55 | 0.55 | 0.55 |
| Peak Hour Factor (PHF) | 0.92 | 0.95 | 0.95 | 0.95 |
| Base Saturation Flow Rate | 1,700 | 1,950 | 1,950 | 1,950 |
| Heavy Vehicle Percent (%) | 5 | 3 | 2 | 2 |
| Lane Width | 11 | 11 | 10 | 10 |
| Median Type | Non Restrictive | Non Restrictive | Non Restrictive | Non Restrictive |
| Roadway Edge Type | Curb | Curb | Curb | Curb |
| On-Street Parking | 50% | 100% | 100% | 100% |

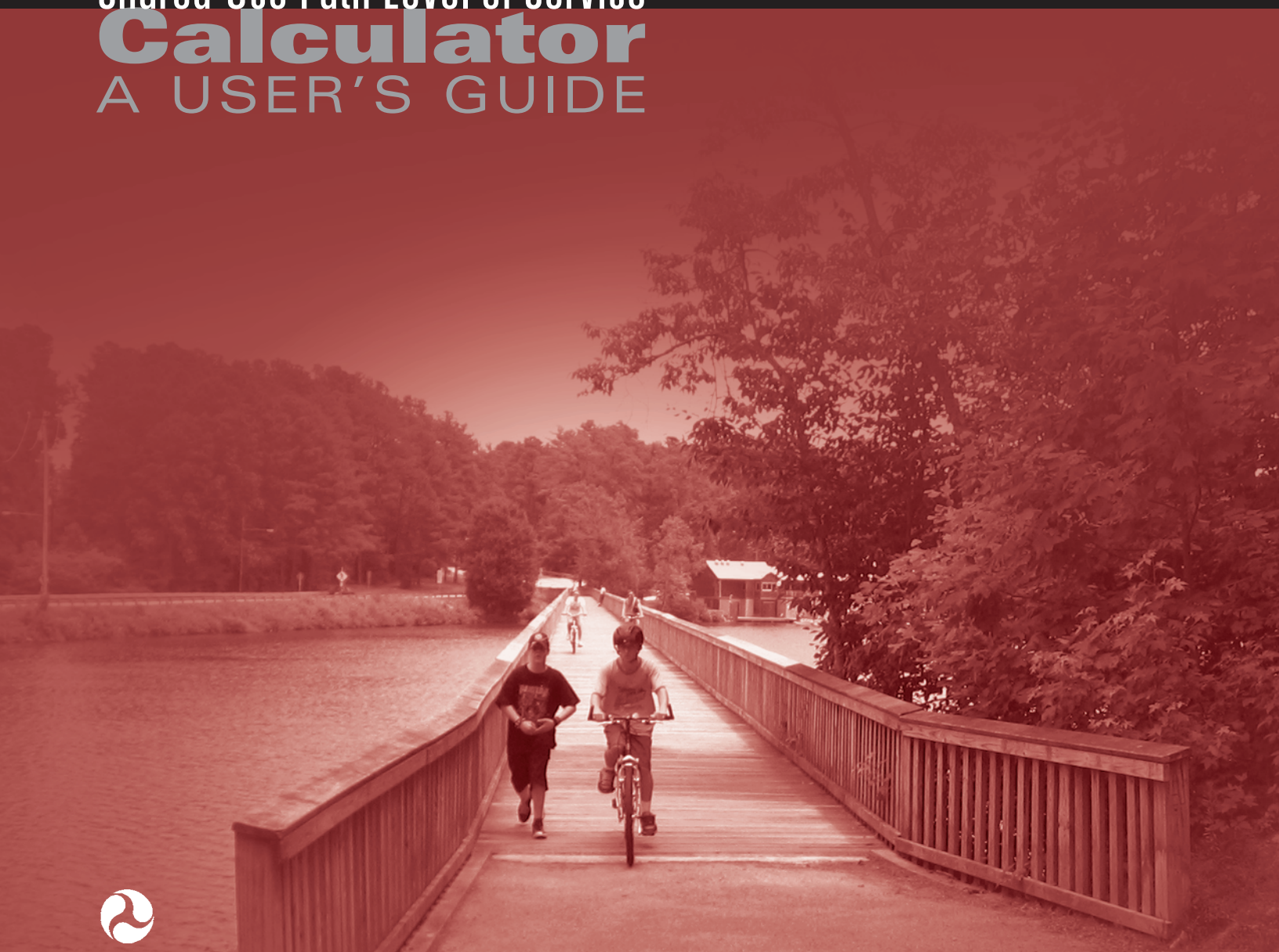
### Signal Characteristics

| | C2T | C4 | | C5 | | C6 | |
|---|---|---|---|---|---|---|---|
| Cycle Length | 90 | 170 | | 150 | | 120 | |
| Major Street Through g/c | 0.47 | 0.52 (1,2,3 lanes) | 0.47 (4 lanes) | 0.55 (1,2,3 lanes) | 0.48 (4 lanes) | 0.52 (1,2,3 lanes) | 0.46 (4 lanes) |
| Yellow Change Interval | 4.4 | 4.8 | | 4 | | 3.7 | |
| Red Change Interval | 2 | 2 | | 2 | | 2 | |

July 2006

# Shared-Use Path Level of Service Calculator

## A USER'S GUIDE



U.S. Department of Transportation
**Federal Highway Administration**

Research, Development, and Technology
Turner-Fairbank Highway Research Center
6300 Georgetown Pike
McLean, VA 22101-2296

Pedestrian and Bicycle Safety

# APPENDIX C. LOS LOOK-UP TABLES

**Table 12. Shared-use path level of service look-up table, typical mode split.**

| | | Trail Width (feet) | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | 8 | 10 | 12 | 14 | 16 | 18 | 20 |
| Trail Volume (One Direction per Hour) | 25 | B | B | B | B | A | A | A |
| | 50 | D | C | B | B | A | A | A |
| | 75 | D | C | B | B | B | A | A |
| | 100 | D | D | B | B | B | A | A |
| | 150 | E | D | C | C | B | B | B |
| | 200 | F | E | D | C | C | B | B |
| | 250 | F | F | D | D | C | C | C |
| | 300 | F | F | E | E | D | C | C |
| | 400 | F | F | F | F | E | E | E |
| | 500 | F | F | F | F | F | F | F |
| | 600 | F | F | F | F | F | F | F |
| | 800 | F | F | F | F | F | F | F |
| | 1000 | F | F | F | F | F | F | F |

1 ft = 0.3 m

Table Assumptions

Mode split is 55% adult bicyclists, 20% pedestrians, 10% runners, 10% in-line skaters, and 5% child bicyclists.

An equal number of trail users travel in each direction (the model uses a 50%/50% directional split).

Trail volume represents the actual number of users counted in the field (the model adjusts this volume based on a peak hour factor of 0.85).

Trail has a centerline.

**Table 13. Shared-use path level of service look-up table, high bicycle mode split.**

| | | Trail Width (feet) | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | 8 | 10 | 12 | 14 | 16 | 18 | 20 |
| Trail Volume (One Direction per Hour) | 25 | A | A | A | A | A | A | A |
| | 50 | B | B | B | B | A | A | A |
| | 75 | B | B | B | B | A | A | A |
| | 100 | D | C | B | B | A | A | A |
| | 150 | D | C | B | B | B | A | A |
| | 200 | E | D | C | B | B | B | A |
| | 250 | E | D | C | C | B | B | B |
| | 300 | F | E | C | C | B | B | B |
| | 400 | F | F | D | D | C | C | B |
| | 500 | F | F | E | E | C | C | C |
| | 600 | F | F | F | F | D | D | D |
| | 800 | F | F | F | F | E | E | E |
| | 1000 | F | F | F | F | F | F | F |

1 ft = 0.3 m

Table Assumptions

Mode split is 75% adult bicyclists, 7.5% pedestrians, 7.5% runners, 5% in-line skaters, and 5% child bicyclists.

An equal number of trail users travel in each direction (the model uses a 50%/50% directional split).

Trail volume represents the actual number of users counted in the field (the model adjusts this volume based on a peak hour factor of 0.85).

Trail has a centerline.

**Table 14. Shared-use path level of service look-up table, high pedestrian mode split.**

| | | Trail Width (feet) | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | 8 | 10 | 12 | 14 | 16 | 18 | 20 |
| Trail Volume (One Direction per Hour) | 25 | B | B | B | B | A | A | A |
| | 50 | D | C | B | B | B | A | A |
| | 75 | E | D | C | B | B | B | B |
| | 100 | F | E | C | C | C | B | B |
| | 150 | F | F | E | D | D | D | C |
| | 200 | F | F | F | F | E | E | E |
| | 250 | F | F | F | F | F | F | F |
| | 300 | F | F | F | F | F | F | F |
| | 400 | F | F | F | F | F | F | F |
| | 500 | F | F | F | F | F | F | F |
| | 600 | F | F | F | F | F | F | F |
| | 800 | F | F | F | F | F | F | F |
| | 1000 | F | F | F | F | F | F | F |

1 ft = 0.3 m

Table Assumptions

Mode split is 25% adult bicyclists, 50% pedestrians, 15% runners, 7.5% in-line skaters, and 2.5% child bicyclists.

An equal number of trail users travel in each direction (the model uses a 50%/50% directional split).

Trail volume represents the actual number of users counted in the field (the model adjusts this volume based on a peak hour factor of 0.85).

Trail has a centerline.

**Table 15. Shared-use path service volume look-up table, typical mode split.**

| | | Trail Width (feet) | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | 8 | 10 | 12 | 14 | 16 | 18 | 20 |
| **Level of Service** | A | 24 | 24 | 24 | 24 | 70 | 102 | 125 |
| | B | 49 | 49 | 110 | 147 | 191 | 213 | 229 |
| | C | 49 | 97 | 198 | 226 | 282 | 300 | 315 |
| | D | 109 | 155 | 267 | 290 | 362 | 379 | 392 |
| | E | 167 | 212 | 328 | 349 | 436 | 452 | 464 |
| | F | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Table shows maximum trail volume (one direction per hour) in each LOS category*

1 ft = 0.3 m

Table Assumptions

Mode split is 55% adult bicyclists, 20% pedestrians, 10% runners, 10% in-line skaters, and 5% child bicyclists.

An equal number of trail users travel in each direction (the model uses a 50%/50% directional split).

Trail volume represents the actual number of users counted in the field (the model adjusts this volume based on a peak hour factor of 0.85).

Trail has a centerline.

**Table 16. Shared-use path service volume look-up table, high bicycle mode split.**

| | | Trail Width (feet) | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | 8 | 10 | 12 | 14 | 16 | 18 | 20 |
| **Level of Service** | A | 40 | 40 | 40 | 40 | 123 | 182 | 224 |
| | B | 81 | 81 | 185 | 246 | 348 | 388 | 419 |
| | C | 81 | 162 | 330 | 376 | 519 | 554 | 581 |
| | D | 184 | 267 | 446 | 487 | 671 | 703 | 728 |
| | E | 289 | 373 | 551 | 590 | 812 | 842 | 866 |
| | F | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Table shows maximum trail volume (one direction per hour) in each LOS category*

1 ft = 0.3 m

Table Assumptions

Mode split is 75% adult bicyclists, 7.5% pedestrians, 7.5% runners, 5% in-line skaters, and 5% child bicyclists.

An equal number of trail users travel in each direction (the model uses a 50%/50% directional split).

Trail volume represents the actual number of users counted in the field (the model adjusts this volume based on a peak hour factor of 0.85).

Trail has a centerline.

**Table 17. Shared-use path service volume look-up table, high pedestrian mode split.**

| | | Trail Width (feet) | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | 8 | 10 | 12 | 14 | 16 | 18 | 20 |
| **Level of Service** | A | 13 | 13 | 13 | 13 | 35 | 51 | 62 |
| | B | 26 | 26 | 57 | 77 | 95 | 105 | 114 |
| | C | 26 | 52 | 105 | 120 | 140 | 149 | 156 |
| | D | 58 | 82 | 143 | 156 | 179 | 187 | 194 |
| | E | 87 | 110 | 177 | 189 | 215 | 223 | 229 |
| | F | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

*Table shows maximum trail volume (one direction per hour) in each LOS category*

1 ft = 0.3 m

Table Assumptions

Mode split is 25% adult bicyclists, 50% pedestrians, 15% runners, 7.5% in-line skaters, and 2.5% child bicyclists.

An equal number of trail users travel in each direction (the model uses a 50%/50% directional split).

Trail volume represents the actual number of users counted in the field (the model adjusts this volume based on a peak hour factor of 0.85).

Trail has a centerline.

# APPENDIX G

## City of Flagler Beach 2050 Mobility Plan

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# APPENDIX G: CITY OF FLAGLER BEACH 2050 MOBILITY PLAN

| Project ID | Street | From | To | Length (Miles) | Project Type | Maintenance Entity | Project Description | Project Source | Timeframe | Project Status | Planning Level Cost (PLC) | Person Miles of Capacity (PMC) | PLC & PMC Note | Reasonably Anticipated Funding | Attributable Planning Level Cost (APLC) | Attributable Person Miles of Capacity (PMC) | Funding Source |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | N 2nd St / Moody Ln | Current West Terminus of Moody Ln | Ocean Shore Blvd (SR A1A) | 0.61 | Primary Multimodal Corridor | City | Reimage the corridor to be the primary east-west multimodal route in Flagler Beach, connecting the proposed Mobility Hub on N 4th St to downtown and the beach, and providing a safe and convenient alternative to Moody Blvd. Post speed limit at 20 MPH and implement various traffic calming measures to slow vehicles. Street design should prioritize walking, bicycling, golf carts, and other low-speed modes. Clear signage and pavement markings should consistently communicate that people walking, biking, and using other micromobility options have priority. Additional enhancements may include landscaping and green infrastructure to improve aesthetics and stormwater management. The corridor should include wayfinding signage. | 2050 Mobility Plan | 2030-2035 | Proposed | $1,220,000 | 7,686 | 85 | $0 | $1,220,000 | 7,686 | Mobility Fees & Other Sources |
| 10 | Lehigh Ave | N 4th St | Moody Ln | 0.15 | Primary Multimodal Corridor | City | Reimage the corridor to be the primary east-west multimodal route in Flagler Beach, connecting the proposed Mobility Hub on N 4th St to downtown and the beach, and providing a safe and convenient alternative to Moody Blvd. Post speed limit at 20 MPH and implement various traffic calming measures to slow vehicles. Street design should prioritize walking, bicycling, golf carts, and other low-speed modes. Clear signage and pavement markings should consistently communicate that people walking, biking, and using other micromobility options have priority. Additional enhancements may include landscaping and green infrastructure to improve aesthetics and stormwater management. The corridor should include wayfinding signage. | 2050 Mobility Plan | 2030-2035 | Proposed | $300,000 | 1,890 | 85 | $0 | $300,000 | 1,890 | Mobility Fees & Other Sources |
| 15 | S 2nd St | Flagler Ave | Ocean Shore Blvd (SR A1A) | 0.21 | Curbless Shared Street | City | Reconstruct existing street as a curbless shared street with streetscape, landscape, wayfinding, traffic calming, special pavers, placemaking elements, public art, etc. Dynamic elements, such as bollards, should be incorporated to allow the street to be closed to vehicles during festivals or special events. | 2050 Mobility Plan | 2035-2040 | Proposed | $4,200,000 | 5,670 | 15 | $0 | $4,200,000 | 5,670 | Mobility Fees & Other Sources |
| 20 | S 3rd St | Flagler Ave | Ocean Shore Blvd (SR A1A) | 0.20 | Curbless Shared Street | City | Reconstruct existing street as a curbless shared street with streetscape, landscape, wayfinding, traffic calming, special pavers, placemaking elements, public art, etc. Dynamic elements, such as bollards, should be incorporated to allow the street to be closed to vehicles during festivals or special events. | 2050 Mobility Plan | 2035-2040 | Proposed | $4,000,000 | 5,400 | 15 | $0 | $4,000,000 | 5,400 | Mobility Fees & Other Sources |
| 25 | Central Ave | N 23rd St | N 3rd St | 2.00 | Primary Multimodal Corridor | City | Reimage the corridor to be the primary north–south multimodal route in Flagler Beach, providing a safe and convenient alternative to Ocean Boulevard (SR A1A). Post speed limit at 20 MPH and implement various traffic calming measures to slow vehicles. Street design should prioritize walking, bicycling, golf carts, and other low-speed modes. Clear signage and pavement markings should consistently communicate that people walking, biking, and using other micromobility options have priority. Additional enhancements may include landscaping and green infrastructure to improve aesthetics and stormwater management. The corridor should include wayfinding signage connecting residents and visitors to parks, Flagler Beach Pier, and downtown. | 2050 Mobility Plan | 2026-2030 | Proposed | $4,000,000 | 25,200 | 85 | $0 | $4,000,000 | 25,200 | Mobility Fees & Other Sources |
| 30 | Central Ave | N 3rd St | S 3rd St | 0.19 | Curbless Shared Street | City | Reconstruct existing street as a curbless shared street to reinforce Central Ave as a traditional main street between 3rd St North and 3rd St South. Street design should include streetscape, landscape, wayfinding, traffic calming, special pavers, placemaking elements, public art, etc. Dynamic elements, such as bollards, should be incorporated to allow the street to be closed to vehicles during festivals or special events. | 2050 Mobility Plan | 2030-2035 | Proposed | $3,800,000 | 5,130 | 15 | $0 | $3,800,000 | 5,130 | Mobility Fees & Other Sources |
| 35 | Central Ave / Daytona Ave One-Way Pair | S 3rd St | S 9th St | 1C | One-Way Pair Evaluation | City | Evaluate Central Ave and Daytona Ave between South 3rd St and South 9th St for potential conversion to a one-way pair for vehicular traffic. This analysis would assess whether the reconfiguration could create opportunities to accommodate on-street parking and/or multimodal facilities. The evaluation should be conducted in conjunction with efforts to advance Central Avenue as a Primary Multimodal Corridor. | 2050 Mobility Plan | 2026-2030 | Proposed | $50,000 | 172 | 75 | $0 | $50,000 | 172 | Mobility Fees & Other Sources |
| 40 | Central Ave | S 3rd St | S 28th St | 2.69 | Primary Multimodal Corridor | City | Reimage the corridor to be the primary north–south multimodal route in Flagler Beach, providing a safe and convenient alternative to Ocean Boulevard (SR A1A). Post speed limit at 20 MPH and implement various traffic calming measures to slow vehicles. Street design should prioritize walking, bicycling, golf carts, and other low-speed modes. Clear signage and pavement markings should consistently communicate that people walking, biking, and using other micromobility options have priority. Additional enhancements may include landscaping and green infrastructure to improve aesthetics and stormwater management. The corridor should include wayfinding signage connecting residents and visitors to parks, Flagler Beach Pier, and downtown. | 2050 Mobility Plan | 2026-2030 | Proposed | $5,380,000 | 33,894 | 85 | $0 | $5,380,000 | 33,894 | Mobility Fees & Other Sources |
| 45 | Ocean Shore Blvd (SR A1A) | Ocean Marina Dr (City Limits) | N 10th St | 1.62 | Two (2) Lane Divided Reconstruction | FDOT | Where right-of-way allows, reconstruct Ocean Blvd (SR A1A) into a two (2) lane divided with one lane of travel in each direction and a curbed, landscaped median that include drainage improvements and stormwater control (French drains and associated structures) to manage runoff. The design should mirror the segment previously reconstructed from S 9th St to S 22nd St. This project should be coordinated with the associated segment of the planned SUNTrail to convert the existing sidewalk on the west side of the right-of-way into a multi-use trail. The project should also incorporate green infrastructure and native vegetation in the median, designed to be both visually appealing and effective at managing stormwater. | 2050 Mobility Plan | 2030-2035 | Proposed | $11,340,000 | 48,600 | 110 | $10,206,000 | $1,134,000 | 4,860 | Anticipate 90% FDOT Funding |
| 50 | Ocean Shore Blvd (SR A1A) | N 10th St | S 2nd St | 0.55 | Context Sensitive Enhancement | FDOT | Construct parallel parking on both sides of the existing two-lane roadway utilizing specialty pavers and integrated landscaping, including palm trees, to visually narrow the travel lanes, reinforce lower vehicular speeds, and establish a cohesive, pedestrian-oriented streetscape. Provide coordinated, high-visibility pedestrian crossings to connect beach access points with adjacent parking and residential and commercial uses. Enhance the existing west-side sidewalk to an 8-foot shared-use path to safely accommodate pedestrians and bicyclists. Collectively, these design elements will clearly signal entry into the Flagler Beach Downtown area and encourage heightened driver awareness. | 2050 Mobility Plan | 2030-2035 | Proposed | $2,200,000 | 5500 | 10 | $1,980,000 | $220,000 | 550 | Anticipate 90% FDOT Funding |
| 55 | Ocean Shore Blvd (SR A1A) | S 2nd St | S 4th St | 0.28 | Pier District (Pedestrian Priority Area) | FDOT | Reimage Ocean Shore Blvd (SR A1A) from S 2nd St to S 4th S to create a pedestrian-oriented beachfront district. Remove parallel parking on the west side of the corridor to create a wider pedestrian frontage and expanded public realm. This transformation will establish a pedestrian-oriented district designed to support retail activity, outdoor dining, and community gathering spaces. By prioritizing walkability and enhancing the streetscape, the project will help cultivate a thriving, vibrant corridor that strengthens the city's coastal character and supports local economic development. | 2050 Mobility Plan | 2035-2040 | Proposed | $5,040,000 | 7,560 | 80 | $4,536,000 | $504,000 | 756 | Anticipate 90% FDOT Funding |
| 60 | Ocean Shore Blvd (SR A1A) | S 4th St | S 9th St | 0.09 | Context Sensitive Enhancement | FDOT | Construct parallel parking on the west side of the existing two-lane roadway (and on both sides between S 8th St and S 9th St) utilizing specialty pavers and integrated landscaping, including palm trees, to visually narrow the travel lanes, reinforce lower vehicular speeds, and establish a cohesive, pedestrian-oriented streetscape. Provide coordinated, high-visibility pedestrian crossings to connect beach access points with adjacent parking and residential and commercial uses. Enhance the existing west-side sidewalk to an 8-foot shared-use path to safely accommodate pedestrians and bicyclists. Collectively, these design elements will clearly signal entry into the Flagler Beach Downtown area and encourage heightened driver awareness. | 2050 Mobility Plan | 2030-2035 | Proposed | $360,000 | 900 | 10 | $324,000 | $36,000 | 90 | Anticipate 90% FDOT Funding |
| 65 | Ocean Shore Blvd (SR A1A) | N 10th St | | 1C | Intersection Improvement | FDOT | Add intersection improvement such as a southbound right turn lane, roundabout, or other traffic control device on Ocean Shore Blvd turning onto N 10t St. Include signage directing traffic to Moody Blvd. | 2050 Mobility Plan | 2030-2035 | Proposed | $1,500,000 | 4,000 | 95 | $1,350,000 | $150,000 | 400 | Anticipate 90% FDOT Funding |

# APPENDIX G: CITY OF FLAGLER BEACH 2050 MOBILITY PLAN

| Project ID | Street | From | To | Length (Miles) | Project Type | Maintenance Entity | Project Description | Project Source | Timeframe | Project Status | Planning Level Cost (PLC) | Person Miles of Capacity (PMC) | PLC & PMC Note | Reasonably Anticipated Funding | Attributable Planning Level Cost (APLC) | Attributable Person Miles of Capacity (PMC) | Funding Source |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70 | N 10th St / N Flagler Ave | Ocean Shore Blvd (SR A1A) | N 7th St | 0.41 | Upgrade to Collector | City | Upgrade the existing roadway to a collector design standard to better facilitate traffic to and from Moody Blvd and provide an alternative route that allows vehicles to bypass the downtown area. Improvements will include adding paved shoulders, installing centerline and edge line striping, and evaluating existing stop control on cross streets to improve overall traffic operations. Additional enhancements may include drainage improvements, directional signage, and minor intersection modifications. | 2050 Mobility Plan | 2030-2035 | Proposed | $615,000 | 3,116 | 115 | $0 | $615,000 | 3,116 | Mobility Fees & Other Sources |
| 75 | N 10th St | S Flagler Ave | | 1C | Intersection Improvement | City | Add intersection improvement such as a southbound left turn lane, roundabout, or other traffic control device on N 10t St and N Flagler Ave. Include signage directing traffic to Moody Blvd. | 2050 Mobility Plan | 2030-2035 | Proposed | $1,500,000 | 4,000 | 95 | $0 | $1,500,000 | 4,000 | Mobility Fees & Other Sources |
| 80 | Ocean Shore Blvd (SR A1A) | S 7th St | | 1C | Intersection Improvement | FDOT | Add intersection improvement such as a northbound left turn lane, roundabout, or other traffic control device on Ocean Shore Blvd turning onto N 10t St. Include signage directing traffic to Moody Blvd. | 2050 Mobility Plan | 2030-2035 | Proposed | $1,500,000 | 4,000 | 95 | $1,350,000 | $150,000 | 400 | Anticipate 90% FDOT Funding |
| 85 | S Flagler Ave / S 7th Ave | Moody Blvd (SR 100) | Ocean Shore Blvd (SR A1A) | 0.47 | Upgrade to Collector | City | Upgrade the existing roadway to a collector design standard to better facilitate traffic to and from Moody Blvd and provide an alternative route that allows vehicles to bypass the downtown area. Improvements will include adding paved shoulders, installing centerline and edge line striping, and evaluating existing stop control on cross streets to improve overall traffic operations. Additional enhancements may include drainage improvements, directional signage, and minor intersection modifications. | 2050 Mobility Plan | 2030-2035 | Proposed | $705,000 | 3,572 | 115 | $0 | $705,000 | 3,572 | Mobility Fees & Other Sources |
| 90 | John Anderson Hwy | Moody Blvd (SR 100) | Approximately 0.3 miles south of Presidio Blvd | 1C | Access Management & Corridor Study | City | Evaluate innovative ways to reduce development impact to John Anderson Hwy such as frontage roads, shared access through landscape separated access ways, roundabouts and other innovative mobility concepts to maintain the roadway as a two (2) lane scenic corridor with minimal access connections. | 2050 Mobility Plan | 2026-2030 | Proposed | $150,000 | 515 | 5 | $0 | $150,000 | 515 | Mobility Fees & Other Sources |
| 95 | Moody Blvd (SR 100) | Colbert Ln | | 1C | Intersection Improvement | FDOT | Intersection improvements associated with development such as signal upgrades and turn lanes to accommodate growth in traffic. | 2050 Mobility Plan | As Development Occurs | Proposed | $500,000 | 2,400 | 35 | $450,000 | $50,000 | 240 | Anticipate 90% FDOT Funding |
| 100 | Moody Blvd (SR 100) | Flagler Ave | | 1C | Roundabout | FDOT | Add roundabout. | 2050 Mobility Plan | 2030-2035 | Proposed | $1,500,000 | 4,000 | 100 | $1,350,000 | $150,000 | 400 | Anticipate 90% FDOT Funding |
| 105 | Moody Blvd (SR 100) | Ocean Blvd (SR A1A) | | 1C | Roundabout | FDOT | Add roundabout. | 2050 Mobility Plan | 2030-2035 | Proposed | $3,600,000 | 8,000 | 95 | $3,240,000 | $360,000 | 800 | Anticipate 90% FDOT Funding |
| 110 | Water Taxi Service & Infrastructure | Veranda Bay Development | N 4th St | 1C | Water Taxi | City / Developer | The City will coordinate with the developer of Veranda Bay to establish a water taxi service connecting the development across the Matanzas River. This partnership will expand mobility options and reduce reliance on vehicle travel, taking vehicle trips off of Moody Blvd (SR 100) for those traveling from the west to the area's key destinations including Downtown Flager Beach and Flagler Beach Pier. As part of this project, the City will construct/update two (2) water taxi docks and a park n'ride lot on the west side of the Matanzas River. Long-term, the water taxi could serve as a model for additional water-based transit connections throughout the City's waterfront. | 2050 Mobility Plan | 2045-2050 | Proposed | $4,000,000 | 960 | 120 | $1,000,000 | $3,000,000 | 720 | Anticipate 25% Developer Funding |
| 115 | Mobility Hub | Matanzas River (East side of River) | N 4th St | 1C | Mobility Hub | City | Construct a mobility hub to provide a centralized, multimodal connection point that supports seamless travel between the water taxi and surrounding transportation options. The mobility hub should integrate facilities for walking, biking, transit, and shared mobility. Planned improvements could also include amenities such as seating, lighting, shelters, bike parking, and clear wayfinding to support smooth transfers and improve the user experience. | 2050 Mobility Plan | 2045-2050 | Proposed | $500,000 | 1,718 | 45 | $0 | $500,000 | 1,718 | Mobility Fees & Other Sources |
| 120 | Mobility Hub | Matanzas River (West side of River) | South of Pescadero R | 1C | Mobility Hub | City / Developer | Construct a mobility hub to provide a centralized, multimodal connection point that supports seamless travel between the water taxi and surrounding transportation options. The mobility hub should integrate facilities for walking, biking, transit, and shared mobility. Planned improvements could also include amenities such as seating, lighting, shelters, bike parking, and clear wayfinding to support smooth transfers and improve the user experience. | 2050 Mobility Plan | 2045-2050 | Proposed | $500,000 | 1,718 | 45 | $125,000 | $375,000 | 1,289 | Anticipate 25% Developer Funding |
| 125 | Mobility Hub Evaluation | Flagler Ave | Flagler Ave | 1C | Mobility Hub Evaluation | City | Evaluate the feasibility of utilizing wetland parcels owned by the City of Flagler along Flagler Avenue as a potential site for a mobility hub. This hub could serve as a centralized parking facility and multimodal connection point designed to support a park-once environment in the downtown/CRA. | 2050 Mobility Plan | 2026-2030 | Proposed | $150,000 | 515 | 50 | $0 | $150,000 | 515 | Mobility Fees & Other Sources |

# APPENDIX G: CITY OF FLAGLER BEACH 2050 MOBILITY PLAN

| Project ID | Street | From | To | Length (Miles) | Project Type | Maintenance Entity | Project Description | Project Source | Timeframe | Project Status | Planning Level Cost (PLC) | Person Miles of Capacity (PMC) | PLC & PMC Note | Reasonably Anticipated Funding | Attributable Planning Level Cost (APLC) | Attributable Person Miles of Capacity (PMC) | Funding Source |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Pre-Existing Proposed, Planned, or Funded Projects** | | | | | | | | | | | | | | | | | |
| 130 | Bulow Creek Headwaters Regional Park Trail, Boardwalk, Pedestrian Amenities | Moody Blvd (SR 100) | Old Kings Rd | 2.72 | Multi-Use Trail | County | Project consists of a Planning Phase and a Design Phase. The Planning Phase of the project includes preparing conceptual alternative design plans and the Design Phase includes preparation of design plans and contract documents for proposed potential improvements to include park amenities pedestrian amenities, trail heads with possibly restrooms, boardwalks over wetlands and possibly a paved multiuse trail through the park to connect the southern terminus of the existing SR100 pedestrian bridge to Old Kings Rd. S at the southwest corner of the site. | Flagler County Engineering Development Tracker Dashboard | 2026-2030 | Planning & Design Phase Funded. Planning Ongoing in 2026. | $1,561,425 | 19,584 | 60 | $1,561,425 | $0 | 0 | FDOT Grant |
| 135 | Colbert Ln | Palm Coast Pkwy | Moody Blvd (SR 100) | 7.34 | Multi-Use Trail | Palm Coast | Construct 12' to 14' Multi-Use Trail. | Volusia-Flagler 2025 LOPP | 2026-2030 | Proposed | $11,010,000 | 52,848 | 60 | $11,010,000 | $0 | 0 | Palm Coast, Volusia-Flagler TPO |
| 140 | John Anderson Hwy | Moody Blvd (SR 100) | Volusia Co Line | 3.96 | Multi-Use Trail | County | Construct 12' to 14' Multi-Use Trail. | Volusia-Flagler 2025 LOPP | 2030-2035 | Planned | $5,940,000 | 28,512 | 60 | $5,940,000 | $0 | 0 | Flagler County, Volusia-Flagler TPO |
| 145 | Moody Blvd (SR 100) | Belle Terre Pkwy | Old Kings Rd | 2.56 | Widen from Four (4) to Six (6) Lanes | FDOT | Widen Moody Blvd (SR 100) from four (4) lanes to six (6) lanes between Belle Terre Pkwy and Old Kings Rd. | 2050 LRTP Cost Feasible SIS; FDOT SIS Long Range - Cost Feasible | PD&E & PE - 2035-2040 ROW-2046-2050 | Planned | $34,870,000 | 51,200 | 130 | $34,870,000 | $0 | 0 | FDOT |
| 150 | Moody Blvd (SR 100) | Old Kings Rd | John Anderson Hwy | 2.01 | Widen from Four (4) to Six (6) Lanes | FDOT | Widen Moody Blvd (SR 100) from four (4) lanes to six (6) lanes between Old Kings Rd and John Anderson Pkwy. | 2050 LRTP Capacity Need | 2045-2050 | Proposed | $45,225,000 | 40,200 | 130 | $45,225,000 | $0 | 0 | FDOT |
| 155 | Moody Blvd (SR 100) Complete Street (Bridge) | Roberts Rd / John Anderson Hwy | Flagler Ave | 0.97 | Moody Blvd Bridge Shared Use Path | FDOT | Maintain the bridge on Moody Blvd over the Mantanzas River as a four (4) lane roadway, while reallocating space to provide safe, high-quality facilities for bicyclists and pedestrians. | 2025 Application for Project Prioritization: Feasibility Study for Traffic Operations, Safety, and Local Initiatives Projects | 2030-2035 | Proposed | $4,850,000 | 12,222 | 55 | $4,365,000 | $485,000 | 1,222 | Anticipate 90% FDOT Funding |
| 160 | Moody Blvd (SR 100) Reconfiguration | Flagler Ave | Ocean Shore Blvd (SR A1A) | 0.20 | Reconfiguration | FDOT | Reconfigure Moody Blvd from four (4) lanes to two (2) lanes and consider incorporating on-street parking, bicycle and pedestrian (multimodal) facilities and amenities, roundabouts and/or other intersection improvements at Flagler Ave and Ocean Shore Blvd, and midblock crossings. | Volusia-Flagler 2025 LOPP; 2025 Application for Project Prioritization: Feasibility Study for Traffic Operations, Safety, and Local Initiatives Projects | 2030-2035 | Proposed | $3,600,000 | 1,600 | 90 | $3,240,000 | $360,000 | 160 | Anticipate 90% FDOT Funding |
| 165 | Moody Blvd (SR 100) | Old Kings Rd | | 1C | Intersection Improvement | FDOT | Old Kings Rd at SR 100 Turn Lane Improvements. | Volusia-Flagler 2025 LOPP | 2026-2030 | Proposed | $350,000 | 4,600 | 40 | $350,000 | $0 | 0 | FDOT, Volusia-Flagler TPO |
| 170 | Moody Blvd (SR 100) | Roberts Rd / John Anderson Hwy | | 1C | Intersection Improvement | FDOT | John Anderson-Roberts Rd at SR 100 Intersection Improvements (system performance). | Volusia-Flagler 2025 LOPP | 2026-2030 | Planned | $350,000 | 4,600 | 40 | $350,000 | $0 | 0 | FDOT, Volusia-Flagler TPO |
| 175 | Flagler Beach Gap (SUN Trail) PD&E Study | Ocean Marina Dr | Volusia Co Line | 6.12 | Multi-Use Trail | FDOT | FLAGLER BEACH GAP VOLUSIA/FLAGLER COUNTY LINE TO OCEAN MARINA DRIVE. BIKE PATH/TRAIL. Highways/PD & E. Also part of the St Johns River to Sea Loop and the East Coast Greenway. | FDOT 5 YR Work Plan (439873-2) | 2026-2030 | Programmed | $2,000,000 | 44,064 | 65 | $2,000,000 | $0 | 0 | FDOT |
| 185 | Old Kings Road Shared Use Path (SUNTrail) | Ocean Shore Blvd (Ormond Beach) | Moody Blvd (SR 100) | 9.52 | Multi-Use Trail | FDOT | New construction of a +/-9.5 mile shared use path from Palm Coast to Ormond Beach. | SUNTrail | 2026-2030 | Partially funded for pre construction. | $47,600,000 | 68,544 | 65 | $47,600,000 | $0 | 0 | FDOT |
| 190 | Old Kings Road Shared Use Path (SUNTrail) | Moody Blvd (sidewalk 1,400' south) | Volusia Co Line | 4.47 | Multi-Use Trail | FDOT | New Construction of a +/-4.5 mile shared use path from Volusia County line to sidewalk 1,400' south of SR-100. | FDOT 5 YR Work Plan (438636-1); Flagler County Engineering Development Tracker Dashboard; 2050 LRTP LOPP FM #4386361 & 4386362 | 2027 | Funded. Design Phase In Progress. | $3,039,856 | 32,184 | 65 | $3,039,856 | $0 | 0 | FDOT |
| 195 | Old Kings Road | Moody Blvd (SR 100) | Volusia Co Line | 4.50 | Widen from Two (2) to Four (4) Lanes | County | Widen Old Kinds Rd from two (2) lanes to four (4) lanes between Moody Blvd (SR 100) and the Volusia County line. | Volusia-Flagler 2025 LOPP | 2026-2030 | Planned | $1,500,000 | 101,250 | 125 | $1,500,000 | $0 | 0 | Flagler County, Volusia-Flagler TPO |
| 200 | Veranda Bay Roadway (New Road) | Moody Blvd (SR 100) | Johns Anderson Hwy | 1.08 | New Two (2) Lane Complete Street | Private | Construct a new two (2) lane street with complete streets elements such as bike lanes (30MPH or less), buffered bike lanes, protected bike lanes, or a shared-use path. | Veranda Bay | 2026-2030 | Developer Obligation | $13,500,000 | 21,060 | 70 | $13,500,000 | $0 | 0 | Developer |
| 205 | Flagler Beach Transportation Development Plan Implementation: Fixed Route Bus Service (Red Route) SR 100 | Marineland | South City Limits of Flagler Beach | 8.26 | Flagler County Bus Route | County | Traditional corridor-based bus service operating on hourly headways, serving fixed bus stops located every ¼-mile, using larger vehicles, and operating on a fixed schedule. | Flalger County Transportation Development Plan | 2026-2030 | Planned | $11,813,543 | 194,275 | 25 | $11,813,543 | $0 | 0 | Flagler County |
| 210 | Flagler Beach Transportation Development Plan Implementation: Fixed Route Bus Service (Beach Line) SR A1A | Bunnell | Flagler Beach | 17.42 | Flagler County Bus Route | County | Traditional corridor-based bus service operating on hourly headways, serving fixed bus stops located every ¼-mile, using larger vehicles, and operating on a fixed schedule. | Flalger County Transportation Development Plan | 2030-2035 | Planned | $11,317,403 | 390,208 | 30 | $11,317,403 | $0 | 0 | Flagler County |
| 215 | Flagler Beach Transportation Development Plan Implementation: Mobility on Demand Beach Zone | - | - | 1C | Flagler County Mobility on Demand (MoD) | County | New flexible service type that can offer flexible point-to-point service within a designated zone. Service may include same-day scheduling, connections to major hubs or destinations with a zone, and first mile/last mile connections to other MOD zones or fixed routes bus stops. For this proposed service, it is assumed that Flagler County will procure a third-party vendor to provide all aspects of MOD service (vehicles, staff, information/scheduling/ticket technology). | Flalger County Transportation Development Plan | 2030-2035 | Planned | $6,254,240 | 38,528 | 20 | $6,254,240 | $0 | 0 | Flagler County |

# APPENDIX H

## Implementation Initiatives

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# APPENDIX H: CITY OF FLAGLER BEACH 2050 MOBILITY PLAN: IMPLEMENTATION INITIATIVES

| Project ID | Project Name | Project Type | Maintenance Entity | Project Description | Project Source | Timeframe | Project Status | Planning Level Cost (PLC) | Reasonably Anticipated Funding | Attributable Planning Level Cost (APLC) | Attributable Person Miles of Capacity (PMC) | Funding Source |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 220 | Bicycle Parking Program | Program | City | Develop a program to install bicycle parking racks at various locations throughout the City as needs arise. The Program should include a process and establish procedures for residents and business owners to request that the City furnish and install bike racks free of charge. | 2050 Mobility Plan | 2026-2050 | Proposed | $120,000 | $0 | $120,000 | 412 | Mobility Fees & Other Sources |
| 225 | Bicycle & Pedestrian Safety Improvements | Implementation | City | Construct various pedestrian safety-related improvements throughout the City including high visibility and raised crosswalks, pedestrian islands, hardened centerlines, curb extensions, midblock crossings, bicycle boxes, signage, etc. | 2050 Mobility Plan | 2026-2050 | Proposed | $480,000 | $0 | $480,000 | 1,649 | Mobility Fees & Other Sources |
| 160 | Complete Streets Policy | Program | City | Adopt a Complete Streets Policy to establish a commitment by the City to design, build, and operate its transportation network so that all road projects consider the needs of all users—people walking, biking, taking transit, using mobility devices, and driving - and to establish a framework that ensures transportation investments systematically create safer, more inclusive, and connected streets. Key elements should include 1) embedding Complete Streets principles into planning, design, and funding decisions; 2) applying the policy to all projects and phases (new, retrofit, and maintenance); 3) setting clear design guidance and performance measures; 4) ensuring equity and accessibility across age, ability, income, and community context. | 2050 Mobility Plan | 2026-2030 | Proposed | $20,000 | $0 | $20,000 | 69 | Mobility Fees & Other Sources |
| 165 | Downtown Master Plan Update | Plan | City | Update the City of Flagler Beach Downtown Master Plan which was originally adopted in 2002 and last updated in 2006. | 2050 Mobility Plan | 2026-2030 | Proposed | $150,000 | $0 | $150,000 | 515 | Mobility Fees & Other Sources |
| 170 | Downtown / CRA Parking Management Plan | Plan | City | Develop a downtown parking management plan for the Community Redevelopment Area (CRA) to identify an overall strategy to integrate land use, parking, and transportation in downtown Flagler Beach. The plan should address parking in the downtown area with the goal of addressing perception issues related to a shortage of parking. The plan should seek to maximize strategic use of city-owned properties and explore access management as it relates to parking, curb management, commercial loading/unloading, and shared parking agreements. The plan should consider centralizing parking within mobility hubs and/or parking structures to create a park-once environment. | 2050 Mobility Plan | 2026-2030 | Proposed | $150,000 | $0 | $150,000 | 515 | Mobility Fees & Other Sources |
| 175 | Parking Implementation: On-Street Parking | Implementation | City | Construct up to forty (40) new on-street parking spaces at strategic locations to be determined throughout the community. To minimize impacts on traffic flow and maintain neighborhood character, spaces will be installed in small clusters of two (2) to three (3) spaces. Design treatments may include regular curb and gutter or ribbon curb with brick pavers to enhance aesthetics and blend with surrounding streetscapes. Where necessary, minor sidewalk reconstruction will be completed to ensure ADA compliance and maintain pedestrian safety. Implementation should be coordinated with other capital improvements and may also include opportunities to integrate green infrastructure, such as tree wells or bioswales, within parking areas to improve stormwater management and add shade. | 2050 Mobility Plan | 2026-2050 | Proposed | $400,000 | $0 | $400,000 | 1,375 | Mobility Fees & Other Sources |
| 180 | Parking Implementation: Golf Cart Parking | Implementation | City | Implement forty (40) designated golf cart parking spaces at strategic locations to support neighborhood-scale mobility and reduce congestion in high-demand areas. The initiative should also incorporate signage and design standards to ensure safe and consistent integration with existing streetscapes. | 2050 Mobility Plan | 2026-2050 | Proposed | $100,000 | $0 | $100,000 | 344 | Mobility Fees & Other Sources |
| 185 | Parking Implementation: Strategic Parking Management | Implementation | City | Site acquisition, design, engineering, and construction of various parking improvements in the Downtown/CRA area. | 2050 Mobility Plan | 2026-2050 | Proposed | $5,000,000 | $0 | $5,000,000 | 17,182 | Mobility Fees & Other Sources |
| 190 | Parking Implementation: Operational Improvements & Enforcement | Implementation | City | Implement operational and enforcement recommendations in the Downtown / CRA Parking Management Plan including, but not limited to installation of parking meters, curb management signage, parking stall pavement markings, and hiring of enforcement officers. | 2050 Mobility Plan | 2026-2050 | Proposed | $500,000 | $0 | $500,000 | 1,718 | Mobility Fees & Other Sources |
| 195 | Parking Implementation: Microtransit Circulator Pilot Program | Service | City | The City will launch a pilot microtransit circulator service to help address mobility and parking challenges. The pilot should start with addressing mobility and parking during high-demand periods such as special events. To ensure effective implementation, the City should partner with a third-party transportation vendor to manage circulator operations during the pilot. The first year of the pilot will serve as a testing phase to monitor ridership, evaluate operational efficiency, and gather community feedback. Data collected will be used to expand the service to fixe- route or on-demand service, and refine schedules and stop locations, ensuring the service is responsive to actual mobility needs. | 2050 Mobility Plan | 2030-2035 | Proposed | $400,000 | $0 | $400,000 | 1,375 | Mobility Fees & Other Sources |
| 200 | Parking Implementation: Residential Parking Permit Program | Program | City | Establish a Residential Parking Permit Program to prioritize on-street parking access for residents and reduce issues related to illegal or unauthorized parking. The program is intended to protect neighborhood quality of life, ensure that residents are not displaced by outside parking demand, and maintain safe and orderly use of the public right-of-way. The Program should include provisions for visitor permits and temporary resident permits so that households can accommodate guests and short-term needs while preserving overall parking availability for residents. The City will designate specific streets or zones to be included in the program, based on demonstrated parking demand, land use patterns, and input from neighborhood residents. | 2050 Mobility Plan | 2030-2035 | Proposed | $1,000,000 | $0 | $1,000,000 | 3,436 | Mobility Fees & Other Sources |
| 205 | Low Speed Streets Program | Program | City | Establish a Low Speed Streets Program to give residents access to a range of street design treatments that can be applied to their local streets. The program will be implemented citywide and will focus on constructing traffic calming and multimodal improvements that reduce vehicle speeds and enhance safety for all users of City streets.<br><br>The program will be resident-driven, allowing neighbors to work together to propose treatments through a formal request process. Priority will initially be given to streets that provide access to parks, schools, and existing multimodal facilities.<br><br>Low Speed Streets are defined as neighborhood streets with posted speed limits of 20 MPH, low traffic volumes, and physical design features that reinforce slower speeds. Potential treatments include:<br><br>• Lane narrowing and restriping to add on-street parking, bicycle lanes, or sidewalk space where sidewalks are missing.<br>• Traffic calming features such as chicanes, chokers, curb extensions, traffic circles, painted or raised intersections, and speed tables.<br>• Green street elements such as reclaimed swales with low-impact stormwater design, and canopy or understory street trees where feasible.<br><br>The Program will establish clear criteria and guidelines for traffic calming, landscaping, traffic control devices, and multimodal elements, along with a transparent prioritization process for implementation. | 2050 Mobility Plan | 2026-2050 | Proposed | $300,000 | $0 | $300,000 | 1,031 | Mobility Fees & Other Sources |

## APPENDIX H: CITY OF FLAGLER BEACH 2050 MOBILITY PLAN: IMPLEMENTATION INITIATIVES

| Project ID | Project Name | Project Type | Maintenance Entity | Project Description | Project Source | Timeframe | Project Status | Planning Level Cost (PLC) | Reasonably Anticipated Funding | Attributable Planning Level Cost (APLC) | Attributtable Person Miles of Capacity (PMC) | Funding Source |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 210 | Sidewalk Improvement Program | Program | City | Construct approximately five (5) miles of sidewalk improvements throughout the City to support safer, more walkable neighborhoods. This Program is aimed at expanding and enhancing the City's pedestrian infrastructure. This program focuses on meeting current accessibility standards through installation of ADA-compliant curb ramps, constructing new sidewalk segments to improve connectivity, and filling critical sidewalk gaps to create a more complete network. Exact location of sidewalk improvements should be determined in conjunction with planned Capital Improvements Program (CIP) projects. | 2050 Mobility Plan | 2026-2050 | Proposed | $2,100,000 | $0 | $2,100,000 | 12,000 | Mobility Fees & Other Sources |
| 215 | Streetscape Improvement Program | Program | City | Implement a Streetscape Improvement Program that enhances functionality, aesthetics, and placemaking throughout the City. The program should establish cohesive City branding and design standards while identifying formal streetscape elements such as shade trees and landscaping, street furniture, pedestrian-scale lighting, signage, decorative pavers, and public art. All elements should reflect and reinforce the City's character, creating visual continuity and stronger pedestrian connections between key destinations, including the beach and Flagler Beach Pier, City Hall, Downtown, and the A1A corridor. Implementation should be prioritized along the primary and secondary streetscape corridors outlined in the Downtown Master Plan. | 2050 Mobility Plan | 2026-2050 | Proposed | $4,000,000 | $0 | $4,000,000 | 13,746 | Mobility Fees & Other Sources |
| 220 | Tactical Urbanism (aka Quick-Build) Program | Program | City | Establish a Tactical Urbanism Program. Tactical urbanism is an experimental, low cost approach to street design that uses scalable, quick-build interventions to catalyze long-term change. Tactical urbanism is often implemented with high levels of engagement from the community. Tactical urbanism projects utilize low cost materials such as paint, planters, plastic delineators, street furniture, cones, crates, and barriers to implement improvements such as crosswalks, curb extensions, open streets, parklets, pedestrian plazas, traffic signal box art and bicycle parking. The Tactical Urbanism Program should create a tactical urbanism guide that establishes what types of street interventions are permitted, the project process – including permitting, who can apply, public engagement, site plan, traffic control plan - materials that can be used, design standards, permitted locations, installation and safety, maintenance, and monitoring and evaluation. | 2050 Mobility Plan | 2026-2050 | Proposed | $250,000 | $0 | $250,000 | 859 | Mobility Fees & Other Sources |
| 225 | Wayfinding Plan | Plan | City | Develop a City wayfinding plan that lays out a comprehensive and unified signage system that emphasizes a coherent theme for the City and its surrounding areas including gateway signage, wayfinding signage, and directional signage to trails and parking lots. The Plan should aim to improve the efficiency of the transportation system, improve access, and facilitate placemaking. Wayfinding can be both physical and virtual tools that provide predictability and consistency in the way people find their point of interests around the City. The Plan should include development of a brand identity and design standards and specifications for signage, maps, a digital app, etc. that is unique and locally distinct. The Plan should consider gateway signage at 1) city limits on Ocean Shore Blvd (SR A1A); 2) CRA/Downtown boundary on Ocean Shore Blvd (SR A1A); 3) the intersection of Moody Blvd (SR 100) and Flagler Ave; and 4) Central Avenue indicating 'Main Street'. The Plan should also include directional signage for the future SUNTrail along 9th Street South, Flagler Ave, and 10th Street North. | 2050 Mobility Plan | 2026-2030 | Proposed | $150,000 | $0 | $150,000 | 515 | Mobility Fees & Other Sources |
| 230 | Wayfinding Signage | Implementation | City | Wayfinding signage and installation. | 2050 Mobility Plan | 2026-2050 | Proposed | $50,000 | $0 | $50,000 | 172 | Mobility Fees & Other Sources |
| 235 | Florida Main Street Program | Program | City | Apply to become a Florida Main Street community. The Florida Main Street program, administered through the National Trust for Historic Preservation, provides technical assistance, training, promotion, and grant opportunities with the goal of revitalizing historic downtowns and encourage economic development within the context of historic preservation. | 2050 Mobility Plan | 2026-2030 | Proposed | $20,000 | $0 | $20,000 | 69 | Mobility Fees & Other Sources |

# APPENDIX I

## Trip Generation

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# APPENDIX I: TRIP GENERATION

| Land Use Categories (dark grey), Land Use Classifications, and Representative Land Uses (in parentheses) | UNIT OF MEASURE (UOM) | TRIP GENERATION (TG) | ITE LAND USE CODES |
|---|---|---|---|
| **Residential & Lodging Uses** | | | |
| Residential (ADU, Apartments, Attached, Condo, Detached, Duplex, Townhouse, 3 or more attached units) | per 1,000 sq. ft. | 4.67 | See Residential |
| Overnight Lodging (B&B, Condo Hotel, Hotel, Motel, Short-term Rental, Transient) | per room | 6.02 | See Overnight Lodging |
| Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer) | per space or lot | 5.52 | See Mobile Residence |
| **Institutional Uses** | | | |
| Community Serving (Center, Civic / Fraternal Club, Gallery, Museum, Performance Venues, Place of Assembly or Worship) | per 1,000 sq. ft. | 5.23 | See Community Serving |
| Long Term Care (Assisted Living, Care or Recovery Homes, Congregate Living Facility, Nursing Home) | per 1,000 sq. ft. | 5.82 | See Long Term Care |
| Private Education (Afterschool, Family Day Care, K-12, Pre-K, Trade School, Tutor) | per 1,000 sq. ft. | 9.80 | See Private Education |
| Institutional (College, Hospital, Post Secondary Education, University) | per 1,000 sq. ft. | 12.55 | See Institutional |
| **Industrial Uses** | | | |
| Industrial (Assembly, Brewing, Distribution, Fabrication, Flex, Manufacturing, Processing, Storage, Trades, Utilities) | per 1,000 sq. ft. | 2.95 | See Industrial |
| **Commercial Recreational Uses** | | | |
| Marina (wet berths, dry slips, ancillary repair, yacht club) | per Berth plus per 10 Slips | 2.41 | 420 |
| Unenclosed Commercial Recreation (Commercial amusement, Golf, Multi-Purpose, Recreation, Sports, Tennis) | per Acre | 39.74 | See Unenclosed Commercial Recreation |
| Enclosed Commercial Recreation (Commercial amusement, Fitness, Gym, Health, Indoor Sports) | per 1,000 sq. ft. | 35.70 | See Unenclosed Commercial Recreation |
| **Office Uses** | | | |
| Office (Administrative, Business Service, Clinic, Dental, Medical, Professional Service, Real Estate, Veterinary) | per 1,000 sq. ft. | 18.63 | See Office |
| **Commercial & Retail Uses** | | | |
| Retail (Goods, Local: [Grocery, Pharmacy, or Restaurant], Sales, Services, Stores) | per 1,000 sq. ft. | 47.40 | See Retail |
| High Impact Retail (Alcoholic Beverage Sales, Banks, Chain: [Grocery, Pharmacy, or Restaurant] | per 1,000 sq. ft. | 110.15 | See High Impact Retail |
| Convenience Retail (Car Wash, Chain Fast Food, Convenience Market or Store, Gas Stations, Service Stations) | per 1,000 sq. ft. | 267.16 | See Convenience Retail |
| **Additive Fees for Commercial Services & Retail Uses** | | | |
| Motor Vehicle Charging | per Charging Position | 259.71 | See Motor Vehicle Charging |
| Motor Vehicle Fueling | per Fueling Position | 61.54 | Motor Vehicle Fueling |
| Motor Vehicle Repair Service (Accessories, Brakes, Heavy, Light, Maintenance, Quick Lube, Repair, Tires) | per Bay or Stall | 36.25 | Motor Vehicle Repair |
| Parking (private paid parking garages or lots, vehicle or equipment auction, storage, rental, towing, transitional lots) | per Space | 3.00 | Average of three daily trips per space |
| Retail Drive-Through (ATM, Bank, Drive-in Business, Dry Cleaner, Dollar Store, Grocery Store, Pharmacy, Restaurant) | per Lane | 125.26 | See Retail Drive-Through |

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| RESIDENTIAL TRIP GENERATION | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| ITE LAND USE | ITE LAND USE CODE | UNIT OF MEASURE | DAILY TRIP GENERATION (TG) | TOTAL NUMBER OF UNITS (TU) | SQUARE FOOTAGE (SF) | SQUARE FOOTAGE PER 1,000 SQ. FT. (SF1000) | TRIP GENERATION PER 1,000 SQ. FT. (TG1000) | TRIP STUDIED (WEIGHTED) (TSw) | TRIP GENERATION (WEIGHTED) (TGw) |
| SINGLE-FAMILY DETACHED | 210 | DWELLING UNIT | 9.09 | 3,152 | 2,091 | 2.09 | 4.35 | 0.733 | 3.19 |
| SINGLE-FAMILY ATTACHED (TOWNHOMES) | 215 | DWELLING UNIT | 6.57 | 277 | 1,249 | 1.25 | 5.26 | 0.064 | 0.34 |
| SINGLE-FAMILY ATTACHED (CONDOMINIUMS) | 215 | DWELLING UNIT | 6.57 | 713 | 1,208 | 1.21 | 5.44 | 0.166 | 0.90 |
| MULTI-FAMILY (LOW-RISE) (LESS THAN 10 UNITS) | 220 | DWELLING UNIT | 6.21 | 159 | 926 | 0.93 | 6.71 | 0.037 | 0.25 |
| TOTAL | | | | 4,301 | | | | 1.000 | 4.67 |

***Notes:*** Residential trip generation rates are based on the type of dwelling unit and the applicable trip generation rate per the 12th Edition of the ITE Trip Generation Manual. Residential trip generation rates were converted into trip rates per 1,000 square feet. The first step in the conversion was utilizing average square per type of dwelling unit based on Flagler County Property Appraiser Data as of 2026. The assigned square footage of each unit type is then divided by 1,000. The following is the calculation for Single-Family Detached land uses: Sq Ft per 1,000: (2,091 / 1,000 = 2.09); A revised daily trip generation rate per 1,000 sq. ft. was then calculated. The trip generation per 1,000 Sq. Ft. is calculated per the following: (9.09 / 2.09 = 4.35).

A Trip Study weighting is then calculated based on the number of total units within Flagle Beach based on Flagler County Property Appraiser Data as of 2026. The trip study weight is calculated for Single-Family Detached per the following: (3,152 / 4,301 = 0.733); The weighted trip generation is calculated per the following: (4.35 / 0.733 = 3.19). The residential trip generation per 1,000 sq. ft. is based on the sum of the following: (3.19 + 0.34 + 0.90 + 0.25 = 4.67).

| OVERNIGHT LODGING TRIP GENERATION | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ITE LAND USE | ITE LAND USE CODE | VARIABLE | AM PEAK (7 to 9) | AM PEAK FACTOR | AM NUMBER OF STUDIES | PM PEAK (4 to 6) | PM PEAK FACTOR | PM NUMBER OF STUDIES | TOTAL NUMBER OF STUDIES (NS) | CALCULATED DAILY | TRIP STUDIED (WEIGHTED) | TRIP GENERATION (WEIGHTED) |
| HOTEL | 310 | ROOM | 0.34 | 0.053 | 17 | 0.47 | 0.077 | 20 | 37 | 6.26 | 0.25 | 1.56 |
| ALL SUITES HOTEL | 311 | ROOM | 0.26 | 0.052 | 7 | 0.34 | 0.077 | 8 | 15 | 4.71 | 0.10 | 0.48 |
| BUSINESS HOTEL | 312 | ROOM | 0.35 | 0.071 | 18 | 0.31 | 0.069 | 25 | 43 | 4.71 | 0.29 | 1.37 |
| MOTEL | 320 | ROOM | 0.33 | 0.066 | 9 | 0.37 | 0.071 | 14 | 23 | 5.11 | 0.16 | 0.79 |
| RESORT HOTEL | 330 | ROOM | 0.33 | 0.050 | 3 | 0.39 | 0.050 | 3 | 6 | 7.20 | 0.04 | 0.29 |
| TIMESHARE | 265 | ROOM | 0.48 | 0.053 | 12 | 0.75 | 0.077 | 12 | 24 | 9.40 | 0.16 | 1.52 |
| TOTAL | -- | -- | -- | -- | 66 | -- | -- | 82 | 148 | -- | 1.00 | 6.02 |

***Notes:*** Overnight Lodging Trip Generation based on the AM and PM Peak of adjacent street traffic per room based on the 12th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 12th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per room is the sum of the weighted Trip Generation (TGW). Hotel Example: DT = ((0.34 / .053) + (0.47 / 0.077)) = 6.26; TSW = (37 / 148) = 0.25; TGW = (6.26 x 0.25) = 1.56. Hotel Trip Generation: Sum (1.56 + 0.48 + 1.37 + 0.79 + 0.29 +1.52) = 6.02.

| MOBILE RESIDENCE TRIP GENERATION | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ITE LAND USE | ITE LAND USE CODE | VARIABLE | AM PEAK OF GENERATOR | AM PEAK FACTOR | AM NUMBER OF STUDIES | PM PEAK OF GENERATOR | PM PEAK FACTOR | PM NUMBER OF STUDIES | TOTAL NUMBER OF STUDIES | CALCULATED DAILY | TRIP STUDIED (WEIGHTED) | TRIP GENERATION (WEIGHTED) |
| MOBILE HOME PARK | 240 | UNIT | 0.53 | 0.079 | 6 | 0.71 | 0.080 | 6 | 12 | 7.79 | 0.39 | 3.02 |
| RV PARK | 416 | LOT | 0.25 | 0.064 | 6 | 0.41 | 0.080 | 3 | 9 | 4.52 | 0.29 | 1.31 |
| RECREATIONAL HOME | 260 | ROOM | 0.28 | 0.079 | 5 | 0.31 | 0.080 | 5 | 10 | 3.71 | 0.32 | 1.20 |
| TOTAL | -- | -- | -- | -- | 17 | -- | -- | 14 | 31 | -- | 1.00 | 5.52 |

***Notes:*** Mobile Residence Trip Generation based on the AM and PM Peak of Generator per variable based on the 12th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 12th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per variable is the sum of the weighted Trip Generation (TGW). RV Park Example: DT = ((0.25 / .064) + (0.41 / 0.080)) = 4.52; TSW = (9 / 31) = 0.29; TGW = (4.52 x 0.29) = 1.31. Mobile Residence Trip Generation: Sum (3.02 + 1.31 + 1.20) = 5.52.

| COMMUNITY SERVING TRIP GENERATION | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ITE LAND USE | ITE LAND USE CODE | VARIABLE | AM PEAK (7 to 9) | AM PEAK FACTOR | AM NUMBER OF STUDIES | PM PEAK (4 to 6) | PM PEAK FACTOR | PM NUMBER OF STUDIES | TOTAL NUMBER OF STUDIES | CALCULATED DAILY TRIPS (TG) | TRIP STUDIED (WEIGHTED) | TRIP GENERATION (WEIGHTED) |
| CHURCH | 560 | 1000 SF | 0.37 | 0.070 | 2 | 0.43 | 0.07 | 6 | 8 | 5.71 | 0.80 | 4.57 |
| MUSEUM | 580 | 1000 SF | 0.28 | 0.070 | 1 | 0.18 | 0.07 | 1 | 2 | 3.29 | 0.20 | 0.66 |
| TOTAL | -- | -- | -- | -- | 3 | -- | -- | 7 | 10 | -- | 1.00 | 5.23 |

***Notes:*** Community Serving Trip Generation based on the AM and PM Peak of adjacent street traffic per room based on the 12th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on a peak to daily factor of 0.07. The Trip Generation Weight (TGw) is calculated based on daily trips multiplied by Trip Study Weight (TSw). The total trips per room is the sum of the weighted Trip Generation (TGw). Church Example: = ((0.37 / .07) + (0.43 / 0.07)) = 5.71; TSw = (8/ 10) = 0.80; TGw = (5.71 x 0.80) = 4.57. Community Serving Trip Generation is the sum of the weighted trip generation (4.57 + 0.66) = 5.23.

| LONG TERM CARE TRIP GENERATION | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ITE LAND USE | ITE LAND USE CODE | VARIABLE | AM PEAK TRIPS (7 to 9) | AM PEAK FACTOR | AM NUMBER OF STUDIES | PM PEAK TRIPS (4 to 6) | PM PEAK FACTOR | PM NUMBER OF STUDIES | TOTAL NUMBER OF STUDIES | CALCULATED DAILY | TRIP STUDIED (WEIGHTED) | TRIP GENERATION (WEIGHTED) |
| CONGREGATE CARE FACILITY | 253 | DWELLING | 0.10 | 0.073 | 6 | 0.18 | 0.081 | 7 | 13 | 1.80 | 0.19 | 0.34 |
| CONTINUING CARE RETIREMENT COMMUNITY | 255 | UNITS | 0.16 | 0.073 | 12 | 0.19 | 0.081 | 12 | 24 | 2.27 | 0.35 | 0.79 |
| LONG TERM CARE TRIP GENERATION PER 1,000 SQ. FT. | | | | | | | | | | | | |
| CONGREGATE CARE FACILITY | 253 | 1000 SQ. FT. | 0.33 | 0.073 | 8 | 0.59 | 0.081 | 9 | 17 | 5.93 | 0.25 | 1.46 |
| ASSISTED LIVING | 254 | 1000 SQ. FT. | 0.32 | 0.093 | 6 | 0.38 | 0.088 | 6 | 12 | 3.88 | 0.17 | 0.67 |
| CONTINUING CARE RETIREMENT COMMUNITY | 255 | 1000 SQ. FT. | 0.38 | 0.073 | 12 | 0.48 | 0.081 | 12 | 24 | 5.50 | 0.35 | 1.91 |
| NURSING HOME | 620 | 1000 SQ. FT. | 0.55 | 0.075 | 8 | 0.59 | 0.074 | 8 | 16 | 7.65 | 0.23 | 1.77 |
| TOTAL / *AVERAGE* | | | | | 34 | | | 35 | 69 | | 1.00 | 5.82 |

***Notes:*** Long Term Care Trip Generation based on the AM and PM Peak of adjacent street traffic based on the 12th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. Congregate Care Facilities and Continuing Care Retirement Community were converted from units to 1,000 sq. ft. based on unit sizes of 330 sq. ft. and 400 sq. ft. respectively. Congregate Care Facilities AM and PM Peak Trips were multiplied by 3.3 to convert 330 sq. ft. units to 1,000 sq. ft. Continuing Care Retirement Community AM and PM Peak Trips were multiplied by 2.5 to convert 400 sq. ft. units to 1,000 sq. ft. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 12th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per 1,000 sq. ft. is the sum of the weighted Trip Generation (TGW). Nursing Home Example: DT = ((0.55 / .075) + (0.59 / 0.074)) = 7.65; TSW = (16 / 69) = 0.23; TGW = (7.65 x 0.23) = 1.77. Long Term Care TG: Sum( 1.46 + 0.67 + 1.91 + 1.77) = 5.82.

| PRIVATE EDUCATION TRIP GENERATION | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| ITE LAND USE | ITE LAND USE CODE | VARIABLE | AM PEAK OF GENERATOR | NUMBER OF STUDIES | PM PEAK OF GENERATOR | TOTAL NUMBER OF STUDIES | CALCULATED DAILY | TOTAL NUMBER OF STUDIES | TRIP STUDIED (WEIGHTED) | TRIP GENERATION (WEIGHTED) |
| ELEMENTARY SCHOOL | 520 | STUDENTS | 0.74 | 50 | 0.44 | 71 | 1.77 | 121 | 0.21 | 0.37 |
| MIDDLE SCHOOL / JR HIGH SCHOOL | 522 | STUDENTS | 0.75 | 27 | 0.34 | 39 | 1.64 | 66 | 0.11 | 0.19 |
| HIGH SCHOOL | 525 | STUDENTS | 0.53 | 56 | 0.31 | 68 | 1.26 | 124 | 0.22 | 0.27 |
| PRIVATE K-8 | 530 | STUDENTS | 1.01 | 14 | 0.60 | 12 | 2.42 | 26 | 0.05 | 0.11 |
| PRIVATE K-12 | 532 | STUDENTS | 0.75 | 6 | 0.50 | 5 | 1.88 | 11 | 0.02 | 0.04 |
| PRIVATE HIGH SCHOOL | 534 | STUDENTS | 0.66 | 4 | 0.40 | 4 | 1.59 | 8 | 0.01 | 0.02 |
| CHARTER ELEMENTARY SCHOOL | 536 | STUDENTS | 1.09 | 36 | 0.73 | 39 | 2.73 | 75 | 0.13 | 0.36 |
| CHARTER SCHOOL (K - 12) | 538 | STUDENTS | 0.84 | 7 | 0.60 | 8 | 2.16 | 15 | 0.03 | 0.06 |
| CHARTER HIGH SCHOOL | 539 | STUDENTS | 0.94 | 2 | 0.55 | 2 | 2.24 | 4 | 0.01 | 0.02 |
| DAY CARE | 565 | STUDENTS | 0.81 | 63 | 0.83 | 63 | 2.46 | 126 | 0.22 | 0.54 |
| TOTAL | | | | | | | | 576 | 1.00 | 1.96 |
| CALCULATED DAILY TRIP GENERATION RATE PER 1,000 SQ. FT. IS (1.96 x 5) = 9.80 PER 1,000 SQ. FT. | | | | | | | | | | 9.80 |

DAILY TRIP GENERATION RATE OF 9.80 PER 1,000 SQ. FT. BASED ON 1,000 SQ. FT. DIVIDED BY THE AVERAGE SQUARE FEET PER STUDENT OF 200 SQ. FT. MULTIPLIED BY WEIGHTED TRIP GENERATION PER STUDENT: (1,000 / 200 = 5.00); (1.96 X 5.00 = 9.80). TRIP GENERATION ROUNDED TO NEAREST 100TH PLACE. DAILY TRIPS BASED ON THE SUM OF THE AM AND PM PEAK HOUR OF GENERATOR TIMES A PEAK-TO-DAILY FACTOR OF 1.5: (E.G., CHARTER HIGH SCHOOL 0.94 + 0.55 = 1.49; 1.49 X 1.5 = 2.24). PEAK HOUR DATA HAD SIGNIFICANTLY MORE STUDIES THAN DAILY DATA. TOTAL NUMBER OF STUDIES BASED ON THE SUM OF THE NUMBER OF STUDIES FOR THE AM AND PM PEAK HOUR OF GENERATOR PER SCHOOL TYPE. ALL TRIP GENERATION DATA BASED ON THE ITE TRIP GENERATION MANUAL, 12TH EDITION.

AVERAGE SQUARE FEET PER STUDENT = 142.5 SQ. FT. BASED ON A WEIGHTED AVERAGE OF STUDENTS PER SCHOOL TYPE BASED ON TABLE 10 FROM THE FLORIDA DEPARTMENT OF EDUCATION REVIEW & ADJUSTMENT FOR FLORIDA'S COST PER STUDENT STATION (JANUARY 2020).

| INSTITUTIONAL TRIP GENERATION | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ITE LAND USE | ITE LAND USE CODE | VARIABLE | AM PEAK TRIPS (7 to 9) | AM PEAK FACTOR | AM NUMBER OF STUDIES | PM PEAK TRIPS (4 to 6) | PM PEAK FACTOR | PM NUMBER OF STUDIES | TOTAL NUMBER OF STUDIES (TS) | CALCULATED DAILY TRIPS (DT) | TRIP STUDIED WEIGHTED (TSW) | TRIP GENERATION WEIGHTED (TGW) |
| JUNIOR / COMMUNITY COLLEGE | 540 | STUDENTS | 0.11 | 0.083 | 12 | 0.11 | 0.087 | 12 | 24 | 1.29 | 0.60 | 0.78 |
| UNIVERSITY / COLLEGE | 550 | STUDENTS | 0.15 | 0.069 | 7 | 0.15 | 0.048 | 9 | 16 | 2.65 | 0.40 | 1.06 |
| TOTAL / AVERAGE | | | *0.13* | *0.076* | 19 | *0.13* | *0.0675* | 21 | 40 | *1.97* | 1.00 | 1.84 |
| INSTITUTIONAL TRIP GENERATION PER 1,000 SQ. FT | | | | | | | | | | | | |
| JUNIOR / COMMUNITY COLLEGE | 540 | 1,000 SQ. FT. | 1.10 | 0.083 | 12 | 1.10 | 0.087 | 12 | 24 | 12.95 | 0.25 | 3.24 |
| UNIVERSITY / COLLEGE | 550 | 1,000 SQ. FT. | 1.50 | 0.069 | 7 | 1.50 | 0.048 | 9 | 16 | 26.49 | 0.17 | 4.42 |
| HOSPITAL | 610 | 1,000 SQ. FT. | 0.79 | 0.074 | 15 | 0.86 | 0.072 | 15 | 30 | 11.94 | 0.31 | 3.73 |
| RESEARCH & DEVELOPMENT PARK | 760 | 1,000 SQ. FT. | 0.48 | 0.088 | 13 | 0.45 | 0.105 | 13 | 26 | 4.29 | 0.27 | 1.16 |
| TOTAL / *AVERAGE* | | ACRES | *0.97* | *0.079* | 47 | *0.98* | *0.078* | 49 | 96 | *13.92* | 1.00 | 12.55 |

***Notes:*** Institutional Trip Generation based on the AM and PM Peak of adjacent street traffic based on the 12th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The trip generation for College and University was converted from students to 1,000 SQ. FT. based on 10 students per acre 1,000 SQ. FT. or 100 sq. ft. per student. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 12th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per acre is the sum of the weighted Trip Generation (TGW). Hospital Example: DT = ((0.79 / .074) + (0.86 / 0.072)) = 11.94; TSW = (30 / 96) = 0.31; TGW = (11.94 x 0.31) = 1.16. Institutional TG is equal to the sum of the following: (3.24 + 4.42 + 3.73 + 1.16) = 12.55. ***Average values in the last row are shown in italics for informational purposes only.***

| INDUSTRIAL TRIP GENERATION | | | | | | |
|---|---|---|---|---|---|---|
| ITE LAND USE | ITE LAND USE CODE | UNIT OF MEASURE | DAILY TRIP GENERATION | TOTAL NUMBER OF STUDIES | TRIP STUDIED (WEIGHTED) | TRIP GENERATION (WEIGHTED) |
| LIGHT INDUSTRIAL | 110 | 1,000 SQ. FT. | 3.60 | 27 | 0.075 | 0.27 |
| INDUSTRIAL PARK | 130 | 1,000 SQ. FT. | 2.68 | 27 | 0.075 | 0.20 |
| MANUFACTURING | 140 | 1,000 SQ. FT. | 4.27 | 36 | 0.099 | 0.42 |
| WAREHOUSE | 150 | 1,000 SQ. FT. | 1.38 | 81 | 0.224 | 0.31 |
| MINI-WAREHOUSE | 151 | 1,000 SQ. FT. | 1.29 | 11 | 0.030 | 0.04 |
| HIGH CUBE TRANSLOAD | 154 | 1,000 SQ. FT. | 1.40 | 91 | 0.251 | 0.35 |
| HIGH CUBE FULFILLMENT | 155 | 1,000 SQ. FT. | 1.77 | 18 | 0.050 | 0.09 |
| HIGH CUBE FULFILLMENT - SORTING | 155 | 1,000 SQ. FT. | 4.83 | 5 | 0.014 | 0.07 |
| HIGH CUBE PARCEL HUB | 156 | 1,000 SQ. FT. | 4.85 | 11 | 0.030 | 0.15 |
| HIGH CUBE COLD STORAGE | 157 | 1,000 SQ. FT. | 2.23 | 6 | 0.017 | 0.04 |
| DATA CENTER | 160 | 1,000 SQ. FT. | 0.73 | 16 | 0.044 | 0.03 |
| UTILITY | 170 | 1,000 SQ. FT. | 12.29 | 13 | 0.036 | 0.44 |
| SPECIALTY TRADE | 180 | 1,000 SQ. FT. | 9.82 | 20 | 0.055 | 0.54 |
| AVERAGE (STUDIES = TOTAL) | | | 3.93 | 362 | 1.000 | 2.95 |

**Notes:** Industrial Trip Generation based on the Daily Rate from the 12th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted for Daily Trips are used to calculate a Trip Study Weight (TSW). The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per 1,000 sq. ft. is the sum of the weighted Trip Generation (TGW). Light Industrial Example: TSW = (27 / 362) = 0.075; TGW = (3.60 x 0.075) = 0.269. Industrial TG: Sum (0.269 + 0.200 + 0.425 + 0.309 + 0.039 + 0.352 + 0.088 + 0.067 + 0.147 + 0.037 + 0.032 + 0.441 + 0.543) = 2.95.

| UNENCLOSED COMMERCIAL RECREATION TRIP GENERATION | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ITE LAND USE | ITE LAND USE CODE | VARIABLE | AM PEAK TRIPS (7 to 9) | AM PEAK FACTOR | AM NUMBER OF STUDIES | PM PEAK TRIPS (4 to 6) | PM PEAK FACTOR | PM NUMBER OF STUDIES | TOTAL NUMBER OF STUDIES | CALCULATED DAILY | TRIP STUDIED (WEIGHTED) | TRIP GENERATION (WEIGHTED) |
| MINI GOLF | 431 | HOLES | -- | -- | -- | 0.33 | 0.094 | 1 | 1 | 3.51 | 0.03 | 0.11 |
| GOLF DRIVING RANGE | 432 | TEES | 0.40 | 0.043 | 1 | 1.25 | 0.094 | 7 | 8 | 11.30 | 0.26 | 2.92 |
| SOCCER COMPLEX | 488 | FIELDS | 0.99 | 0.043 | 5 | 16.43 | 0.094 | 5 | 10 | 98.91 | 0.32 | 31.90 |
| PICKLEBALL COURTS | 489 | COURTS | 1.93 | 0.043 | 3 | 4.39 | 0.094 | 5 | 8 | 45.79 | 0.26 | 11.82 |
| TENNIS COURTS | 490 | COURTS | -- | -- | -- | 4.21 | 0.094 | 2 | 2 | 44.79 | 0.06 | 2.89 |
| RACQUET / TENNIS CLUB | 491 | COURTS | -- | -- | -- | 3.82 | 0.094 | 2 | 2 | 40.64 | 0.06 | 2.62 |
| TOTAL / AVERAGE | | | | | 6 | | | 22 | 31 | | 1.00 | 52.15 |
| UNENCLOSED COMMERCIAL RECREATION TRIP GENERATION PER ACRE | | | | | | | | | | | | |
| PUBLIC PARK | 410 | ACRES | 0.05 | 0.100 | 6 | 0.15 | 0.100 | 7 | 13 | 1.00 | 0.34 | 0.34 |
| MINI GOLF | 431 | ACRES | -- | -- | -- | 11.88 | 0.100 | 1 | 1 | 118.80 | 0.03 | 3.13 |
| GOLF DRIVING RANGE | 432 | ACRES | 1.00 | 0.043 | 1 | 3.13 | 0.094 | 1 | 2 | 28.25 | 0.05 | 1.49 |
| SOCCER COMPLEX | 488 | ACRES | 0.25 | 0.043 | 5 | 4.11 | 0.094 | 5 | 10 | 24.73 | 0.26 | 6.51 |
| PICKLEBALL COURTS | 489 | ACRES | 3.86 | 0.043 | 3 | 8.78 | 0.094 | 5 | 8 | 91.59 | 0.21 | 19.28 |
| TENNIS COURTS | 490 | ACRES | -- | -- | -- | 8.42 | 0.094 | 2 | 2 | 89.57 | 0.05 | 4.71 |
| RACQUET / TENNIS CLUB | 491 | ACRES | -- | -- | -- | 7.64 | 0.094 | 2 | 2 | 81.28 | 0.05 | 4.28 |
| TOTAL / *AVERAGE* | | ACRES | | | 15 | | | 23 | 38 | | 1.00 | 39.74 |

***Notes:*** Outdoor Commercial Recreation Trip Generation based on the AM and PM Peak of adjacent street traffic based on the 12th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The trip generation for golf driving ranges was converted from tees to acreage based on two and a half (2.5) tees per acre. The trip generation for a soccer complex was converted from fields to acreage based on four (4.0) acres per field plus amenities and sidelines. Mini-golf if based on 18 holes per 1/2 acre or 36 holes per acre. The trip generation for pickleball courts was converted from courts to acreage based on four (4) courts per acre. The trip generation for pickleball, tennis and racquet courts was converted from courts to acreage based on two (2) courts per acre plus amenities and common areas. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW).

The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 12th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per acre is the sum of the weighted Trip Generation (TGW). Public Park Example: DT = ((0.05 / .100) + (0.15 / 0.100)) = 1.00; TSW = (13 / 38) = 0.034; TGW = (1.00 x 0.34) = 0.34. Outdoor Commercial Recreation TG is equal to the sum of the following: (0.34 + 3.13 + 1.49 + 6.51 + 19.28 + 4.71 + 4.28) = 39.74.

| ENCLOSED COMMERCIAL RECREATION TRIP GENERATION | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ITE LAND USE | ITE LAND USE CODE | VARIABLE | AM PEAK (7 to 9) | AM PEAK FACTOR | AM NUMBER OF STUDIES | PM PEAK (4 to 6) | PM PEAK FACTOR | PM NUMBER OF STUDIES | TOTAL NUMBER OF STUDIES | CALCULATED DAILY | TRIP STUDIED (WEIGHTED) | TRIP GENERATION (WEIGHTED) |
| ROCK CLIMBING GYM | 434 | 1,000 SQ. FT. | 1.40 | 0.068 | 1 | 1.64 | 0.123 | 1 | 2 | 16.96 | 0.03 | 0.50 |
| MULTI-PURPOSE | 435 | 1,000 SQ. FT. | 0.00 | 0.068 | 0 | 3.44 | 0.123 | 6 | 6 | 27.97 | 0.09 | 2.47 |
| TRAMPOLINE PARK | 436 | 1,000 SQ. FT. | 0.00 | 0.068 | 0 | 1.50 | 0.123 | 3 | 3 | 12.20 | 0.04 | 0.54 |
| BOWLING ALLEY | 437 | 1,000 SQ. FT. | 1.48 | 0.068 | 1 | 1.30 | 0.123 | 5 | 6 | 16.17 | 0.09 | 1.43 |
| HEALTH / FITNESS | 492 | 1,000 SQ. FT. | 1.79 | 0.068 | 7 | 3.77 | 0.073 | 10 | 17 | 38.98 | 0.25 | 9.75 |
| ATHLETIC CLUB | 493 | 1,000 SQ. FT. | 1.96 | 0.068 | 3 | 3.38 | 0.073 | 3 | 6 | 37.56 | 0.09 | 3.31 |
| BOUTIQUE FITNESS STUDIO | 494 | 1,000 SQ. FT. | 11.69 | 0.068 | 3 | 8.00 | 0.123 | 2 | 5 | 118.48 | 0.07 | 8.71 |
| COMMUNITY CENTER | 495 | 1,000 SQ. FT. | 2.02 | 0.068 | 11 | 2.89 | 0.123 | 12 | 23 | 26.60 | 0.34 | 9.00 |
| TOTAL | -- | -- | -- | -- | 26 | -- | -- | 42 | 68 | -- | 1.00 | 35.70 |

***Notes:*** Indoor Commercial Recreation Trip Generation based on the AM and PM Peak of adjacent street traffic per 1,000 square feet (SQ. FT.) based on the 12th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 12th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per 1,000 SQ. FT. is the sum of the weighted Trip Generation (TGW). Community Center Example: DT = ((2.02 / .068) + (2.89 / 0.123)) = 26.60; TSW = (23 / 68) = 0.34; TGW = (26.60 x 0.34) = 9.00. Indoor Commercial Recreation Trip Generation is the sum of (0.50 + 2.47 + 0.54 + 1.43 + 9.75 + 3.31 + 8.71 + 9.00) = 35.70.

| OFFICE TRIP GENERATION | | | | | | |
|---|---|---|---|---|---|---|
| USE | ITE | VARIABLE | DAILY TRIPS (DT) | NUMBER OF STUDIES (TS) | WEIGHTED TRIP STUDY (TSw) | WEIGHTED TRIP GENERATION (TGw) |
| HOSPITAL | 610 | 1,000 SQ. FT. | 10.70 | 6 | 0.06 | 0.68 |
| CLINIC | 630 | 1,000 SQ. FT. | 37.60 | 9 | 0.09 | 3.56 |
| VETERINARY | 640 | 1,000 SQ. FT. | 21.50 | 6 | 0.06 | 1.36 |
| EMERGENCY CARE | 650 | 1,000 SQ. FT. | 24.94 | 4 | 0.04 | 1.05 |
| OFFICE | 710 | 1,000 SQ. FT. | 7.83 | 22 | 0.23 | 1.81 |
| SMALL OFFICE | 712 | 1,000 SQ. FT. | 14.39 | 21 | 0.22 | 3.18 |
| CORPORATE HEADQUATERS | 714 | 1,000 SQ. FT. | 11.17 | 3 | 0.03 | 0.35 |
| SINGLE TENANT | 715 | 1,000 SQ. FT. | 12.30 | 3 | 0.03 | 0.39 |
| MEDICAL OFFICE | 720 | 1,000 SQ. FT. | 34.03 | 16 | 0.17 | 5.73 |
| RESEARCH & DEVELOPMENT | 760 | 1,000 SQ. FT. | 9.47 | 1 | 0.01 | 0.10 |
| BUSINESS PARK | 770 | 1,000 SQ. FT. | 9.97 | 4 | 0.04 | 0.42 |
| TOTAL | | | | 95 | 1.00 | 18.63 |

***Notes:*** Office Trip Generation based on Daily Weekday Trip Generation per 1,000 squate feet (SQ. FT.) based on the 12th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on ITE Trip Generation Manual 12th edition. The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Office Example: TSw = (22 / 95) = 0.23; TGw = (7.83 x 0.23) = 1.81. Office Trip Generation is the sum of (0.68 + 3.56 + 1.36 + 1.05 + 1.81 + 3.18 +0.35 + 0.39 + 5.73 + 0.10 + 0.42) = 18.63.

| RETAIL TRIP GENERATION | | | | | | |
|---|---|---|---|---|---|---|
| USE | ITE LAND USE CODE | UNIT OF MEASURE | DAILY TRIPS (DT) | NUMBER OF STUDIES (TS) | WEIGHTED TRIP STUDY (TSw) | WEIGHTED TRIP GENERATION (TGw) |
| MULTI-TENANT GREATER THAN 150K | 820 | 1,000 SQ. FT. | 36.39 | 32 | 0.70 | 25.31 |
| MULTI-TENANT 40K to 150K WITHOUT SUPERMARKET | 821 | 1,000 SQ. FT. | 65.38 | 6 | 0.13 | 8.53 |
| MULTI-TENANT 40K to 150K WITH SUPERMARKET | 821 | 1,000 SQ. FT. | 101.43 | 4 | 0.09 | 8.82 |
| MULTI-TENANT UNDER 40K | 822 | 1,000 SQ. FT. | 54.45 | 4 | 0.09 | 4.73 |
| TOTAL | | 1,000 SQ. FT. | -- | 46 | 1.00 | 47.40 |

***Notes:*** Multi-Tenant Retail Trip Generation based on Daily Weekday Trip (DT) Generation per 1,000 square feet (SQ. FT.) based on the 12th Edition of the ITE Trip Generation Manual. The simple average for daily trips is for information purposes only to illustrate the difference compared to weighted trips. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Multi-Tenant Under 40K Example: TSw = (4 / 46) = 0.09; TGw = (54.45 x 0.09) = 4.73. Retail Trip Generation is the sum of (25.31 + 8.53 + 8.82 + 4.73) = 47.40.

| HIGH IMPACT RETAIL TRIP GENERATION | | | | | | |
|---|---|---|---|---|---|---|
| USE | ITE LAND USE CODE | UNIT OF MEASURE | DAILY TRIPS (DT) | NUMBER OF STUDIES (TS) | WEIGHTED TRIP STUDY (TSw) | WEIGHTED TRIP GENERATION (TGw) |
| MULTI-TENANT 40K to 150K WITH SUPERMARKET | 821 | 1,000 SQ. FT. | 101.43 | 4 | 0.03 | 3.07 |
| SUPERMARKET | 850 | 1,000 SQ. FT. | 92.29 | 21 | 0.16 | 14.68 |
| PHARMACY WITH DRIVE-THRU | 881 | 1,000 SQ. FT. | 107.20 | 17 | 0.13 | 13.81 |
| MARJUANA DISPENSARY | 882 | 1,000 SQ. FT. | 227.76 | 10 | 0.08 | 17.25 |
| LIQUOR STORE | 899 | 1,000 SQ. FT. | 107.21 | 5 | 0.04 | 4.06 |
| DRIVE-IN BANK | 912 | 1,000 SQ. FT. | 98.85 | 20 | 0.15 | 14.98 |
| FINE DINING RESTAURANT | 931 | 1,000 SQ. FT. | 79.03 | 5 | 0.04 | 2.99 |
| HIGH TURN OVER RESTAURANT | 932 | 1,000 SQ. FT. | 103.75 | 50 | 0.38 | 39.30 |
| TOTAL | | 1,000 SQ. FT. | 114.69 | 132 | 1.00 | 110.15 |

***Notes:*** High Impact Retail Trip Generation based on Daily Weekday Trip (DT) Generation per 1,000 square feet (SQ. FT.) based on the 12th Edition of the ITE Trip Generation Manual. The simple average for daily trips is for information purposes only to illustrate the differance compared to weighted trips. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Supermarket Example: TSw = (21 / 132) = 0.16; TGw = (92.29 x 0.16) = 14.68. High Impact Retail Trip Generation is the sum of (3.07 + 14.68 + 13.81 + 17.25 + 4.06 + 14.98 + 2.99 + 39.30) = 110.15.

| CONVENIENCE RETAIL TRIP GENERATION | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| USE | ITE LAND USE CODE | UNIT OF MEASURE | AM PEAK (7 to 9) | AM PEAK FACTOR | AM NUMBER OF STUDIES | PM PEAK (4 to 6) | PM PEAK FACTOR | PM NUMBER OF STUDIES | TOTAL NUMBER OF STUDIES (TS) | DAILY TRIPS (DT) | WEIGHTED TRIP STUDY (TSw) | WEIGHTED TRIP GENERATION (TGw) |
| CONVENIENCE STORE | 851 | 1,000 SQ. FT. | 63.76 | 0.062 | 28 | 48.30 | 0.071 | 28 | 56 | 854.33 | 0.07 | 63.20 |
| FAST FOOD WITHOUT DRIVE-THRU | 933 | 1,000 SQ. FT. | 39.55 | 0.020 | 1 | 36.73 | 0.075 | 5 | 6 | 1233.62 | 0.01 | 9.78 |
| FAST FOOD WITH DRIVE-THRU | 934 | 1,000 SQ. FT. | 33.24 | 0.036 | 55 | 31.60 | 0.067 | 139 | 194 | 697.49 | 0.26 | 178.75 |
| COFFEE DONUT WITHOUT DRIVE-THRU | 936 | 1,000 SQ. FT. | 91.02 | 0.100 | 26 | 31.53 | 0.044 | 17 | 43 | 813.40 | 0.06 | 46.20 |
| COFFEE DONUT WITH DRIVE-THRU | 937 | 1,000 SQ. FT. | 85.41 | 0.100 | 84 | 39.00 | 0.044 | 41 | 125 | 870.23 | 0.17 | 143.70 |
| CONVENIENCE STORE WITH GAS (2 TO 8 POSITIONS) | 945 | 1,000 SQ. FT. | 37.14 | 0.062 | 45 | 43.33 | 0.071 | 46 | 91 | 604.66 | 0.12 | 72.69 |
| CONVENIENCE STORE WITH GAS (9 TO 15 POSITIONS) | 945 | 1,000 SQ. FT. | 48.60 | 0.065 | 56 | 50.08 | 0.068 | 61 | 117 | 742.08 | 0.15 | 114.69 |
| CONVENIENCE STORE WITH GAS (16 TO 24 POSITIONS) | 945 | 1,000 SQ. FT. | 64.97 | 0.065 | 59 | 61.09 | 0.068 | 66 | 125 | 948.96 | 0.17 | 156.70 |
| TOTAL | | 1,000 SQ. FT. | | | | | | | 757 | 845.60 | 1.00 | 785.71 |
| | | | | | | | | | | | | |
| DRIVE-THRU & FUEL POSITION TRIP GENERATION ADJUSTMENT | | | | | | | | | | | | 518.55 |
| | | | | | | | | | | | | |
| NET TRIP GENERATION (BASED ON TGw PER 1,000 SQ. FT. MINUS DRIVE-THRU & FUEL POSITION TRIP GENERATION ADJUSTMENT: (785.71 - 515.55 = 267.16) | | | | | | | | | | | | 267.16 |

***Notes:*** Convenience Retail Trip Generation based on Daily Weekday Trip (DT) Generation per 1,000 square feet (SQ. FT.) based on the 11th Edition of the ITE Trip Generation Manual. The simple average for daily trips is for information purposes only to illustrate the difference compared to weighted trips. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Convenience Store Example: TSw = (56 / 757) = 0.07; TGw = (854.33 x 0.07) = 63.20. Convenience Retail Trip Generation is the sum of (63.20 + 9.78 + 178.75 + 46.20 + 143.70 + 72.69 + 114.69 + 156.70) = 785.71.

The same methodology applies to the Drive-Thru and Fuel Position Trip Generation Adjustmemt. The total number of studies (TS) is as follows: (Drive-Thru = 35; Fuel Position = 420; 35 + 420 = 455). The trip study weight (TSw) is as follows: (35 / 455 = 0.077; 420 / 455 = 0.923). The weighted trip generation TGw is as follows: (507.99 x 0.077) = 39.12; (259.71 x 2) = 519.42; (519.42 x 0.923) = 479.43). The trip generation for fuel positions is multiplied by two to account for the number of positions per 1,000 sq. ft. The trip generation adjustment is equal to the following: (39.12 + 479.43 = 518.54). The trip generation analysis for Quick Service Restaurant Drive-Thru's and Motor Vehicle Fuel Positions is provided in the trip generation appendix.

| MOTOR VEHICLE CHARGING TRIP GENERATION | | | | | | | |
|---|---|---|---|---|---|---|---|
| ITE LAND USE | ITE LAND USE CODE | UNIT OF MEASURE | ENTER TRIPS | EXIT TRIPS | PEAK HOUR TRP GENERATION | PEAK HOUR FACTOR | DAILY TRIP GENERATION (TG) |
| MOTOR VEHICLE CHARGING | n/a | CHARGING POSITION | 2 | 2 | 4 | 0.065 | 61.54 |

***Notes:*** Estimated trip generation assumes each charging position averages 2 motor vehicles per hour spending an average of 30 minutes per charge. Current estimates range between 20 and 45 minutes per charge. The peak hour factor is based on the average AM (0.054) and PM (0.075) peak hour trips to ITE Land Use Code 944 for motor vehicle fueling stations. The peak hour trips are similar to that of ITE Land Use Code 945 Convenience Store with motor vehicle fueling. There is estimated to be an entering and exiting vehicle every 30 minutes for a total of 4 trip per hour. The peak hour factor is 0.065. The following is the calculation: (60 / 30 = 2); (2 x 2 = 4); (4 / 0.065 = 61.54). It should be recognized that this is a new land use and that any end user should be provided the opportunity to provide an alternative trip generation analysis.

| MOTOR VEHICLE FUELING TRIP GENERATION | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| USE | ITE LAND USE CODE | UNIT OF MEASURE | AM PEAK (7 to 9) | AM PEAK FACTOR | AM NUMBER OF STUDIES | PM PEAK (4 to 6) | PM PEAK FACTOR | PM NUMBER OF STUDIES | TOTAL NUMBER OF STUDIES (TS) | DAILY TRIPS (DT) | WEIGHTED TRIP STUDY (TSw) | WEIGHTED TRIP GENERATION (TGw) |
| GASOLINE SERVICE STATION | 944 | PER FUEL POSITION | 11.32 | 0.055 | 41 | 14.23 | 0.077 | 44 | 85 | 195.31 | 0.20 | 39.53 |
| CONVENIENCE STORE WITH GAS (2-4K) | 945 | PER FUEL POSITION | 13.65 | 0.062 | 71 | 15.85 | 0.071 | 79 | 150 | 221.70 | 0.36 | 79.18 |
| CONVENIENCE STORE WITH GAS (4-5.5K) | 945 | PER FUEL POSITION | 19.91 | 0.064 | 35 | 19.15 | 0.068 | 40 | 75 | 296.36 | 0.18 | 52.92 |
| CONVENIENCE STORE WITH GAS (5.5-10K) | 945 | PER FUEL POSITION | 23.21 | 0.064 | 55 | 21.08 | 0.068 | 55 | 110 | 336.33 | 0.26 | 88.09 |
| TOTAL | | PER FUEL POSITION | *17.02* | *0.061* | 202 | *17.58* | *0.071* | 218 | 420 | *262.42* | 1.00 | 259.71 |

***Notes:*** Motor Vehicle Fueling Trip Generation based on the AM and PM Peak of adjacent street traffic per the 12th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for applicable ITE Land Use Codes. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips per unit of measure is the sum of the Weighted Trip Generation (WTG). Gasoline Service Station Example: DT = ((11.32 / .055) + (14.23 / 0.077)) = 195.31; TSw = (85/ 420) = 0.20; TGw = (195.31 x 0.20) = 39.53. Motor Vehicle Fueling Trip Generation per 1,000 sq. ft. is the sum of (39.53 + 79.18 + 52.92 + 88.09) = 259.71. ***Average values in the last row are shown in italics for informational purposes only.***

**MOTOR VEHICLE REPAIR SERVICE TRIP GENERATION**

| ITE LAND USE | ITE LAND USE CODE | VARIABLE | AM PEAK (7 to 9) | AM PEAK FACTOR | AM NUMBER OF STUDIES | PM PEAK (4 to 6) | PM PEAK FACTOR | PM NUMBER OF STUDIES | TOTAL NUMBER OF STUDIES (TS) | CALCULATED DAILY TRIPS (DT) | WEIGHTED TRIP STUDY (TSw) | WEIGHTED TRIP GENERATION (TGw) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOMOBILE SALES NEW | 840 | SERVICE BAY | 2.09 | 0.083 | 4 | 2.26 | 0.082 | 4 | 8 | 26.37 | 0.10 | 2.57 |
| TIRE STORE | 848 | SERVICE BAY | 2.69 | 0.066 | 21 | 3.85 | 0.091 | 24 | 45 | 41.53 | 0.55 | 22.79 |
| TIRE SUPERSTORE | 849 | SERVICE BAY | 1.34 | 0.066 | 11 | 2.11 | 0.091 | 12 | 23 | 21.74 | 0.28 | 6.10 |
| QUICK LUBE VEHICLE SHOP | 941 | SERVICE BAY | 5.80 | 0.083 | 1 | 8.70 | 0.115 | 1 | 2 | 72.77 | 0.02 | 1.77 |
| AUTOMOBILE CARE CENTER | 942 | SERVICE BAY | 3.87 | 0.049 | 2 | 4.90 | 0.110 | 2 | 4 | 61.76 | 0.05 | 3.01 |
| TOTAL | -- | -- | *3.16* | *0.069* | 39 | *4.36* | *0.098* | 43 | 82 | *44.84* | 1.00 | 36.25 |

***Notes: Motor Vehicle*** Service Trip Generation based on the AM and PM Peak of adjacent street traffic per Service Bay based on the 12th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 12th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for ITE Land Use Codes 848 and 941. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips per Service Bay is the sum of the Weighted Trip Generation (WTG). Tire Store Example: DT = ((2.69 / .066) + (3.85 / 0.091)) = 41.53; TSw = (45 / 82) = 0.55; TGw = (41.53 x 0.55) = 22.79. Motor Vehicle Service Trip Generation per bay is the sum of (2.57 + 22.79 + 6.10 + 1.77 + 3.01) = 36.25. ***Average values in the last row are shown in italics for informational purposes only.***

| RETAIL DRIVE-THRU TRIP GENERATION | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ITE LAND USE | ITE LAND USE CODE | VARIABLE | AM PEAK (7 to 9) | AM PEAK FACTOR | AM NUMBER OF STUDIES | PM PEAK (4 to 6) | PM PEAK FACTOR | PM NUMBER OF STUDIES | TOTAL NUMBER OF STUDIES (TS) | CALCULATED DAILY TRIPS (DT) | WEIGHTED TRIP STUDY (TSw) | WEIGHTED TRIP GENERATION (TGw) |
| FAST FOOD WITH DRIVE-THRU NO INDOOR SEATING | 935 | DRIVE-THRU | 43.00 | 0.035 | 1 | 59.50 | 0.067 | 6 | 7 | 1058.32 | 0.04 | 40.26 |
| COFFEE DONUT WITH DRIVE-THRU NO INDOOR SEATING | 938 | DRIVE-THRU | 39.81 | 0.100 | 20 | 15.08 | 0.044 | 8 | 28 | 370.41 | 0.15 | 56.37 |
| BANK WITH DRIVE-THRU | 912 | DRIVE-THRU | 8.65 | 0.063 | 38 | 26.98 | 0.102 | 111 | 149 | 200.91 | 0.81 | 162.69 |
| TOTAL | | DRIVE-THRU | *30.49* | *0.066* | 59 | *33.85* | *0.071* | 125 | 184 | *543.21* | 1.00 | 259.32 |
| | | | | | | | | | | | | |
| PHARMACY WITH-OUT DRIVE-THRU | 880 | 1,000 SQ. FT. | 2.94 | 0.033 | 7 | 8.51 | 0.094 | 13 | 20 | 89.81 | 0.24 | 21.38 |
| PHARMACY WITH DRIVE-THRU | 881 | 1,000 SQ. FT. | 3.83 | 0.033 | 23 | 10.24 | 0.094 | 41 | 64 | 112.50 | 0.76 | 85.71 |
| TOTAL | -- | 1,000 SQ. FT. | *3.39* | *0.033* | 30 | *9.38* | *0.094* | 54 | 84 | *101.15* | 1.00 | 107.10 |
| | | | | | | | | | | | | |
| NET TRIP GENERATION BASED ON PHARMACY W/ DRIVE-THRU (DT) MINUS PHARMACY W/O DRIVE-THRU (DT) TIMES AVERAGE PHARMACY SQ. FT. PER 1,000: (112.50 - 89.81 = 22.69); (13,000 / 1,000 = 13); (22.69 x 13 = 294.93) | | | | | | | | | | | | 294.93 |
| NET TRIP GENERATION BASED ON AVERAGE OF WEIGHTED DRIVE-THRU & WEIGHTED PHARMACY DRIVE-THRU: (259.32 + 294.93 = 554.25); (554.25 / 2 = 277.12) | | | | | | | | | | | | 277.12 |
| | | | | | | | | | | | | |
| NET TRIP GENERATION BASED ON AVERAGE OF FIVE (5) MINUTE WAIT TIME OVER ONE (1) HOUR DIVIDED BY A WEIGHTED AVERAGE PM PEAK HOUR FACTOR OF 0.0958: (60 / 5 = 12); (12 / 0.0958 = 125.26) | | | | | | | | | | | | 125.26 |

***Notes:*** Drive-Thru Trip Generation based on the AM and PM Peak of adjacent street traffic per 1000 Sq Ft based on the 12th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 12th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips per drive-thru is the sum of the Weighted Trip Generation (WTG). Fast Food with Drive-Thru Example: DT = ((43.00 / .035) + (59.50 / 0.067)) = 1058.32; TSw = (7 / 184) = 0.04; TGw = (1058.32 x 0.04) = 40.26. Drive-Thru Trip Generation is the sum of (40.26 + 56.73 + 162.69) = 259.32. A trip generation per drive-thru was then calculated for pharmacies based on AM and PM peak hour trip generation for a pharmacy with and with-out a drive-thru. The difference in daily trip generation between a pharmacy with and with-out a drive-thru was then calculated. The difference was then calculated for a typically size pharmacy of 13,000 sq. feet. The average of the two drive-thru analysis was then calculated for an average weighted daily trip generation of 294.93 for a drive-thru. The land uses tend to be higher trip generators. A trip generation rate was then calculated assuming 12 vehicles and hour using a drive-thru (5 minutes per vehicle). This average value was then converted to a daily trip generation rate based on the weighted average PM Peak Hour factor for all land uses (0.0958). The new trip generation result is a daily trip generation of 125.26 per drive-thru. This analysis was done to illustrate that the calculated rates did not exceed those of higher trip generating land uses.
***Average values in the last row are shown in italics for informational purposes only.***

# APPENDIX J

## Person Travel Demand per Use (PTDu)

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## APPENDIX J: PERSON TRAVEL DEMAND PER USE (PTDu)

| Land Use Categories (dark grey), Land Use Classifications, and Representative Land Uses (in parentheses) | UNIT OF MEASURE (UOM) | TRIP GENERATION (TG) | % NEW TRIPS (NT) | PERSON TRIP FACTOR (PTf) | PERSON TRIP LENGTH (PTl) | PERSON MILES OF TRAVEL (PMT) | ORIGIN DESTINATION FACTOR (ODf) | PERSON TRAVEL DEMAND (PTD) | ITE LAND USE CODES |
|---|---|---|---|---|---|---|---|---|---|
| **Residential & Lodging Uses** | | | | | | | | | |
| Residential (ADU, Apartments, Attached, Condo, Detached, Duplex, Townhouse, 3 or more attached units) | per 1,000 sq. ft. | 4.67 | 1.00 | 1.60 | 2.74 | 20.47 | 0.50 | 10.24 | See Reside |
| Overnight Lodging (B&B, Condo Hotel, Hotel, Motel, Short-term Rental, Transient) | per room | 6.02 | 1.00 | 1.60 | 2.74 | 26.39 | 0.50 | 13.20 | See Overnight Lod |
| Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer) | per space or lot | 5.52 | 1.00 | 1.60 | 2.74 | 24.20 | 0.50 | 12.10 | See Mobile Reside |
| **Institutional Uses** | | | | | | | | | |
| Community Serving (Center, Civic / Fraternal Club, Gallery, Museum, Performance Venues, Place of Assembly or Worship) | per 1,000 sq. ft. | 5.23 | 0.70 | 1.91 | 2.96 | 20.70 | 0.50 | 10.35 | See Community Ser |
| Long Term Care (Assisted Living, Care or Recovery Homes, Congregate Living Facility, Nursing Home) | per 1,000 sq. ft. | 5.82 | 1.00 | 1.60 | 2.74 | 25.51 | 0.50 | 12.76 | See Long Term C |
| Private Education (Afterschool, Family Day Care, K-12, Pre-K, Trade School, Tutor) | per 1,000 sq. ft. | 9.80 | 0.50 | 1.76 | 2.82 | 24.32 | 0.50 | 12.16 | See Private Educat |
| Institutional (College, Hospital, Post Secondary Education, University) | per 1,000 sq. ft. | 12.55 | 0.70 | 1.76 | 2.82 | 43.60 | 0.50 | 21.80 | See Institutio |
| **Industrial Uses** | | | | | | | | | |
| Industrial (Assembly, Brewing, Distribution, Fabrication, Flex, Manufacturing, Processing, Storage, Trades, Utilities) | per 1,000 sq. ft. | 2.95 | 1.00 | 1.39 | 2.77 | 11.36 | 0.50 | 5.68 | See Indust |
| **Commercial Recreational Uses** | | | | | | | | | |
| Marina (wet berths, dry slips, ancillary repair, yacht club) | per Berth plus per 10 Slips | 2.41 | 0.70 | 1.69 | 2.00 | 5.70 | 0.50 | 2.85 | 4 |
| Unenclosed Commercial Recreation (Commercial amusement, Golf, Multi-Purpose, Recreation, Sports, Tennis) | per Acre | 39.74 | 0.50 | 1.69 | 2.00 | 67.16 | 0.50 | 33.58 | See Unenclosed Commercial Recreat |
| Enclosed Commercial Recreation (Commercial amusement, Fitness, Gym, Health, Indoor Sports) | per 1,000 sq. ft. | 35.70 | 0.50 | 1.69 | 2.00 | 60.33 | 0.50 | 30.17 | See Unenclosed Commercial Recreat |
| **Office Uses** | | | | | | | | | |
| Office (Administrative, Business Service, Clinic, Dental, Medical, Professional Service, Real Estate, Veterinary) | per 1,000 sq. ft. | 18.63 | 0.70 | 1.39 | 2.77 | 50.21 | 0.50 | 25.11 | See Of |
| **Commercial & Retail Uses** | | | | | | | | | |
| Retail (Goods, Local: [Grocery, Pharmacy, or Restaurant], Sales, Services, Stores) | per 1,000 sq. ft. | 47.40 | 0.40 | 1.68 | 2.29 | 72.94 | 0.50 | 36.47 | See Re |
| High Impact Retail (Alcoholic Beverage Sales, Banks, Chain: [Grocery, Pharmacy, or Restaurant] | per 1,000 sq. ft. | 110.15 | 0.30 | 1.68 | 2.29 | 127.13 | 0.50 | 63.57 | See High Impact Re |
| Convenience Retail (Car Wash, Chain Fast Food, Convenience Market or Store, Gas Stations, Service Stations) | per 1,000 sq. ft. | 267.16 | 0.20 | 1.68 | 2.29 | 205.56 | 0.50 | 102.78 | See Convenience Re |
| **Additive Fees for Commercial Services & Retail Uses** | | | | | | | | | |
| Motor Vehicle Charging | per Charging Position | 61.54 | 0.70 | 1.93 | 2.06 | 171.27 | 0.50 | 85.63 | See Motor Vehicle Charg |
| Motor Vehicle Fueling | per Fueling Position | 259.71 | 0.20 | 1.93 | 2.06 | 206.51 | 0.50 | 103.26 | Motor Vehicle Fue |
| Motor Vehicle Repair Service (Accessories, Brakes, Heavy, Light, Maintenance, Quick Lube, Repair, Tires) | per Bay or Stall | 36.25 | 0.90 | 1.93 | 2.06 | 129.71 | 0.50 | 64.86 | Motor Vehicle Re |
| Parking (private paid parking garages or lots, vehicle or equipment auction, storage, rental, towing, transitional lots) | per Space | 3.00 | 1.00 | 1.93 | 2.06 | 11.93 | 0.50 | 5.96 | Average of three daily trips per sp |
| Retail Drive-Through (ATM, Bank, Drive-in Business, Dry Cleaner, Dollar Store, Grocery Store, Pharmacy, Restaurant) | per Lane | 125.26 | 0.30 | 1.93 | 2.06 | 149.40 | 0.50 | 74.70 | See Retail Drive-Thro |

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# APPENDIX K

## 2022 National Household Travel Survey Data:

## Trip Purpose

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## APPENDIX K: TRIP PURPOSE OF FIVE (5) MILES OR LESS

| TRIP PURPOSE | TRIP PURPOSE | PERSON TRIPS (PT) | PERSON TRIP FACTOR (PTf) | PERSON MILES OF TRAVEL (PMT) | PERSON MILES OF TRAVEL FACTOR (PMTf) | PERSON TRIP LENGTH (PTL) | VEHICLE TRIPS (VT) | VEHICLE MILES OF TRAVEL (VMT) | VEHICLE TRIP LENGTH (VTL) | VEHICLE OCCUPANCY (VO) |
|---|---|---|---|---|---|---|---|---|---|---|
| 5 | HOME | 3,932,291,682 | 1.60 | 10,792,409,517 | 1.56 | 2.74 | 2,463,630,415 | 6,939,214,919 | 2.82 | 1.23 |
| 10 | COMMUNITY SERVING | 141,594,946 | 1.91 | 419,347,708 | 1.47 | 2.96 | 74,141,794 | 285,226,140 | 3.85 | 1.41 |
| 15 | HOME / FAMILY CARE | 3,958,930,912 | 1.60 | 10,851,700,158 | 1.56 | 2.74 | 2,479,097,764 | 6,968,860,240 | 2.81 | 1.62 |
| 20 | SCHOOL / COMMUNITY SERVICE / FAMILY CARE | 450,168,263 | 1.76 | 1,270,968,359 | 1.55 | 2.82 | 255,950,254 | 821,962,667 | 3.21 | 1.47 |
| 25 | SOCIAL / EXERCISE / RECREATION / ENTERTAINMENT | 932,849,055 | 1.69 | 1,865,806,069 | 1.71 | 2.00 | 552,268,291 | 1,088,730,883 | 1.97 | 1.90 |
| 30 | WORK | 1,188,581,608 | 1.39 | 3,293,643,881 | 1.30 | 2.77 | 855,210,334 | 2,526,312,408 | 2.95 | 1.25 |
| 35 | PERSONAL ERRANDS | 1,619,424,573 | 1.93 | 3,336,135,398 | 1.60 | 2.06 | 840,002,681 | 2,086,971,077 | 2.48 | 2.09 |
| 40 | MEDICAL / DENTAL / WORK | 1,328,831,923 | 1.37 | 3,771,139,898 | 1.29 | 2.84 | 972,883,975 | 2,919,382,629 | 3.00 | 1.18 |
| 45 | BUY GOODS | 1,579,055,729 | 1.57 | 3,584,946,315 | 1.66 | 2.27 | 1,006,987,932 | 2,157,169,684 | 2.14 | 1.48 |
| 50 | BUY MEALS | 834,372,341 | 1.53 | 2,308,892,244 | 1.49 | 2.77 | 547,057,372 | 1,549,449,191 | 2.83 | 1.60 |
| 55 | BUY GOODS / MEALS / ERRANDS | 4,032,852,643 | 1.68 | 9,229,973,957 | 1.59 | 2.29 | 2,394,047,985 | 5,793,589,952 | 2.42 | 1.72 |
| 60 | WORK / SOCIAL VACATION | 1,516,832,952 | 1.46 | 4,046,581,726 | 1.40 | 2.67 | 1,041,844,793 | 2,892,327,768 | 2.78 | 1.21 |

*Source: 2022 National Household Travel Survey (NHTS). Summary of Trip Purpose for South Atlantic MSA/CMSA less than 1 million population. Average of trips based on trip lengths of 5 Miles or Less.*

# APPENDIX L

## Mobility Fee Schedule

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# APPENDIX L: CITY OF FLAGLER BEACH MOBILITY FEE SCHEDULE

| Land Use Categories (dark grey), Land Use Classifications, and Representative Land Uses (in parentheses) | Unit of Measure | Mobility Fee |
|---|---|---|
| **Residential & Lodging Uses** | | |
| Residential (ADU, Apartments, Attached, Condo, Detached, Duplex, Townhouse, 3 or more attached units) [1] | per 1,000 sq. ft. | $2,981 |
| Overnight Lodging (B&B, Condo Hotel, Hotel, Motel, Short-term Rental, Transient) [2] | per room | $3,843 |
| Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer) [3] | per space or lot | $3,524 |
| **Institutional Uses** | | |
| Community Serving (Center, Civic / Fraternal Club, Gallery, Museum, Performance Venues, Place of Assembly or Worship) | per 1,000 sq. ft. | $3,014 |
| Long Term Care (Assisted Living, Care or Recovery Homes, Congregate Living Facility, Nursing Home) | per 1,000 sq. ft. | $3,715 |
| Private Education (Afterschool, Family Day Care, K-12, Pre-K, Trade School, Tutor) | per 1,000 sq. ft. | $3,541 |
| Institutional (College, Hospital, Post Secondary Education, University) | per 1,000 sq. ft. | $6,349 |
| **Industrial Uses** | | |
| Industrial (Assembly, Brewing, Distribution, Fabrication, Flex, Manufacturing, Processing, Storage, Trades, Utilities) [4] | per 1,000 sq. ft. | $1,654 |
| **Commercial Recreational Uses [5]** | | |
| Marina (wet berths, dry slips, ancillary repair, yacht club) | per Berth plus per 10 Slips | $830 |
| Unenclosed Commercial Recreation (Commercial amusement, Golf, Multi-Purpose, Recreation, Sports, Tennis) | per Acre | $9,779 |
| Enclosed Commercial Recreation (Commercial amusement, Fitness, Gym, Health, Indoor Sports) | per 1,000 sq. ft. | $8,785 |
| **Office Uses** | | |
| Office (Administrative, Business Service, Clinic, Dental, Medical, Professional Service, Real Estate, Veterinary) | per 1,000 sq. ft. | $7,311 |
| **Commercial & Retail Uses** | | |
| Retail (Goods, Local: [Grocery, Pharmacy, or Restaurant], Sales, Services, Stores) | per 1,000 sq. ft. | $10,621 |
| High Impact Retail (Alcoholic Beverage Sales, Banks, Chain: [Grocery, Pharmacy, or Restaurant] [6] | per 1,000 sq. ft. | $18,511 |
| Convenience Retail (Car Wash, Chain Fast Food, Convenience Market or Store, Gas Stations, Service Stations) [7] | per 1,000 sq. ft. | $29,931 |
| **Additive Fees for Commercial Services & Retail Uses [8]** | | |
| Motor Vehicle Charging [9] | per Charging Position | $24,938 |
| Motor Vehicle Fueling [9] | per Fueling Position | $30,069 |
| Motor Vehicle Repair Service (Accessories, Brakes, Heavy, Light, Maintenance, Quick Lube, Repair, Tires) [10] | per Bay or Stall | $18,886 |
| Parking (private paid parking garages or lots, vehicle or equipment auction, storage, rental, towing, transitional lots) [11] | per Space | $1,737 |
| Retail Drive-Through (ATM, Bank, Drive-in Business, Dry Cleaner, Dollar Store, Grocery Store, Pharmacy, Restaurant) [12] | per Lane | $21,754 |

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# APPENDIX L: CITY OF FLAGLER BEACH MOBILITY FEE SCHEDULE

[1] Residential square feet is the sum of livable enclosed (walls, doors, windows) square footage under roof measured from the exterior surface of exterior walls. This includes the square footage of enclosed common areas for multi-family residential uses. Square footage excludes garages, open lanais, porches and patios.

[2] Any space that is leased to a third-party use or provides drinks, food, goods, or services to the public shall be required to pay the applicable mobility fee per the individual uses identified in the mobility fee schedule. Any square footage associated with overnight accommodations would pay the applicable rate per room. Short term rental rates shall be based on the total number or rooms that can reasonably accommodate overnight guest.

[3] Mobile residence includes homes on individual lots, in unified developments, parks, or resorts. Fees are not assessed for RVs or travel trailers that are permitted to be parked on a residential lot with a dwelling unit. Any space that is leased to a third-party use or provides drinks, food, goods, or services to the public shall be required to pay the applicable mobility fee per the individual uses identified in the mobility fee schedule.

[4] Acreage for any unenclosed material and vehicle storage, including but not limited to boats, commercial vehicles, recreational vehicles (RV), and trailers, sales and display shall be converted to square footage.

[5] For Commercial Recreation Uses that feature both indoor facilities and outdoor recreation, the indoor shall be based on the indoor mobility fee rate, the outdoor shall be made on the outdoor rate, any other uses shall pay the applicable mobility fee for the land use.

[6] High Impact Retail includes banks, chain (7 or more locations): [grocery stores or supermarkets, pharmacies or restaurants], beer, liquor, package, and wine and spirits stores.
These uses generate between 75 and 250 daily trips per 1,000 sq. ft. per the latest ITE Generation Manual or alternative study.

[7] Convenience Retail shall mean uses that sell convenience food, snacks and drinks, cigarettes, beer, wine, pre-heated food, lottery tickets, small packaged good. Convenience retail may or may not sell gasoline and may or may not have an automated car wash. Convenience retail may feature prepared food items or quick service restaurants with or without seating and drive-thru's. The square footage shall be based on all enclosed areas under roof. Chain fast food (7 or more locations) includes quick service restaurants, fast food, fast casual, breakfast, bakery, coffee and beverages.

[8] Additive mobility fees are assessed in addition to the mobility fee assessed with the square footage of the building.

[9] Rates per motor vehicle charging or fueling position apply to a convenience store, gas station, general store, grocery store, supermarket, superstore, variety store, wholesale club or service stations with fuel pumps. In addition, there shall be a separate mobility fee for the square footage of any retail building per the applicable mobility fee rate under commercial and retail uses. The number of charging or fueling positions is based on the maximum number of vehicles that could be charged or fueled at one time. Non-commercial vehicle charging stations associated with residential or non-residential uses that are required by the City or are provided by the owner as an amenity and not a commercial purpose shall not be assessed a mobility fee.

[10] Motor Vehicle Repair Service includes maintenance, heavy and light repair, and servicing of motor vehicles. Mobility Fee are assessed per bay or stall, plus a retail rate associated with any additional building square footage under retail uses for waiting areas, parts, supplies, and transactions.

[11] Any private parking that charges for parking, the commercial storage of third party vehicles, not associated with a business on the same parcel or development, any transitional parking that charges for spaces, towing, salvage yards, or the rental of cars, vehicles, or equipment. For unmarked parking without development plans, 25% of the parcel shall be assumed to be used for circulation, the remaining 75% will be converted to square feet and divided by 200 (10' x 20' parking spot) to determine the number of spaces.

[12] Any drive-thru associated with a retail use will be assessed an additive mobility fee in addition to the applicable retail mobility fee per square foot of the building. The number of drive-thru lanes will be based on the number of lanes present when an individual places an order, picks up an order, or makes a transaction whichever is greater.

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# APPENDIX M

## Bedrooms per Unit by Heated Area in Sq. Ft.

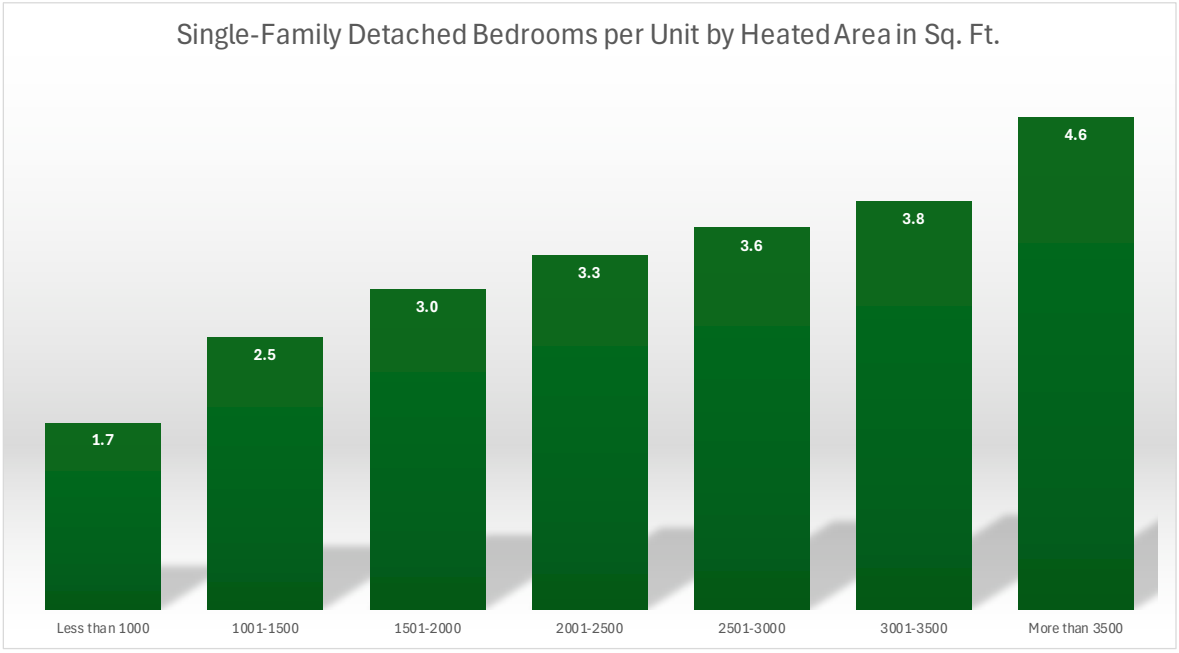
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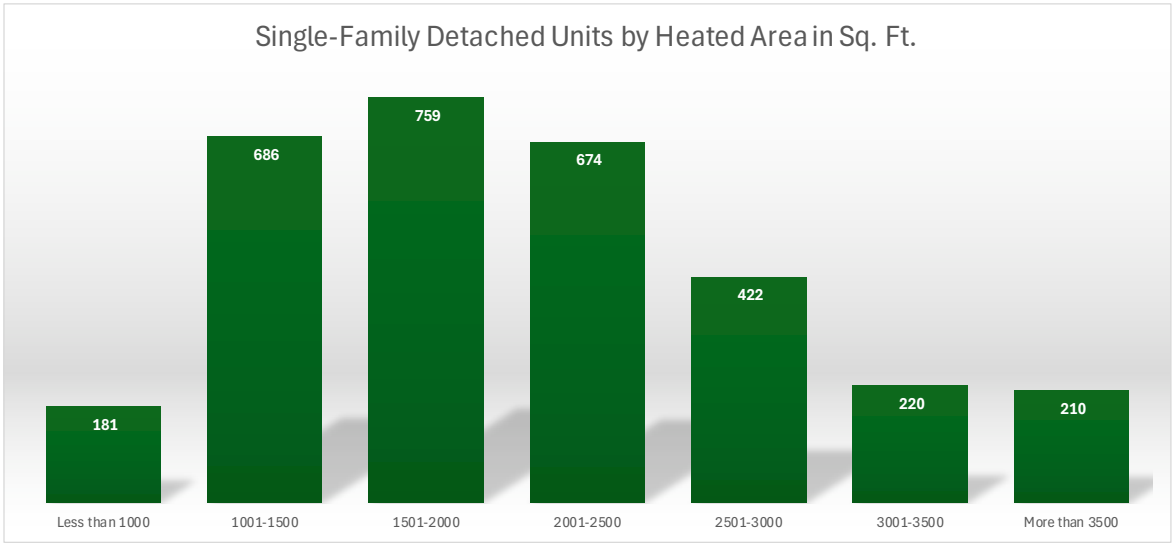
# APPENDIX M: BEDROOMS PER UNIT BY HEATED AREA IN SQ. FT.

| Residential Land Use Description | Number of Units | Total Area in Sq. Ft. | Total Heated Area in Sq. Ft. | Total Bedrooms | Avg. Sq. Ft. per Unit | Avg. Bedrooms per Unit |
|---|---|---|---|---|---|---|
| Single-Family Detached | 3,152 | 62,333,105 | 6,590,720 | 9,860 | 2,091 | 3.1 |
| Single-Family Attached (Townhomes) | 277 | 513,660 | 345,992 | 661 | 1,249 | 2.4 |
| Single-Family Attached Condominiums | 713 | 4,763,482 | 860,955 | 1,460 | 1,208 | 2.0 |
| Multi-Family Apartments (less than 10 units) | 159 | 550,816 | 147,281 | 250 | 926 | 1.6 |
| Manufactured Homes | 9 | 117,481 | 11,069 | 21 | 1,230 | 2.3 |
| **Total** | **4,310** | **68,278,545** | **7,956,017** | **12,252** | **1,846** | **2.8** |

# City of Flagler Beach: Single-Family Dettached Bedrooms per Unit by Heated Area in Sq. Ft.

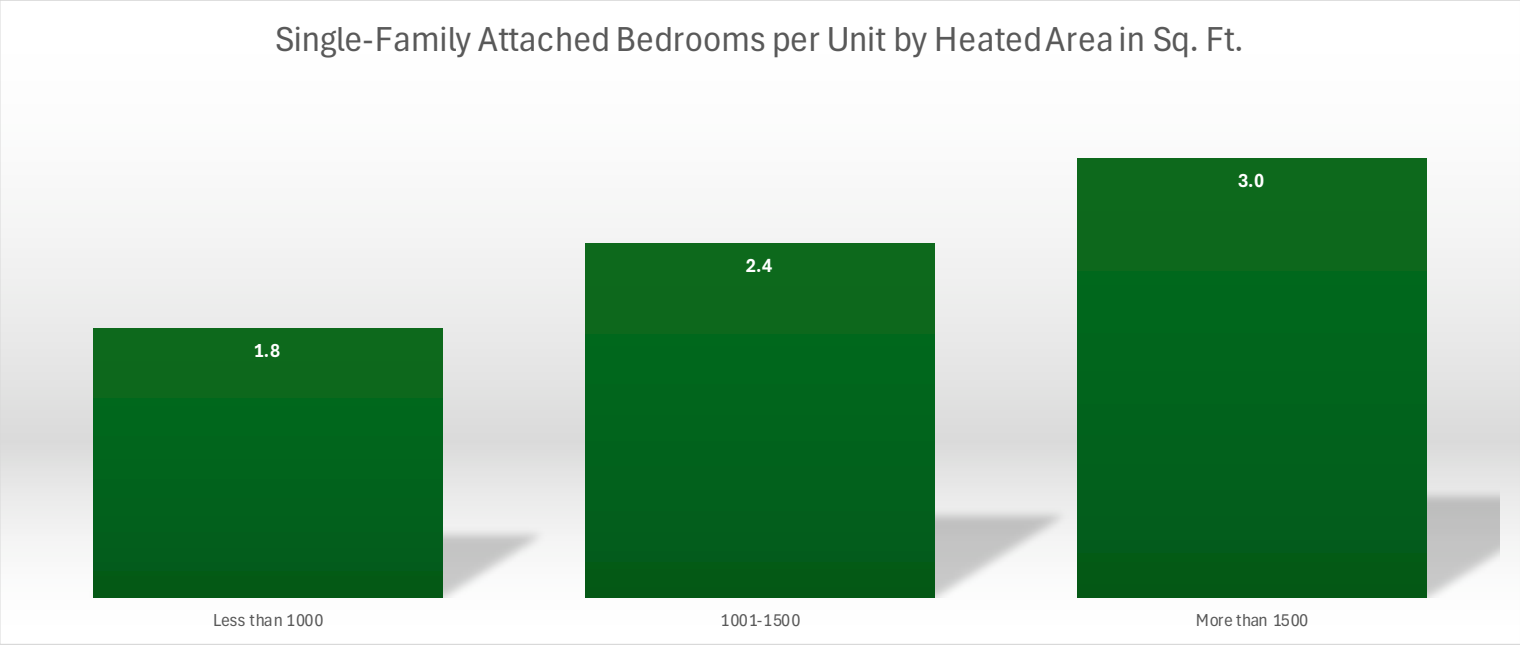
| Heated Area | Sum of Total Area | Sum of Heated Area | Sum of Bedrooms | Sum of Residential Units | Bedrooms per Unit |
|---|---|---|---|---|---|
| Less than 1000 | 1,450,139 | 154,652 | 315 | 181 | 1.7 |
| 1001-1500 | 6,794,755 | 859,701 | 1,742 | 686 | 2.5 |
| 1501-2000 | 9,596,643 | 1,317,942 | 2,265 | 759 | 3.0 |
| 2001-2500 | 11,822,284 | 1,499,811 | 2,229 | 674 | 3.3 |
| 2501-3000 | 11,336,059 | 1,148,335 | 1,504 | 422 | 3.6 |
| 3001-3500 | 6,713,093 | 709,506 | 839 | 220 | 3.8 |
| More than 3500 | 14,620,134 | 900,773 | 966 | 210 | 4.6 |
| **Grand Total** | **62,333,105** | **6,590,720** | **9,860** | **3,152** | **3.1** |



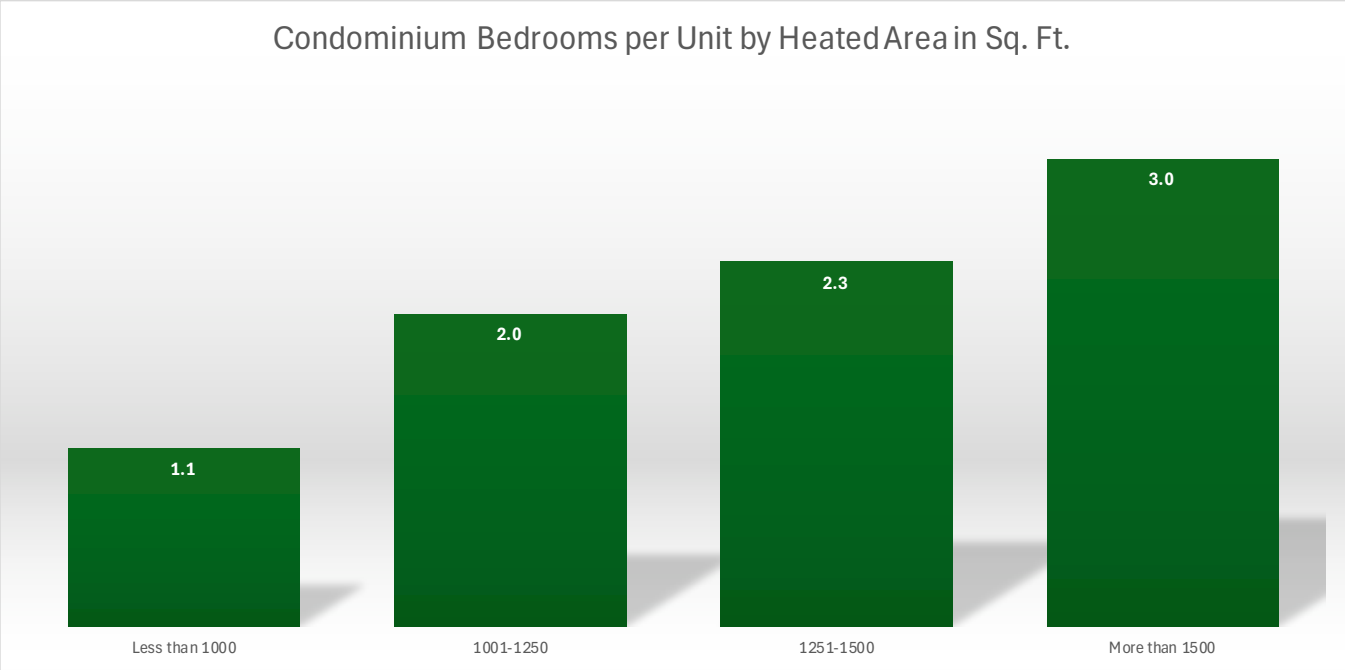
# City of Flagler Beach: Single-Family Attached Bedrooms per Unit by Heated Area in Sq. Ft.

| Heated Area | Sum of Total Area | Sum of Heated Area | Sum of Bedrooms | Sum of Residential Units | Bedrooms per Unit |
|---|---|---|---|---|---|
| Less than 1000 | 59,381 | 32,899 | 68 | 37 | 1.8 |
| 1001-1500 | 394,871 | 277,423 | 527 | 218 | 2.4 |
| More than 1500 | 59,407 | 35,670 | 66 | 22 | 3.0 |
| **Grand Total** | **513,660** | **345,992** | **661** | **277** | **2.4** |



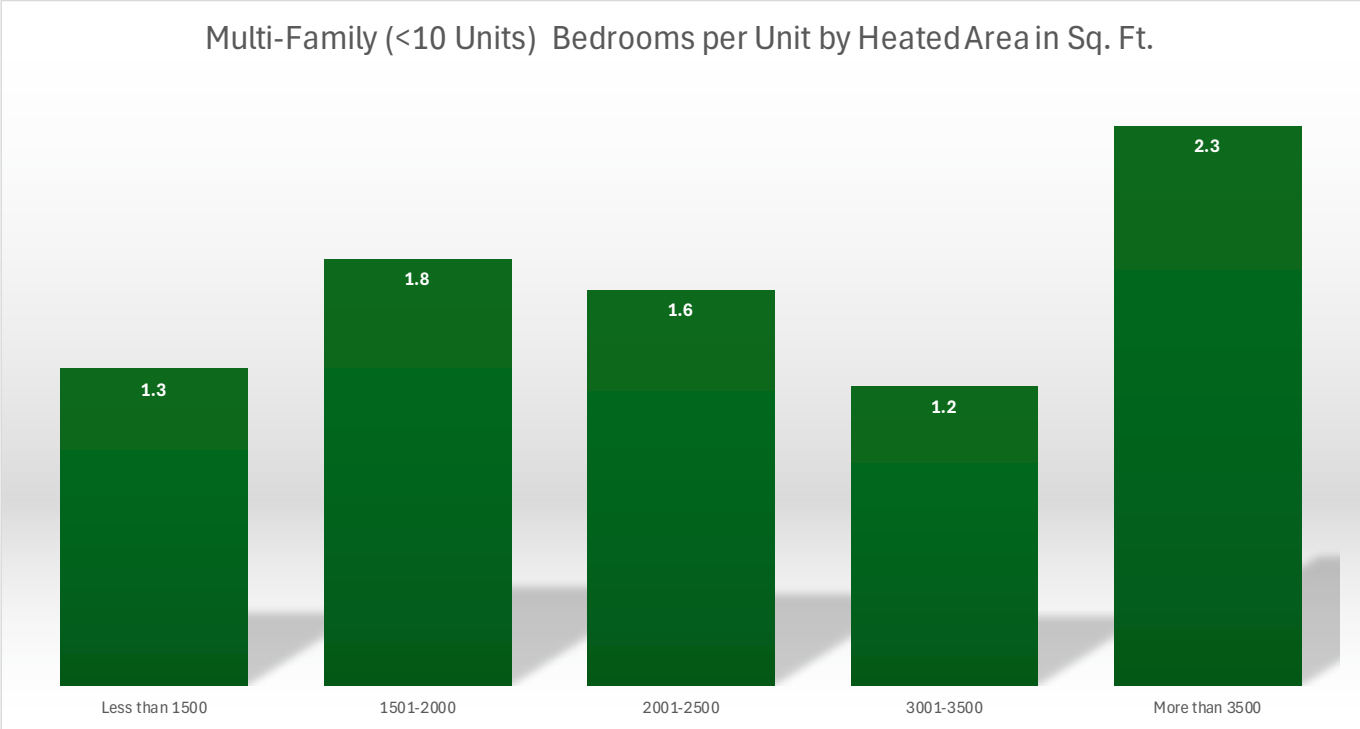
# City of Flagler Beach: Condominium Bedrooms per Unit by Heated Area in Sq. Ft.

| Heated Area | Sum of Total Area | Sum of Heated Area | Sum of Bedrooms | Sum of Residential Units | Bedrooms per Unit |
|---|---|---|---|---|---|
| Less than 1000 | 263,599 | 102,205 | 161 | 141 | 1.1 |
| 1001-1250 | 3,681,804 | 361,542 | 628 | 314 | 2.0 |
| 1251-1500 | 266,465 | 212,989 | 365 | 156 | 2.3 |
| More than 1500 | 551,613 | 184,219 | 306 | 102 | 3.0 |
| **Grand Total** | **4,763,482** | **860,955** | **1,460** | **713** | **2.0** |



# City of Flagler Beach: Multi-Family (<10 Units) Bedrooms per Unit by Heated Area in Sq. Ft.

| Heated Area | Sum of Total Area | Sum of Heated Area | Sum of Bedrooms | Sum of Residential Units | Bedrooms per Unit |
|---|---|---|---|---|---|
| Less than 1500 | 122,443 | 20,523 | 42 | 32 | 1.3 |
| 1501-2000 | 107,057 | 25,986 | 53 | 30 | 1.8 |
| 2001-2500 | 132,505 | 36,056 | 59 | 36 | 1.6 |
| 3001-3500 | 100,937 | 35,040 | 52 | 42 | 1.2 |
| More than 3500 | 87,874 | 29,676 | 44 | 19 | 2.3 |
| **Grand Total** | **550,816** | **147,281** | **250** | **159** | **1.6** |



# APPENDIX N

## Bedrooms & Household Vehicles

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## APPENDIX N: CITY OF FLAGLER BEACH VEHICLE AVAILABILITY BEDROOMS HOUSEHOLD BY TENURE

| VEHICLE AVAILABILITY BY HOUSEHOLD | | | NUMBER OF BEDROOMS BY HOUSEHOLD | | | HOUSEHOLD SIZE BY HOUSEHOLD | | |
|---|---|---|---|---|---|---|---|---|
| **Owner occupied:** | **2,200** | **Number of Bedrooms** | **Owner occupied:** | **2,200** | **Vehicles Available** | **Owner occupied:** | **2,200** | **Number of Bedrooms** |
| No vehicle available | 117 | 0 | No bedroom | 0 | 0 | 0 person household | 0 | 0 |
| 1 vehicle available | 917 | 2 & 3 | 1 bedroom | 31 | 0 | 1 person household | 635 | 0 |
| 2 vehicles available | 981 | 2 & 3 | 2 bedrooms | 923 | 1 & 2 | 2 person household | 1,153 | 1 & 2 |
| 3 vehicles available | 98 | 3 & 4 | 3 bedrooms | 1,015 | 1 & 2 | 3 person household | 239 | 1 & 2 |
| 4 vehicles available | 67 | 5 or More | 4 bedrooms | 175 | 3 & 4 | 4 person household | 101 | 3 & 4 |
| 5 or more vehicles available | 20 | -- | 5 or more bedrooms | 56 | 4 or More | 5 or more person household | 72 | 4 or More |
| **Renter occupied:** | **438** | **Number of Bedrooms** | **Renter occupied:** | **438** | **Vehicles Available** | **Renter occupied:** | **438** | **Number of Bedrooms** |
| No vehicle available | 57 | 0 | No bedroom | 0 | 0 | 0 person household | 0 | 0 |
| 1 vehicle available | 206 | 1 & 2 | 1 bedroom | 66 | 0 & 1 | 1 person household | 213 | 0 & 1 |
| 2 vehicles available | 164 | 1 & 2 | 2 bedrooms | 192 | 1 & 2 | 2 person household | 167 | 1 & 2 |
| 3 vehicles available | 11 | 3 & 4 | 3 bedrooms | 45 | 3 & 4 | 3 person household | 47 | 3 & 4 |
| 4 vehicles available | 0 | 3 & 4 | 4 bedrooms | 135 | 3 & 4 | 4 person household | 11 | 3 & 4 |
| 5 or more vehicles available | 0 | 5 | 5 or more bedrooms | 0 | 5 | 5 or more person household | 0 | 5 |

Source: American Community Survey (2024) U.S. Census Bureau. Tenure by Vehicles Available (Table ID B25044; Dataset ACSDT5Y2024) Tenure by Bedrooms (Table ID: B25042, Dataset ACSDT5Y2024) Tenure by Household Size (Table ID: B25009, Dataset ACSDT5Y2024)

# APPENDIX O

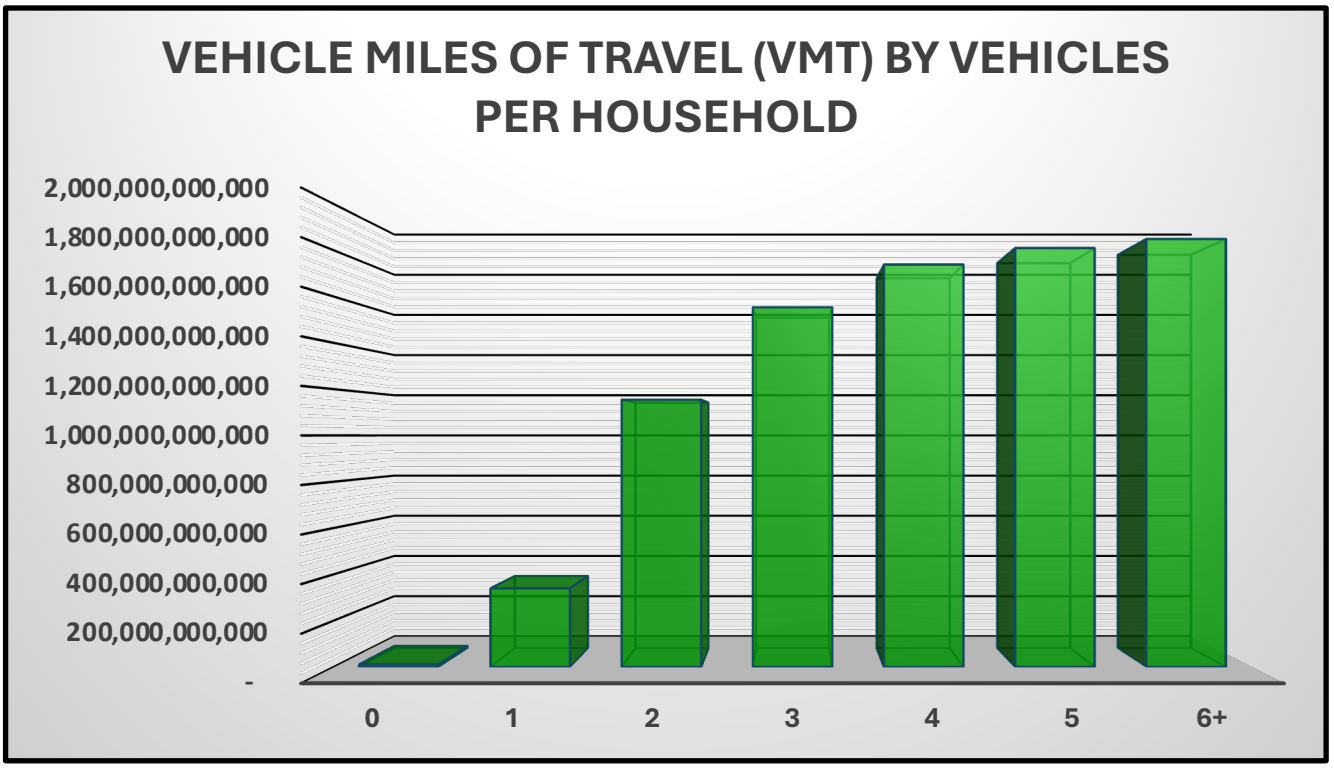
## 2022 National Household Travel Survey:

## Household Vehicles

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| APPENDIX O: VEHICLE TRAVEL BY VEHICLES PER HOUSEHOLD | | | | |
|---|---|---|---|---|
| VEHICLES PER HOUSEHOLD | VEHICLE MILES OF TRAVEL (VMT) | NUMBER OF VEHICLES | VEHICLE MILES OF TRAVEL (VMT) BY VEHICLE | VEHICLE TRIPS |
| 0 | 11,372,173,826 | 10,712,489 | 1,062 | 1,218,005,495 |
| 1 | 339,528,289,749 | 52,983,526 | 6,408 | 37,848,465,640 |
| 2 | 1,153,966,493,312 | 101,330,783 | 11,388 | 107,495,730,889 |
| 3 | 1,553,440,953,418 | 118,190,063 | 13,144 | 139,181,106,950 |
| 4 | 1,737,878,563,271 | 124,442,056 | 13,965 | 154,665,877,904 |
| 5 | 1,809,057,731,375 | 126,252,817 | 14,329 | 158,697,931,515 |
| 6+ | 1,848,031,458,832 | 127,544,707 | 14,489 | 160,953,195,395 |

Source: 2022 National Household Travel Survey (NHTS)



# APPENDIX P

## Mobility Fee Comparison

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# APPENDIX P: CITY OF FLAGLER BEACH MOBILITY FEE VS. CITY OF PALM COAST TRANSPORTATION IMPACT FEE

| Land Use Categories (dark grey), Land Use Classifications, and Representative Land Uses (in parentheses) | Unit of Measure | Mobility Fee | Palm Coast Transportation Impact Fee |
|---|---|---|---|
| **Residential & Lodging Uses** | | | |
| Residential (ADU, Apartments, Attached, Condo, Detached, Duplex, Townhouse, 3 or more attached units) | per 1,000 sq. ft. | $2,981 | $3,770 |
| Overnight Lodging (B&B, Condo Hotel, Hotel, Motel, Short-term Rental, Transient) | per room | $3,843 | $4,846 |
| Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer) | per space or lot | $3,524 | $3,770 |
| **Institutional Uses** | | | |
| Community Serving (Center, Civic / Fraternal Club, Gallery, Museum, Performance Venues, Place of Assembly or Worship) | per 1,000 sq. ft. | $3,014 | $5,053 |
| Long Term Care (Assisted Living, Care or Recovery Homes, Congregate Living Facility, Nursing Home) [1] | per 1,000 sq. ft. | $3,715 | $5,067 |
| Private Education (Afterschool, Family Day Care, K-12, Pre-K, Trade School, Tutor) | per 1,000 sq. ft. | $3,541 | $4,181 |
| Institutional (College, Hospital, Post Secondary Education, University) | per 1,000 sq. ft. | $6,349 | $6,980 |
| **Industrial Uses** | | | |
| Industrial (Assembly, Brewing, Distribution, Fabrication, Flex, Manufacturing, Processing, Storage, Trades, Utilities) | per 1,000 sq. ft. | $1,654 | $3,835 |
| **Commercial Recreational Uses** [5] | | | |
| Marina (wet berths, dry slips, ancillary repair, yacht club) | per Berth plus per 10 Slips | $830 | n/a |
| Unenclosed Commercial Recreation (Commercial amusement, Golf, Multi-Purpose, Recreation, Sports, Tennis) | per Acre | $9,779 | $13,155 |
| Enclosed Commercial Recreation (Commercial amusement, Fitness, Gym, Health, Indoor Sports) | per 1,000 sq. ft. | $8,785 | $12,717 |
| **Office Uses** | | | |
| Office (Administrative, Business Service, Clinic, Dental, Medical, Professional Service, Real Estate, Veterinary) | per 1,000 sq. ft. | $7,311 | $8,929 |
| **Commercial & Retail Uses** | | | |
| Retail (Goods, Local: [Grocery, Pharmacy, or Restaurant], Sales, Services, Stores) [2] | per 1,000 sq. ft. | $10,621 | $12,318 |
| High Impact Retail (Alcoholic Beverage Sales, Banks, Chain: [Grocery, Pharmacy, or Restaurant] [3] | per 1,000 sq. ft. | $18,511 | $22,923 |
| Convenience Retail (Car Wash, Chain Fast Food, Convenience Market or Store, Gas Stations, Service Stations) | per 1,000 sq. ft. | $29,931 | $57,487 |
| **Additive Fees for Commercial Services & Retail Uses** | | | |
| Motor Vehicle Charging | per Charging Position | $24,938 | $34,198 |
| Motor Vehicle Fueling | per Fueling Position | $30,069 | $34,198 |
| Motor Vehicle Repair Service (Accessories, Brakes, Heavy, Light, Maintenance, Quick Lube, Repair, Tires) | per Bay or Stall | $18,886 | $18,028 |
| Parking (private paid parking garages or lots, vehicle or equipment auction, storage, rental, towing, transitional lots) | per Space | $1,737 | n/a |
| Retail Drive-Through (ATM, Bank, Drive-in Business, Dry Cleaner, Dollar Store, Grocery Store, Pharmacy, Restaurant) [4] | per Lane | $21,754 | $32,819 |

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[1] Palm Coast Transportation Impact Fee (TIF) based on number of beds. For comparison purposes, assumes 3 beds per 1,000 sq. ft.

[2] Palm Coast comparison based on average of multi-tenant retail and free-standing retail TIF

[3] Palm Coast comparison based on average of Pharmacy, Sit Down Restaurant, and Supermarket

[4] Palm Coast comparison based on average of Pharmacy drive-thru, Bank drive-thru, and Restaurant drive-thru

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# This is the Last Page in the

## City of Flagler Beach

## Mobility Fee Technical Report

## April 2026

NUE URBAN CONCEPTS

LAND USE • MOBILITY • PARKING • FEES

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CONTACT : JONATHAN B. PAUL, AICP | PRINCIPAL

**NORTH CENTRAL FLORIDA OFFICE:**

747 SW 2nd Ave,
Suite 190
Gainesville, FL 32601

**SOUTHEAST FLORIDA OFFICE:**

2000 PGA Blvd,
Suite 4440
Palm Beach Gardens, FL 33408

*www.nueurbanconcepts.com*

P 833-NUC-8484
E *jbpaul@nueurbanconcepts.com*




# NUE URBAN CONCEPTS

LAND USE · MOBILITY · PARKING · FEES

THE REPUBLIC OF DESIGN INC.

# FLAGLER BEACH 2050 MOBILITY PLAN

## *Stakeholder Meeting #2*

March 10th, 2026

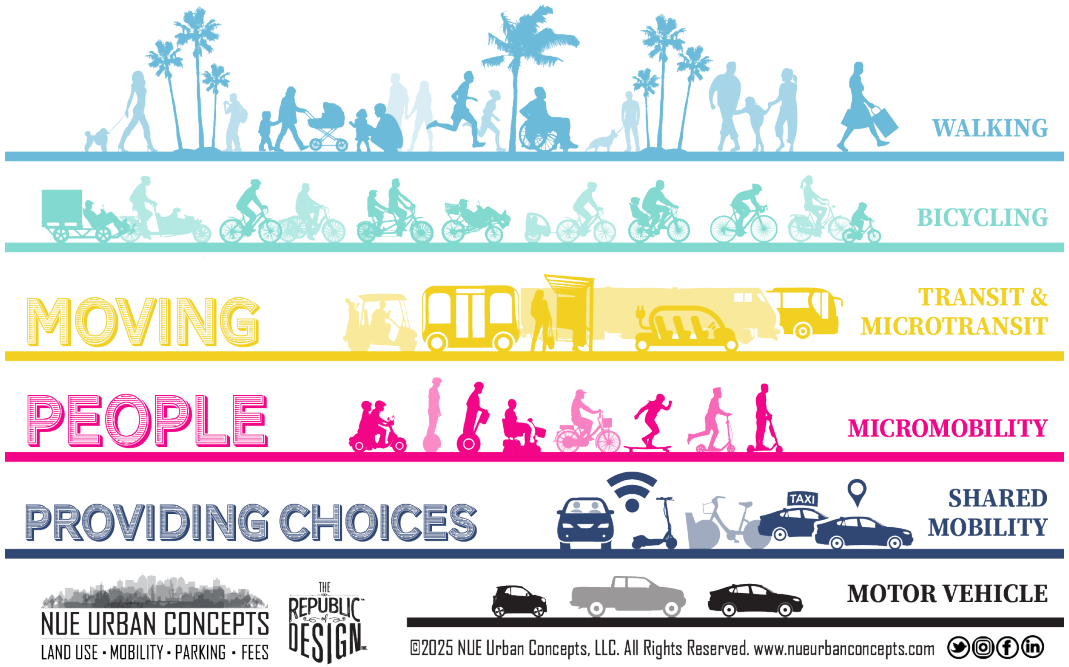



NUE URBAN CONCEPTS

LAND USE • MOBILITY • PARKING • FEES

# WHAT IS A MOBILITY PLAN?

- Vision for the City's transportation system to transition from one focused primarily on **moving vehicles quickly** to moving people safely
- **Long-term plan** (2050 horizon)
- Identifies project needs at a high level
- Required by Florida Statute to serve as basis for development of a mobility fee
- Sets the framework for follow-on actions to be undertaken by the City



# WHAT IS A MOBILITY FEE?

- Alternative to transportation concurrency & road impact fees
- One-time fee paid by (re) development
- Intended to mitigate transportation impact
- Funds variety of multimodal infrastructure
- Funds policies, programs, and services

**NOT A TAX ON EXISTING RESIDENTS**



# WHY DOES FLAGLER BEACH NEED A MOBILITY PLAN & MOBILITY FEE?

- Provides **comprehensive vision** to guide capital projects and development
- Helps the City **balance growth** with **quality of life for existing residents**
- Creates a City-controlled funding mechanism
- Helps leverage alternative funding opportunities



# TRANSPORTATION EVALUATION

## Existing & Future Traffic

CITY OF FLAGLER BEACH TRAFFIC CHARACTERISTICS DATA (MOBILITY STUDY AREA)

| Limits, Classification, Ownership | | | | | Roadway Characteristics | | | | | | | | | Vehicles Miles of Travel & Capacity | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Street Name | From Street | To Street | Functional Classification | Maintaining Entity | FDOT Context Classification | Travel Lanes | Speed Limit | Length (mi) | LOS Standard | AADT | Year of Count | Daily Capacity | Growth Factor | 2025 DAILY TRAFFIC | 2025 VMT | 2025 VMC | 2050 DAILY TRAFFIC | 2050 VMT | 2050 VMC | 2025 V/C | 2050 V/C |
| SR A1A (OCEAN SHORE BLVD) | OCEAN MARINA DR | N 13 ST | Minor Arterial | FDOT | C4 | 2 | 45 | 1.42 | D | 7,700 | 2024 | 14,080 | 2.00% | 7,850 | 11,150 | 19,996 | 13,140 | 18,660 | 19,996 | 0.56 | 0.93 |
| SR A1A (OCEAN SHORE BLVD) | N 13 ST | N 3RD ST | Minor Arterial | FDOT | C4 | 2 | 35 | 0.61 | D | 7,700 | 2024 | 14,080 | 2.00% | 7,850 | 4,790 | 8,596 | 13,140 | 8,020 | 8,596 | 0.34 | 0.61 |
| SR A1A (OCEAN SHORE BLVD) | N 3RD ST | MOODY BLVD (SR 100) | Minor Arterial | FDOT | C4 | 2 | 25 | 0.10 | D | 7,700 | 2024 | 14,080 | 2.00% | 7,850 | 790 | 1,410 | 13,140 | 1,310 | 1,410 | 0.06 | 0.93 |
| SR A1A (OCEAN SHORE BLVD) | MOODY BLVD (SR 100) | S 14 ST | Minor Arterial | FDOT | C4 | 2 | 25 | 0.78 | D | 7,800 | 2024 | 10,267 | 2.00% | 7,960 | 6,210 | 8,010 | 13,320 | 10,390 | 8,010 | 0.78 | 1.30 |
| SR A1A (OCEAN SHORE BLVD) | S 14 ST | S 25TH ST | Minor Arterial | FDOT | C3R | 2 | 25 | 1.60 | D | 5,100 | 2024 | 17,920 | 2.00% | 5,200 | 8,320 | 20,670 | 8,790 | 13,920 | 20,670 | 0.29 | 0.49 |
| SR A1A (OCEAN SHORE BLVD) | S 25TH ST | S 25TH ST | Minor Arterial | FDOT | C3R | 2 | 35 | 0.70 | D | 5,100 | 2024 | 17,920 | 2.00% | 5,200 | 3,640 | 12,540 | 8,790 | 6,090 | 12,540 | 0.29 | 0.49 |
| SR A1A (OCEAN SHORE BLVD) | S 25TH ST | GAMBLE ROGERS ST REC | Minor Arterial | FDOT | C3R | 2 | 45 | 0.90 | D | 5,100 | 2024 | 17,920 | 2.00% | 5,200 | 4,680 | 16,130 | 8,790 | 7,830 | 16,130 | 0.29 | 0.49 |
| SR A1A (OCEAN SHORE BLVD) | GAMBLE ROGERS ST REC | S CENTRAL AVE | Minor Arterial | FDOT | C1 | 2 | 45 | 0.28 | D | 5,300 | 2024 | 11,200 | 2.00% | 5,410 | 1,510 | 5,140 | 9,050 | 2,530 | 5,140 | 0.48 | 0.81 |
| SR A1A (OCEAN SHORE BLVD) | CENTRAL AVE (S) | VOLUSIA CO LINE | Minor Arterial | FDOT | C3R | 2 | 45 | 0.61 | D | 5,300 | 2024 | 17,920 | 2.00% | 5,410 | 3,300 | 10,930 | 9,050 | 5,520 | 10,930 | 0.30 | 0.51 |
| COLBERT LN | ROBERTS RD | MOODY BLVD (SR 100) | Major Collector | COUNTY | C3R | 2 | 55 | 1.29 | D | 4,100 | 2024 | 24,640 | 2.00% | 4,180 | 5,390 | 31,790 | 6,990 | 9,020 | 31,790 | 0.17 | 0.28 |
| I-95 | NORTH BOUNDARY OF MOBILITY STUDY AREA (MSA) | MOODY BLVD (SR 100) | Limited Access | FDOT | Urbanized | 6 | 70 | 0.62 | D | 92,450 | 2024 | 191,022 | 2.00% | 94,290 | 58,460 | 118,450 | 157,790 | 97,830 | 118,450 | 0.49 | 0.83 |
| I-95 | MOODY BLVD (SR 100) | SOUTH BOUNDARY OF MOBILITY STUDY AREA (MSA) | Limited Access | FDOT | Urbanized | 6 | 70 | 0.46 | D | 86,500 | 2024 | 191,022 | 2.00% | 88,230 | 40,590 | 87,670 | 147,650 | 67,920 | 87,670 | 0.46 | 0.77 |
| JOHN ANDERSON HWY (CR 201) | MOODY BLVD (SR 100) | AVE A | Minor Collector | COUNTY | C3R | 2 | 55 | 0.33 | D | 1,450 | 2024 | 24,640 | 2.00% | 1,480 | 490 | 8,130 | 2,480 | 820 | 8,130 | 0.06 | 0.10 |
| JOHN ANDERSON HWY (CR 201) | AVE A | VOLUSIA CO LINE | Minor Collector | COUNTY | C3R | 2 | 45 | 3.60 | D | 1,450 | 2024 | 16,128 | 2.00% | 1,480 | 5,330 | 58,660 | 2,480 | 8,930 | 58,660 | 0.09 | 0.15 |
| LAMBERT AVE | CENTER OF CUL-DE-SAC | PALM DR | Minor Collector | CITY | C3R | 2 | 35 | 1.48 | D | 600 | 2024 | 12,544 | 2.00% | 610 | 900 | 18,570 | 1,020 | 1,510 | 18,570 | 0.05 | 0.08 |
| OLD KINGS RD | NORTH BOUNDARY OF MOBILITY STUDY AREA (MSA) | MOODY BLVD (SR 100) | Minor Arterial | CITY | C3R | 4 | 45 | 0.71 | D | 9,300 | 2024 | 35,249 | 2.00% | 9,380 | 6,660 | 25,030 | 15,790 | 11,150 | 25,030 | 0.27 | 0.45 |
| OLD KINGS RD | MOODY BLVD | CRAIG FLAGLER PALMS FUNERAL HOME | Major Collector | COUNTY | C3C | 2 | 45 | 0.52 | D | 3,300 | 2024 | 10,530 | 2.00% | 3,370 | 1,750 | 10,160 | 5,640 | 3,030 | 10,160 | 0.17 | 0.29 |
| MOODY BLVD (SR 100) | I-95 | OLD KINGS RD | Principal Arterial | FDOT | C3C | 4 | 45 | 0.31 | D | 29,000 | 2024 | 38,430 | 2.00% | 29,580 | 9,170 | 11,910 | 49,590 | 15,350 | 11,910 | 0.77 | 1.29 |
| MOODY BLVD (SR 100) | OLD KINGS RD | COLBERT LN | Principal Arterial | FDOT | C3C | 4 | 55 | 1.54 | D | 23,649 | 2024 | 46,670 | 2.00% | 24,120 | 37,140 | 72,330 | 40,360 | 62,150 | 72,330 | 0.51 | 0.86 |
| MOODY BLVD (SR 100) | COLBERT LN | BEACH VILLAGE HWY | Principal Arterial | FDOT | C3C | 4 | 45 | 0.31 | D | 18,000 | 2024 | 38,430 | 2.00% | 18,360 | 17,630 | 36,890 | 30,720 | 29,490 | 36,890 | 0.48 | 0.80 |
| MOODY BLVD (SR 100) | BEACH VILLAGE HWY | JOHN ANDERSON HWY (CR 201) | Principal Arterial | FDOT | C3C | 4 | 55 | 0.16 | D | 18,000 | 2024 | 38,430 | 2.00% | 18,360 | 3,860 | 8,070 | 30,720 | 6,450 | 8,070 | 0.48 | 0.80 |
| MOODY BLVD (SR 100) | BEACH VILLAGE HWY | S FLAGLER AVE | Principal Arterial | FDOT | C3R | 4 | 45 | 0.96 | D | 18,000 | 2024 | 30,105 | 2.00% | 18,360 | 3,860 | 8,220 | 30,720 | 6,450 | 8,220 | 0.47 | 0.78 |
| MOODY BLVD (SR 100) | S FLAGLER AVE | SR A1A (OCEAN SHORE BLVD) | Principal Arterial | FDOT | C2T | 4 | 35 | 0.21 | D | 14,900 | 2024 | 31,490 | 2.00% | 15,200 | 3,190 | 6,590 | 25,440 | 5,340 | 6,590 | 0.48 | 0.81 |
| PALM DR | MOODY BLVD (SR 100) | PALM DR | Minor Collector | CITY | C3R | 2 | 25 | 0.42 | D | 1,150 | 2024 | 11,200 | 2.00% | 1,170 | 490 | 4,790 | 1,960 | 820 | 4,790 | 0.10 | 0.17 |
| ROBERTS RD | COLBERT LN | MOODY BLVD (SR 100) | Minor Collector | COUNTY | C3C | 2 | 35 | 1.51 | D | 1,450 | 2024 | 15,190 | 2.00% | 1,480 | 2,230 | 22,940 | 2,480 | 3,740 | 22,940 | 0.10 | 0.16 |

Source: Traffic data provided by Florida Department of Transportation. LOS Standards based on City of Flagler Beach and Flagler County adopted Comprehensive Plans. Daily Capacity based on FDOT Generalized Service Tables. Growth factors based on FDOT Travel Analysis Spreadsheet. VMT is length x AADT. VMC is length x Daily Capacity. 2045 AADT and VMT derived by applying growth rates.




| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | * | * | 17,600 | 24,000 |
| 4 Lane | * | 24,400 | 36,100 | 40,800 |
| 6 Lane | * | 44,700 | 56,800 | 60,400 |
| 8 Lane | * | 52,300 | 66,900 | 70,900 |

| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | * | * | 13,900 | 21,800 |
| 4 Lane | * | 26,100 | 38,300 | 43,000 |
| 6 Lane | * | 28,400 | 53,900 | 62,800 |
| 8 Lane | * | 58,800 | 71,900 | 73,600 |

**No existing traffic deficiencies & no future deficiencies beyond what is already planned for**

# TRANSPORTATION EVALUATION

## Quality of Service & Multimodal Inventory

CITY OF FLAGLER BEACH MULTIMODAL QUALITY OF SERVICE (QOS) EVALUATION

| Street Name | From Street | To Street | Functional Classification | Maintaining Entity | FDOT Context Classification | Travel Lanes | Speed Limit | Length (mi) | Median Type | Street QOS | Off-Street Multimodal Facility | Separation/Physical Barrier | Off-Street Multimodal QOS | On-Street Multimodal Facility | On-Street Multimodal QOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SR A1A (OCEAN SHORE BLVD) | OCEAN MARINA DR | N 13 ST | Minor Arterial | FDOT | C4 | 2 | 45 | 1.42 | None | E | 8' Trail | Grass Buffer | B | Paved Shoulder | E |
| SR A1A (OCEAN SHORE BLVD) | N 13 ST | N 3RD ST | Minor Arterial | FDOT | C4 | 2 | 35 | 0.61 | None | D | 8' Trail | Grass Buffer | B | Paved Shoulder | E |
| SR A1A (OCEAN SHORE BLVD) | N 3RD ST | MOODY BLVD (SR 100) | Minor Arterial | FDOT | C4 | 2 | 25 | 0.1 | | | | | | | |
| SR A1A (OCEAN SHORE BLVD) | MOODY BLVD (SR 100) | S 14 ST | Minor Arterial | FDOT | C4 | 2 | 25 | 0.7 | | | | | | | |
| SR A1A (OCEAN SHORE BLVD) | S 14 ST | S 20TH ST | Minor Arterial | FDOT | C3R | 2 | 25 | 1.6 | | | | | | | |
| SR A1A (OCEAN SHORE BLVD) | S 20TH ST | S 25TH ST | Minor Arterial | FDOT | C3R | 2 | 35 | 0.7 | | | | | | | |
| SR A1A (OCEAN SHORE BLVD) | S 25TH ST | GAMBLE ROGERS ST REC | Minor Arterial | FDOT | C3R | 2 | 45 | 0.9 | | | | | | | |
| SR A1A (OCEAN SHORE BLVD) | GAMBLE ROGERS ST REC | S CENTRAL AVE | Minor Arterial | FDOT | C1 | 2 | 45 | 0.2 | | | | | | | |
| SR A1A (OCEAN SHORE BLVD) | CENTRAL AVE (S) | VOLUSIA CO LINE | Minor Arterial | FDOT | C3R | 2 | 45 | 0.6 | | | | | | | |
| COLBERT LN | ROBERTS RD | MOODY BLVD (SR 100) | Major Collector | COUNTY | C3R | 2 | 55 | 1.2 | | | | | | | |
| JOHN ANDERSON HWY (CR 201) | MOODY BLVD (SR 100) | AVE A | Minor Collector | COUNTY | C3R | 2 | 55 | 0.3 | | | | | | | |
| JOHN ANDERSON HWY (CR 201) | AVE A | VOLUSIA CO LINE | Minor Collector | COUNTY | C3R | 2 | 45 | 3.6 | | | | | | | |
| LAMBERT AVE | CENTER OF CUL-DE-SAC | PALM DR | Minor Collector | CITY | C3R | 2 | 35 | 1.4 | | | | | | | |
| OLD KINGS RD | NORTH BOUNDARY OF MOBILITY STUDY AREA (MSA) | MOODY BLVD (SR 100) | Minor Arterial | CITY | C3R | 4 | 45 | 0.7 | | | | | | | |
| OLD KINGS RD | MOODY BLVD | CRAIG FLAGLER PALMS FUNERAL HOME | Major Collector | COUNTY | C3C | 2 | 45 | 0.5 | | | | | | | |
| MOODY BLVD (SR 100) | I-95 | OLD KINGS RD | Principal Arterial | FDOT | C3C | 4 | 45 | 0.3 | | | | | | | |
| MOODY BLVD (SR 100) | OLD KINGS RD | COLBERT LN | Principal Arterial | FDOT | C3C | 4 | 55 | 1.5 | | | | | | | |
| MOODY BLVD (SR 100) | COLBERT LN | BEACH VILLAGE HWY | Principal Arterial | FDOT | C3C | 4 | 45 | 0.3 | | | | | | | |
| MOODY BLVD (SR 100) | BEACH VILLAGE HWY | JOHN ANDERSON HWY (CR 201) | Principal Arterial | FDOT | C3C | 4 | 55 | 0.1 | | | | | | | |
| MOODY BLVD (SR 100) | JOHN ANDERSON HWY (CR 201) | S FLAGLER AVE | Principal Arterial | FDOT | C3R | 4 | 45 | 0.9 | | | | | | | |
| MOODY BLVD (SR 100) | S FLAGLER AVE | SR A1A (OCEAN SHORE BLVD) | Principal Arterial | FDOT | C2T | 4 | 35 | 0.2 | | | | | | | |
| PALM DR | MOODY BLVD (SR 100) | PALM DR | Minor Collector | CITY | C3R | 2 | 25 | 0.4 | | | | | | | |
| ROBERTS RD | COLBERT LN | MOODY BLVD (SR 100) | Minor Collector | COUNTY | C3C | 2 | 35 | 1.1 | | | | | | | |

*Note: Quality of Service based on proposed Quality of Service standards developed by NUE Urban Concepts, LLC. Identified off-street or on-street multimodal facilities represents the presence of a facility on at least one side of the street. The width of on-street and off-street multimodal represent the widest observed width visibility pavement markings.*

MOVING TOWARDS VISION ZERO

CITY OF FLAGLER BEACH
STREET
QUALITY OF SERVICE (QOS) STANDARDS

STREET QUALITY OF SERVICE (QOS) STANDARDS

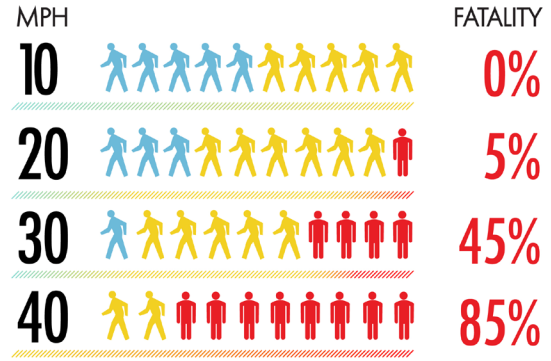
INTENT:
POSTED SPEED = DESIGN SPEED

| | CITYWIDE POSTED SPEED LIMIT | APPROPRIATE LOCATIONS |
|---|---|---|
| QUALITY OF SERVICE (QOS) A* | SPEED LIMIT 20 | LOCAL AND RESIDENTIAL STREETS, ALONG WITH SELECT COLLECTORS WITH RIGHT-OF-WAY MODIFICATIONS TO SLOW VEHICLE SPEEDS |
| QUALITY OF SERVICE (QOS) B | SPEED LIMIT 25 | LOCAL AND RESIDENTIAL STREETS, ALONG WITH SELECT ARTERIALS AND COLLECTORS WITH RIGHT-OF-WAY MODIFICATIONS TO SLOW VEHICLE SPEEDS |
| QUALITY OF SERVICE (QOS) C | SPEED LIMIT 30 | MAJOR COLLECTORS AND MINOR ARTERIALS, SELECT MINOR COLLECTORS AND PRINCIPAL ARTERIALS |
| QUALITY OF SERVICE (QOS) D | SPEED LIMIT 35 | SELECT COLLECTORS, ARTERIALS |
| QUALITY OF SERVICE (QOS) E** | SPEED LIMIT 40 + | PRINCIPAL ARTERIALS, LIMITED ACCESS ROADS, SELECT ARTERIALS AND RURAL HIGHWAYS (ARTERIAL OR COLLECTOR) |

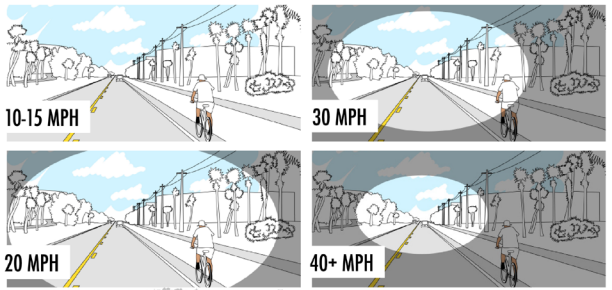
* POSTED SPEED LIMIT IS MAXIMUM, LOWER SPEEDS WOULD ALSO BE QOS A
** POSTED SPEED LIMIT IS MINIMUM, HIGHER SPEEDS WOULD ALSO BE QOS E

**SOURCE:** QOS STANDARDS ESTABLISHED BY NUE URBAN CONCEPTS, LLC
QOS STANDARDS WORK IN CONJUNCTION WITH AREAWIDE ROADWAY LEVEL OF SERVICE STANDARDS. QOS STANDARDS ARE INTENDED TO ALLOW FOR LOWERING VEHICLE SPEEDS AND INCREASING FLEXIBILITY TO DESIGN ROADS AT THE DESIRED SPEED OF TRAVEL (POSTED SPEED) VS TRADITIONAL APPROACHES USING 85TH PERCENTILE SPEED OR THE ACTUAL OR ANTICIPATED SPEED OF TRAVEL. QOS STANDARDS ARE APPLICABLE AS PART OF AN OVERALL VISION ZERO OR SAFER STREETS PROGRAM AT A NEIGHBORHOOD, DESIGNATED AREA, OR COMMUNITY WIDE SCALE.
SEE ADOPTED 2045 MOBILITY PLAN FOR FURTHER USE OF QOS STANDARDS

*AS SPEED INCREASES, SO DOES THE RISK OF DYING IN A CRASH*




*HIGHER SPEEDS REDUCE NOT ONLY THE SIGHT DISTANCE BUT ALSO THE REACTION TIME A DRIVER NEEDS TO AVOID A COLLISION.*




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# TRANSPORTATION EVALUATION

## Quality of Service & Multimodal Inventory

MOVING TOWARDS VISION ZERO

### CITY OF FLAGLER BEACH

**OFF-STREET MULTIMODAL QUALITY OF SERVICE (QOS) FOR BICYCLING & WALKING**

| FACILITY TYPE | ROW ELEMENTS (SEE NOTES FOR ROW WITH MULTIPLE FEATURES) | | | | |
|---|---|---|---|---|---|
| OFF-STREET MULTIMODAL | LIMITED SEPARATION | LANDSCAPE STREET TREES | ON-STREET PARKING OR PHYSICAL BARRIER | GRASS OR LANDSCAPE BUFFER | SPEED LIMIT 25 MPH OR LESS |
| PATH, SIDEWALK, OR TRAIL (10' WIDE OR MORE) | B | A | A | A | A |
| PATH, SIDEWALK, OR TRAIL (8' WIDE) | C | B | B | B | B |
| PATH OR SIDEWALK (6' TO 7' WIDE) | D | C | C | C | C |
| SIDEWALK (5' WIDE OR LESS) | E | D | D | D | D |

**SOURCE:** QOS STANDARDS ESTABLISHED BY NUE URBAN CONCEPTS, LLC
**INTENT:** MEASURE PERFORMANCE OF MULTIMODAL IMPROVEMENTS OVER TIME.

**NOTES:** THE PRESENCE OF TWO ROW ELEMENTS, EXCEPT FOR LIMITED SEPARATION, SUCH AS ON-STREET PARKING AND STREET TREES WOULD RESULT IN AN INCREASE IN ONE ADDITIONAL LETTER GRADE. FOR EXAMPLE, A TEN (10) FOOT WIDE PATH WITH STREET TREES AND ON-STREET PARKING WOULD RESULT IN A QOS OF "A". THE PRESENCE OF THREE OR MORE ROW ELEMENTS, EXCEPT FOR LIMITED SEPARATION, SUCH AS A FIVE (5) FOOT SIDEWALK, WITH A LANDSCAPE BUFFER AND A POSTED SPEED LIMIT OF 25 MPH WOULD RESULT IN A QOS OF "C", OR AN INCREASE OF TWO LETTER GRADES.

PHYSICAL BARRIER INCLUDES ANY TYPE OF PERMANENT, PHYSICAL VERTICAL SEPARATION. GRASS BUFFER MUST BE AT LEAST FIVE (5) FEET IN WIDTH BETWEEN VEHICLE TRAVEL LANES AND THE FACILITY. LANDSCAPE INCLUDES VERTICAL LANDSCAPE ELEMENTS THAT WOULD PROVIDE A DEGREE OF PROTECTION FOR MULTIMODAL USERS.

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MOVING TOWARDS VISION ZERO

### CITY OF FLAGLER BEACH

**ON-STREET MULTIMODAL QUALITY OF SERVICE (QOS) FOR BICYCLING & MICROMOBILITY**

| FACILITY TYPE | ROW ELEMENTS (SEE NOTES FOR ROW WITH MULTIPLE FEATURES) | | | | |
|---|---|---|---|---|---|
| ON-STREET MULTIMODAL | NO OR LIMITED SEPARATION (GRASS BUFFER < 5' WIDE) | PROTECTED | BUFFERED | ENHANCED VISIBILTY MARKINGS | SPEED LIMIT 25 MPH OR LESS |
| BICYCLE LANE (6' WIDE OR MORE) | B | A | A | A | C |
| BICYCLE LANE (5' WIDE ) | C | A | B | B | B |
| BICYCLE LANE (4' WIDE) | D | B | C | C | C |
| PAVED SHOULDER (AKA UNDESIGNATED BICYCLE LANE) | E | -- | -- | D | C |
| BICYCLE BOULEVARD/ SHARED STREET | E | -- | -- | D | C |
| CURBLESS SHARED STREET | A | -- | -- | -- | -- |

**SOURCE:** QOS STANDARDS ESTABLISHED BY NUE URBAN CONCEPTS, LLC
**INTENT:** MOBILITY PLANNING AND MEASURING PERFORMANCE OF MULTIMODAL PROJECTS OVER TIME.
**PROTECTED:** INCLUDES PERMANENT SEPARATION VIA VERTICAL ELEMENTS SUCH AS CURBING (RAISED BICYCLE LANES OR CYCLE TRACKS), CONCRETE BARRIERS, OR ON-STREET PARKING.
**BUFFERED:** MINIMUM OF DOUBLE 6" WHITE EDGE LINES SEPARATING THE BIKE LANE FROM ADJACENT TRAVEL LANES. IDEALLY BUFFER IS AT LEAST 3' WIDE (40 MPH OR FASTER) OR 2' WIDE (30 MPH TO 35 MPH). FLEX POST, RAISED PAVEMENT MARKINGS, OR VERTICAL DEFLECTION BARRIERS SHOULD BE PROVIDED WHERE FEASIBLE.
**ENHANCED VISIBILITY:** USE OF GREEN PAINT, PAVEMENT MARKINGS, CONTRAST BOX BEHIND SHARROWS AND BICYCLE SYMBOLS, ON-STREET MARKINGS WITH SPEED LIMITS OR SHARE THE ROAD.
**NOTES:** THE PRESENCE OF TWO OR MORE ROW FEATURES, EXCEPT FOR LIMITED SEPARATION, WOULD RESULT IN AN INCREASE ON ONE ADDITIONAL LETTER GRADE.

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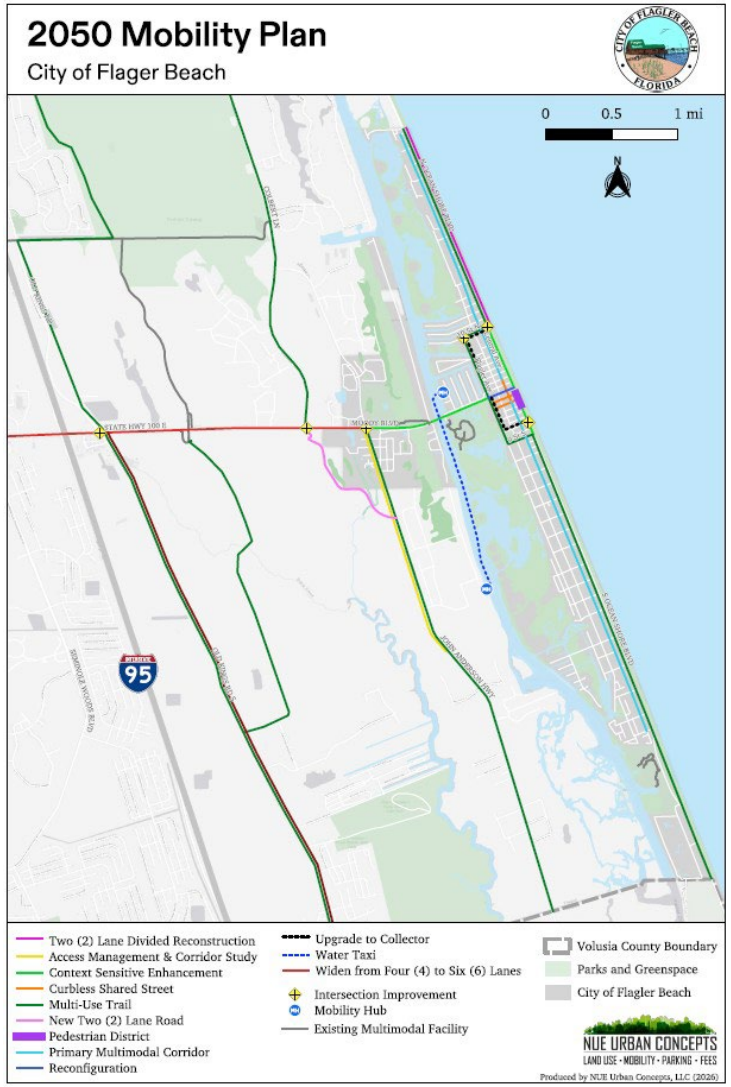
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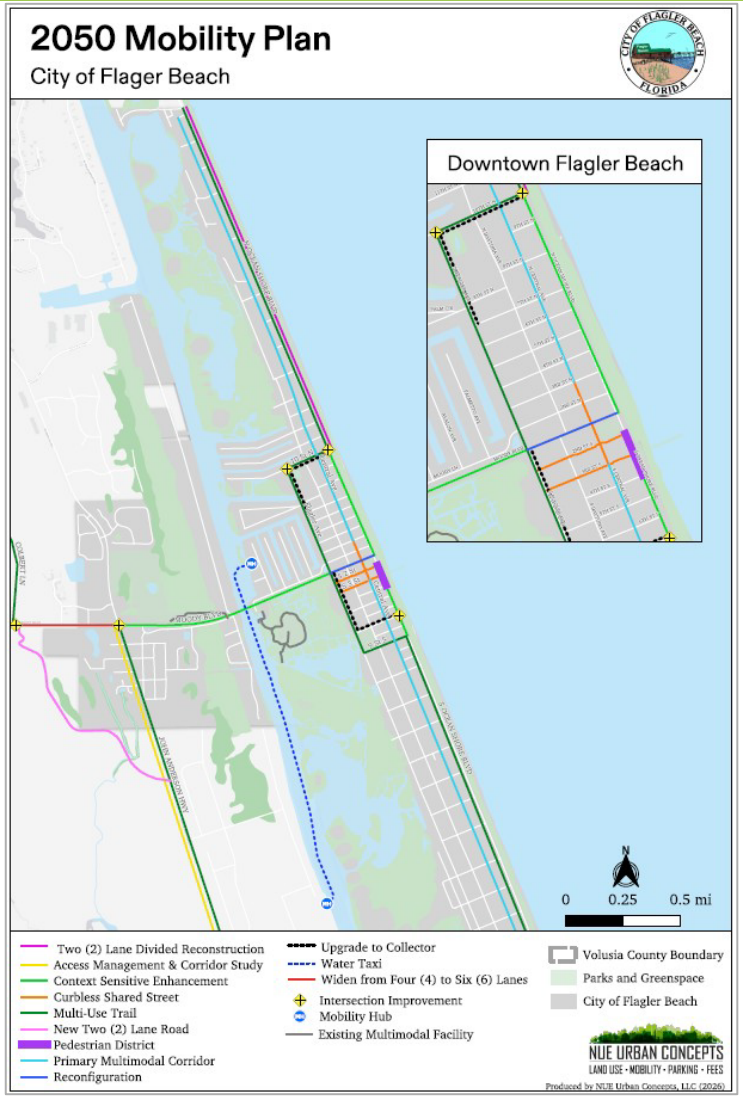
# OVERARCHING GOALS

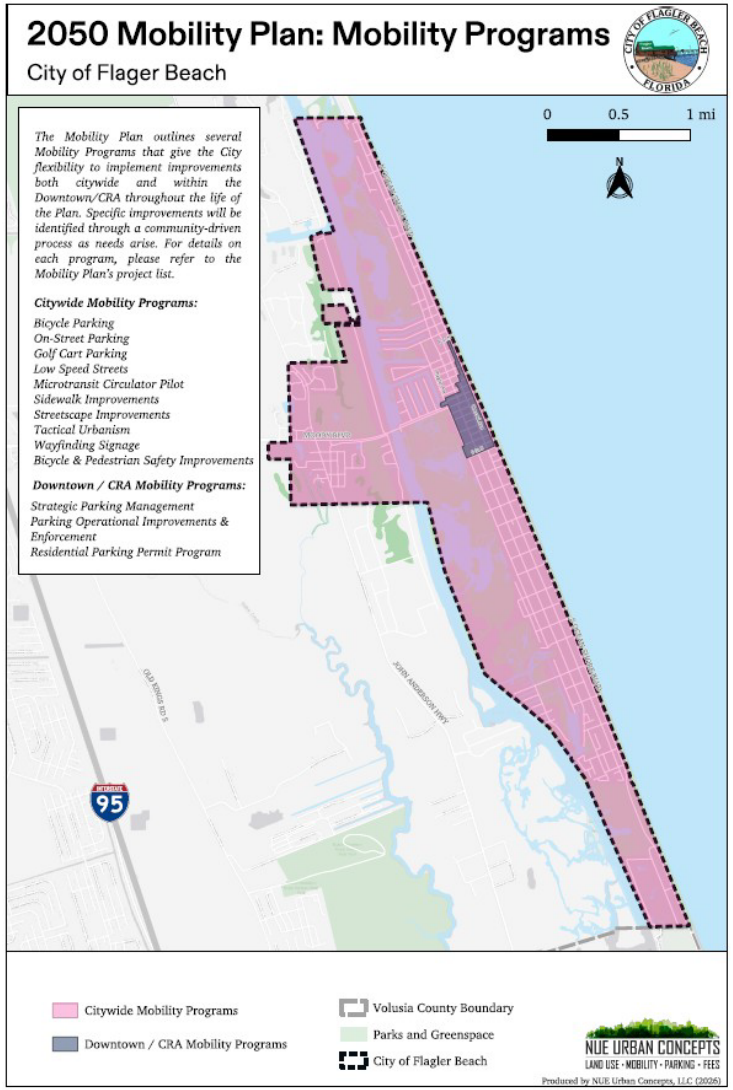
- Create a complete, connected multimodal transportation system
- Improve safety for vehicular and multimodal travel
- Rerouting thru traffic around downtown
- Improve walkability in the Downtown and CRA



# FLAGLER BEACH 2050 MOBILITY PLAN DRAFT



# FLAGLER BEACH 2050 MOBILITY PLAN

**0.28** miles of **SR A1A Pedestrian District**

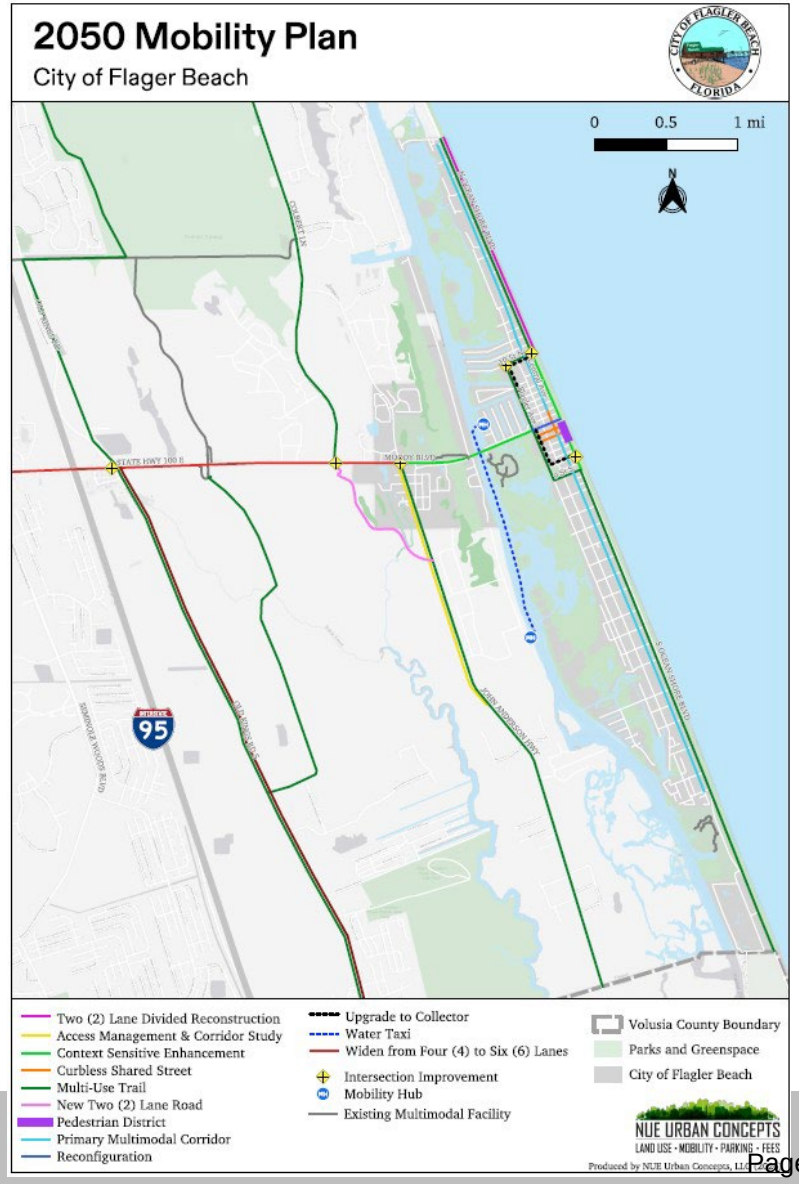
**0.59** miles of **SR A1A Context Sensitive Enhancements**

**34** miles of **Multi-Use Trail**

**.6** miles of **Curbless Shared Streets**

**4.7** miles of **Primary Multimodal Corridor**

**6** **Intersection Improvements**



# CURBLESS SHARED STREETS

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## SUMMARY:

An emerging concept for prioritizing walking, bicycling, and transit is the conversion of existing streets and alleys into Curbless Shared Streets. Curbless Shared Streets feature a posted speed limit of 15 MPH or less and flattened curbing accompanied by traffic calming strategies that allow people to feel safe riding bicycles or scooters in the same space as slow motor vehicles and transit circulators. These streets also provide wider pedestrian frontages, separated from motor vehicles by landscape, hardscape features, bollards, or on-street parking. The intent of Curbless Shared Streets is that "out of the chaos of various modes sharing the same space, traffic will be calmed" because when people have to really pay attention to others around them, safety for everyone is increased.

Curbless Shared Streets are designed for portions of the street to be closed off to motor vehicle travel during special events and festivals. This enables people walking to easily traverse the street right-of-way without worrying about tripping hazards and allows for seamless outdoor seating, tables, and other features without the need to adjust set-ups to deal with curbs and changes in elevation.

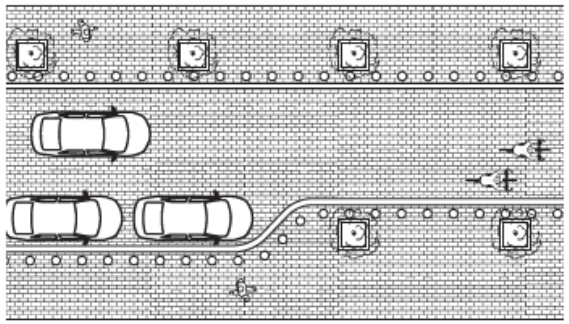
Curbless Shared Streets distinguish themselves from the well-known "Living Street" aka Dutch "Woonerf" by providing a defined space for pedestrians, while allowing the street space to be shared between cars, transit, and people riding bicycles or other micromobility or low speed vehicles. Curbless Shared Streets are often found in commercial areas and serve as 'Main Streets' or destinations within a community. Living Streets feature slow speeds of 10 MPH or less with all modes sharing the same space and are most often found in residential areas. People walking or children playing have priority and other modes yield the right-of-way.

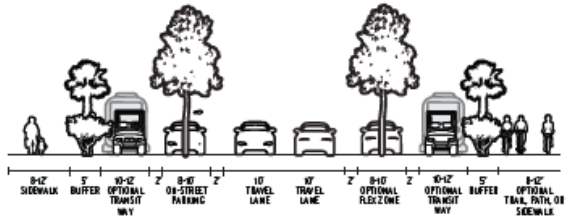


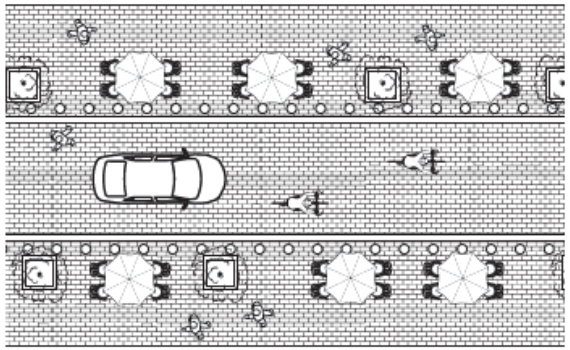
WEST PALM BEACH MOBILITY PLAN
ROSEMARY STREET

## TYPICAL FEATURES:

- Removal of elevated curbs
- Materials delineate spaces
- Vehicles lanes and sidewalks feature pavers or bricks
- Streets with lower traffic volumes
- Travel speeds of 15 mph or less
- Furniture, parking, and landscaping define site visibility
- Space for vehicles is between 18' to 20' wide
- Zones for on-street deliveries, valet, pick-up & drop-off
- Retractable bollards limit vehicle access
- Streets comply with ADA standards







ALTAMONTE SPRINGS MOBILITY PLAN
CRANES ROOST





LAKE WALES MOBILITY PLAN
PARK AVENUE

# Central Ave

# S 2nd St

# S 3rd St

# Park Ave
# Lake Wales, FL



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# Ocean Shore Blvd (SR A1A)
# Context Sensitive Enhancement
# N 10th St to Moody Blvd
# S 4th St to S 9th St




CITY OF FLAGLER BEACH FLORIDA

# Ocean Shore Blvd (SR A1A)
# Pedestrian District
# S 2nd St to S 4th St



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# City of Flagler Beach
# Moody Blvd | SR 100 *Reimagined*



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250 FEET

N

# City of Flagler Beach
# Moody Blvd | SR 100 *Reimagined*



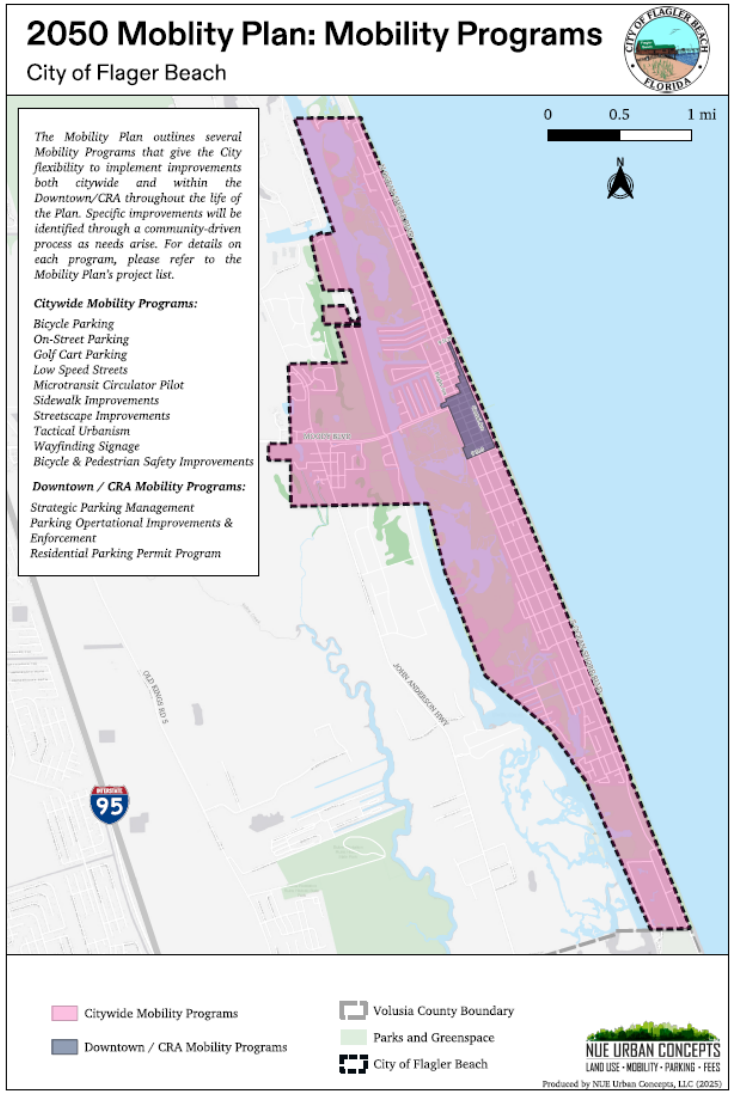
# FLAGLER BEACH 2050 MOBILITY PLAN

## *Mobility Programs*

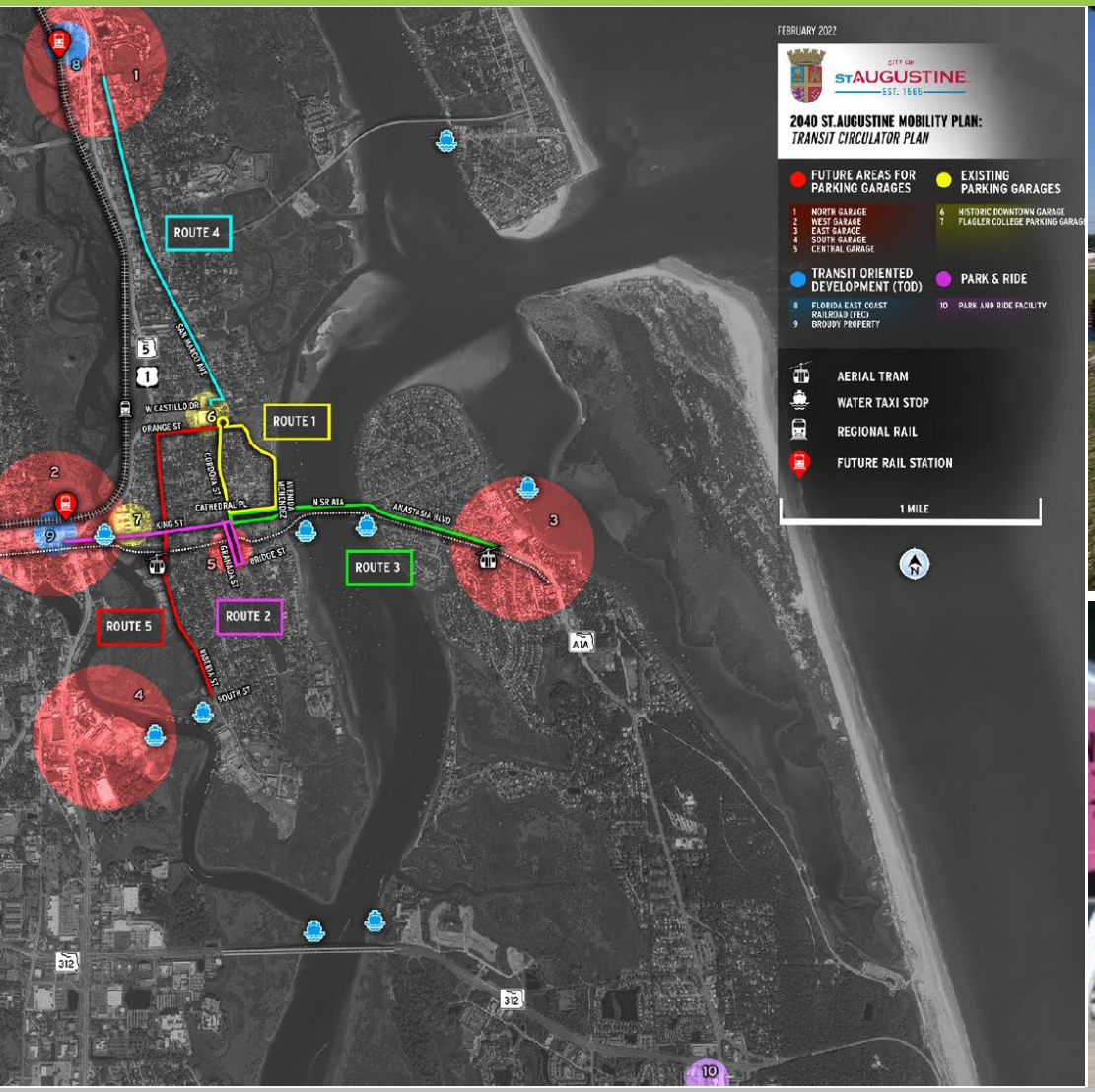
- On-Street Vehicle, Bicycle & Golf Cart Parking
- Low Speed Streets
- Microtransit Circulator Pilot
- Sidewalk Improvements
- Streetscape Improvements
- Quick Build (Tactical Urbanism)
- Wayfinding
- Bicycle & Pedestrian Safety Improvements

**CRA**

- Strategic Parking Management
- Parking Operational Improvements & Enforcement
- Residential Parking Permit

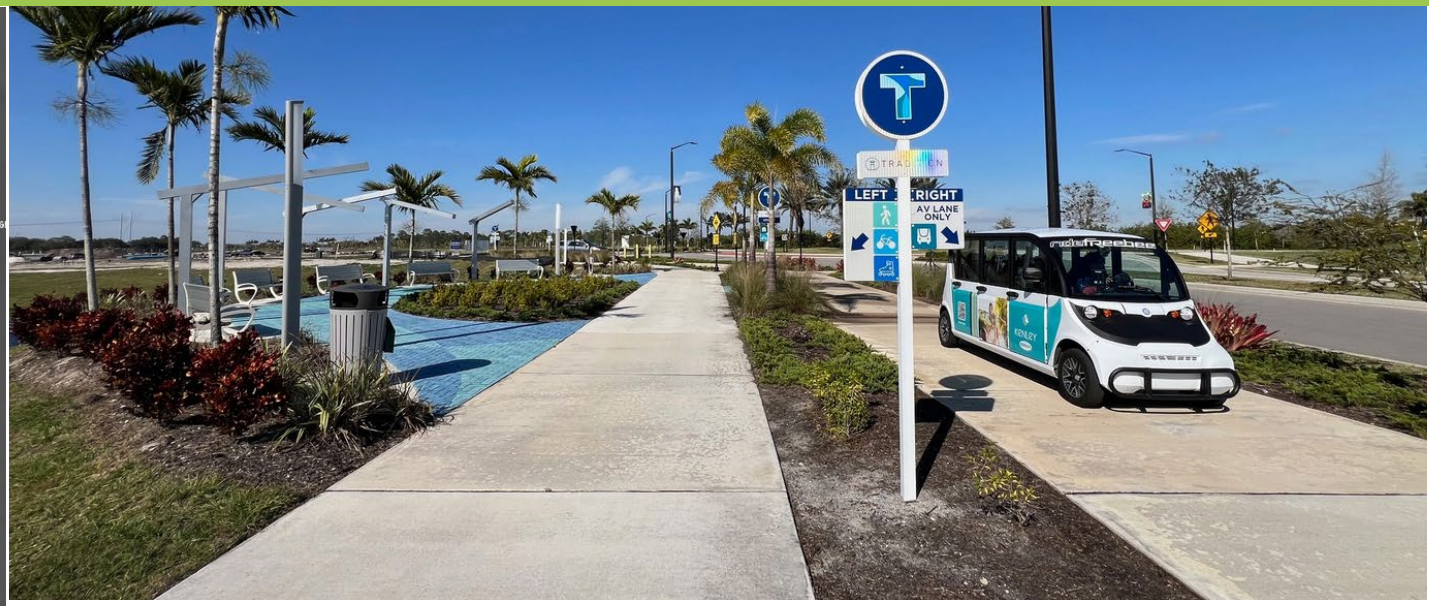


# STRATEGIC PARKING MANAGEMENT















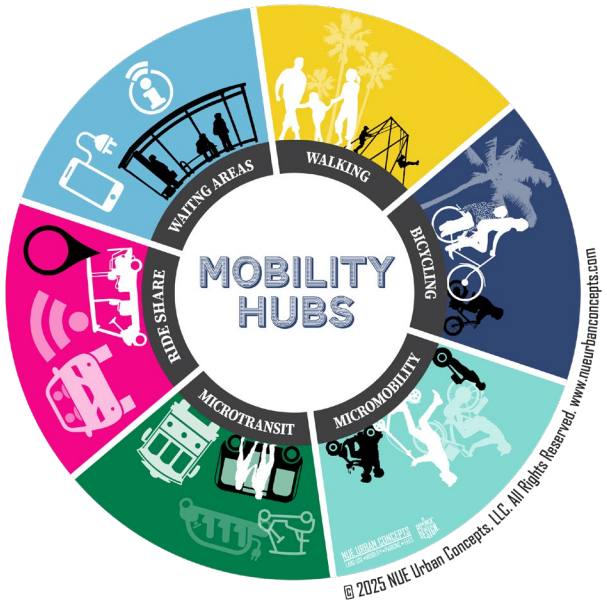
# WATER TAXI & MOBILITY HUB

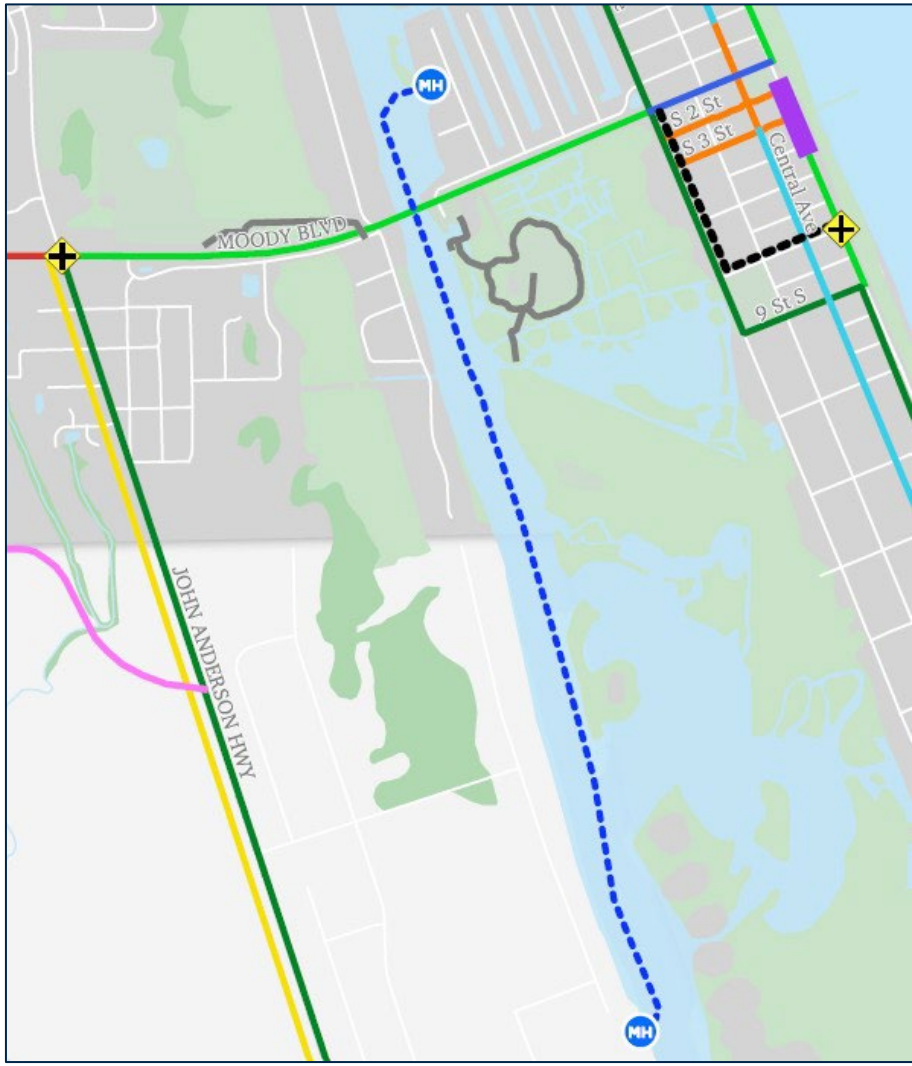






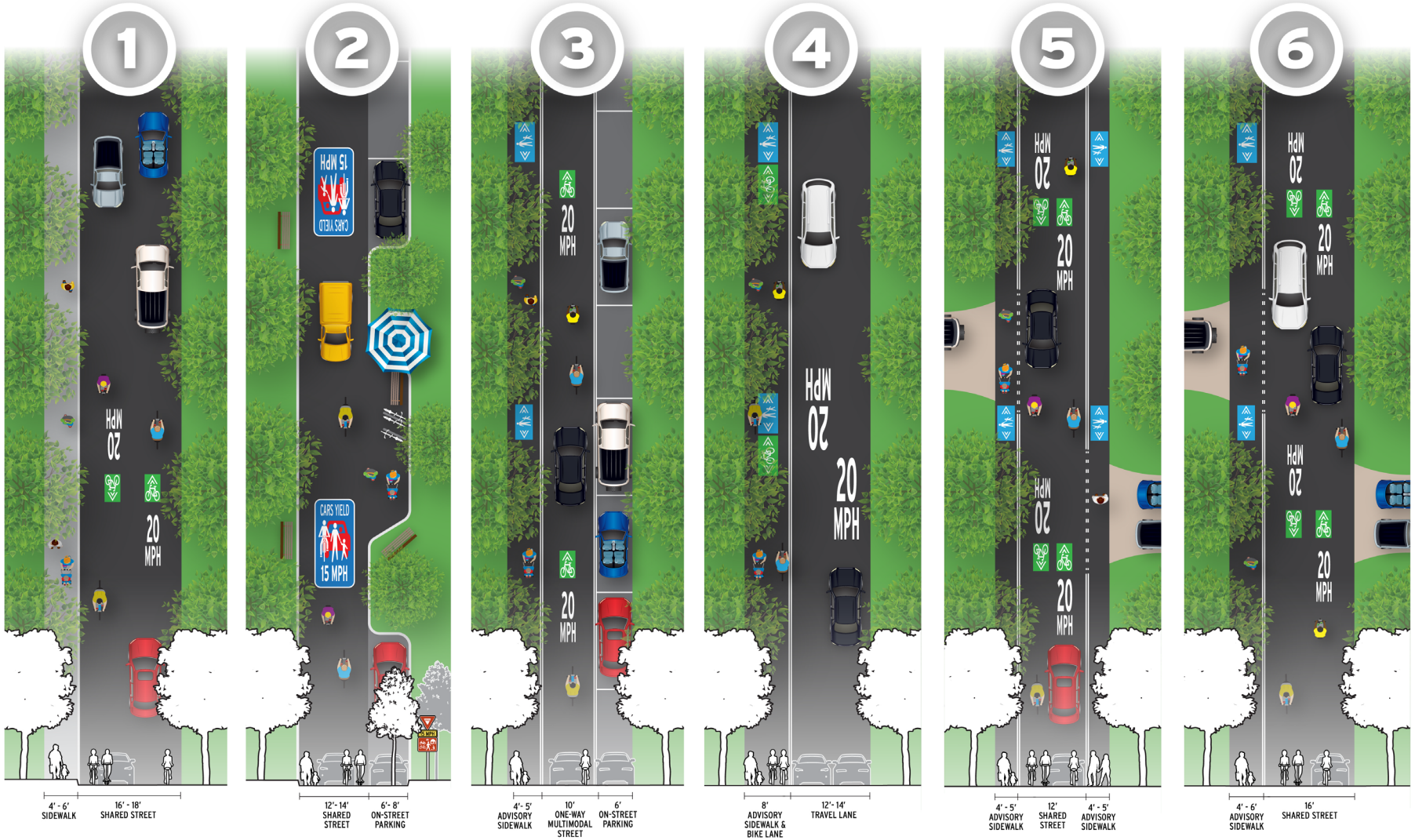




# PRIMARY MULTIMODAL CORRIDOR

## Central Ave






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# TRAFFIC CALMING



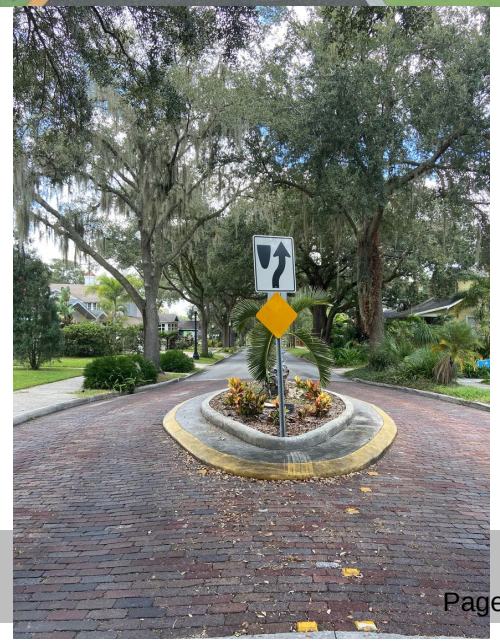










# NEXT STEPS

- Feedback and direction from stakeholders meeting
- Meet with additional key stakeholders
- Update Mobility Plan based on direction
- Develop Mobility Fee schedule
- PARB, 1st & 2nd Readings of the Ordinance in April

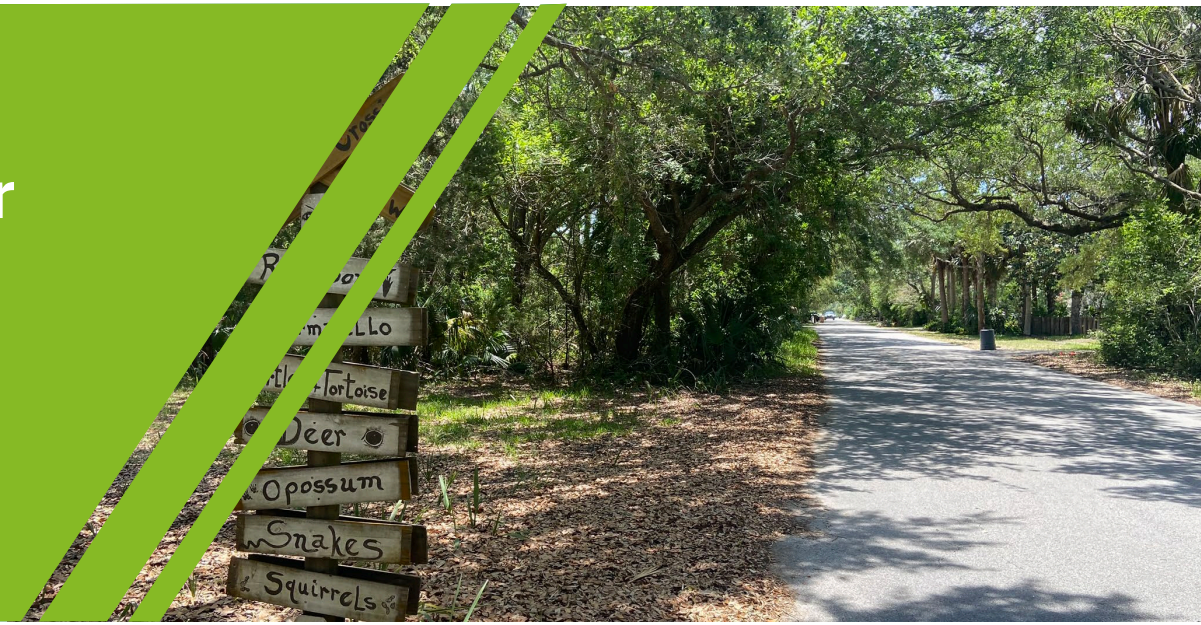
**Goal for Adoption: April 23rd 2026**

# COMMENTS & QUESTIONS

**Lauren Rushing, AICP | Project Manager**

lauren@ nueurbanconcepts.com

www.nueurbanconcepts.com




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# MEMO

**To:** Lupita McClenning, City Planning - City of Flagler Beach

**From:** Lauren Rushing, AICP – NUE Urban Concepts

**CC:** Jonathan Paul, AICP – NUE Urban Concepts

**Date:** March 11th, 2026

## Stakeholder Meeting #2: Draft City of Flagler Beach2050 Mobility Plan

---

In 2025, the City of Flagler Beach contracted NUE Urban Concepts, LLC (Consultant) to prepare a Mobility Plan and assist the City with adopting a mobility fee applicable to new development and redevelopment. Over the past several months, the Consultant has worked closely with City staff to evaluate existing and future transportation conditions and to develop a draft mobility plan, including a preliminary list of project recommendations.

The purpose of this memorandum is to summarize the **Stakeholder Meeting** held on **March 10th, 2026, at 4:00 PM** at the **Wickline Senior Center**. This was the second of two stakeholder meetings included in the project scope. The meeting was facilitated by Lauren Rushing, Transportation Planner and Project Manager with NUE Urban Concepts, and by the City Planner, Lupita McClenning. Public notice of the meeting was given and shared though the City's communications channels. Twelve (12) stakeholders attended the meeting including two Commission members.

The objectives of the meeting were to:

1. Provide an update on the transportation evaluation conducted by the Consultant;
2. Present a preliminary list of recommended projects included in the draft Mobility Plan;
3. Present design concepts for key projects;
4. Present changes that had been made to the draft Mobility Plan in response to feedback received during the December 9th, 2025 stakeholder meeting.
5. Receive questions, comments, and feedback to inform refinement of the draft plan.

To meet these objectives, Lauren Rushing delivered a presentation followed by a facilitated discussion led by Lauren Rushing and Jonathan Paul (NUE Urban Concepts). Attendees provided meaningful feedback, voiced support for certain concepts, and raised considerations for others.





The feedback was overwhelmingly positive with all attendees expressing favor towards the plan and project recommendations within. A few suggestions for improvement were also given. The key points of stakeholder input include

- Consider showing a landscaped median (with Palm Trees) in the concept design for a lane repurposing on Moody Blvd
- Moody may not need protected bike lanes because the City has many parallel routes and a traditional grid. Consider removing multi-use on Moody Blvd and encourage multimodal travel on parallel streets. Consider N 2nd St as a primary multimodal corridor to lessen the need for multimodal facilities on Moody Blvd.
- State in the final report that residents of Flagler Beach take priority in the City's approach to mobility
- Consider proposing Central Ave + Daytona Ave as a multimodal one-way pair
- One attendee pointed to the parcels south of Moody Blvd and west of Flagler Ave and states that there is City owned land in a flood zone. Could this provide some park-once opportunities?
- Show the roundabout intersection improvement at Flagler Ave and Moody Blvd on the map.
- Add roundabout at Moody Blvd & SR A1A
- In the aerial rendering of Moody Blvd, show the mid-block crossing that use to be located there prior to the 2014 resurfacing.

**Appendix A: Stakeholder Comments**

**Appendix B: Meeting Sign-In Sheet**

**Appendix C: Stakeholder Meeting Presentation**

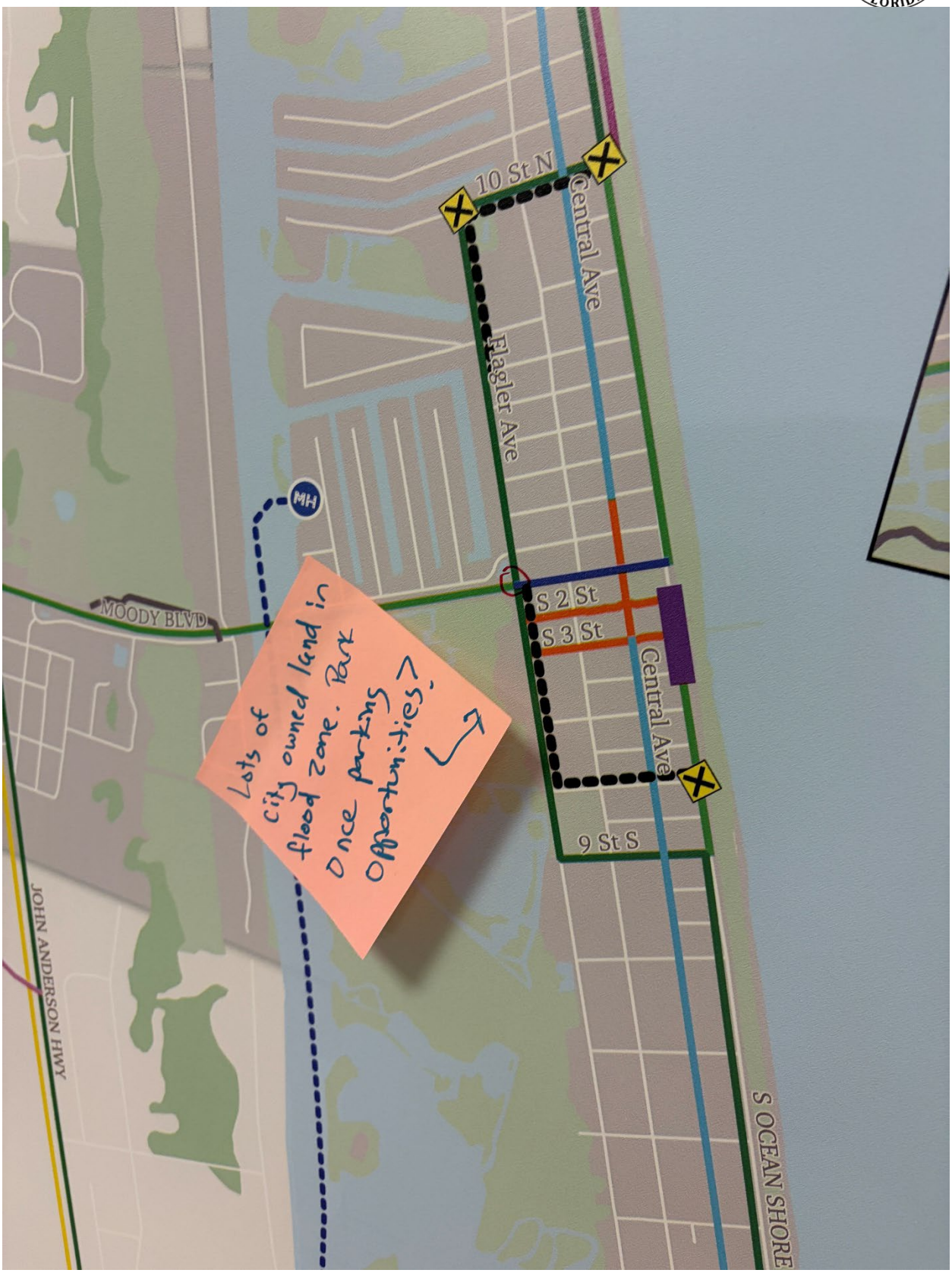
# Appendix A

# Stakeholder Comments


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City of Flagler Beach
Moody Blvd | SR 100 Reimagined
REMOVE MULTI-USE
ADD MEDIAN
Median w/ Palm Trees

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250 FEET
City of Flagler Beach
Moody Blvd | SR 100 Reimagined
N 2nd St
E-W multi-
modal corridor
(take transit or
walk)
RAB
@
A-1-A


RAB
@
A-1-A


Bring back
Mid-block
crossing

# Appendix B:
# Meeting Sign-In Sheet

# MOBILITY STUDY WORKSHOP
# SIGN-IN SHEET
### MARCH 10, 2026

| NAME | EMAIL ADDRESS |
|---|---|
| Lisa Smith | lisa @ lisapsmith.com |
| Suzie Johnston | JohnstonSuzie01@gmail.com |
| Scott Chappuis | ScottCChappuis@Gmail |
| BERNHEMKE | PRSOFC@ATT.NET |
| RJ Santore | rsantore@fastmail.com |
| Casey Ryan | kcryan@cityofflaglerbeach.com |
| Joseph Pozzuoli | Joseph@JQAFlorida.com |
| JOHN CUNNINGHAM | jcunningham@cityofflaglerbeach.com |
| Paul Mykytka | paul.mykytka@gmail.com |
| Joann Soman | Joann@raiseyoursales.com |
| Deanna OFlaherty | deanna.oflaherty@gabw.com |
| Michele Ficocello | mficocello@cityofflaglerbeach.com |
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# Appendix C:

# Stakeholder Meeting Presentation

# FLAGLER BEACH 2050 MOBILITY PLAN

## *Stakeholder Meeting #2*

March 10th, 2026




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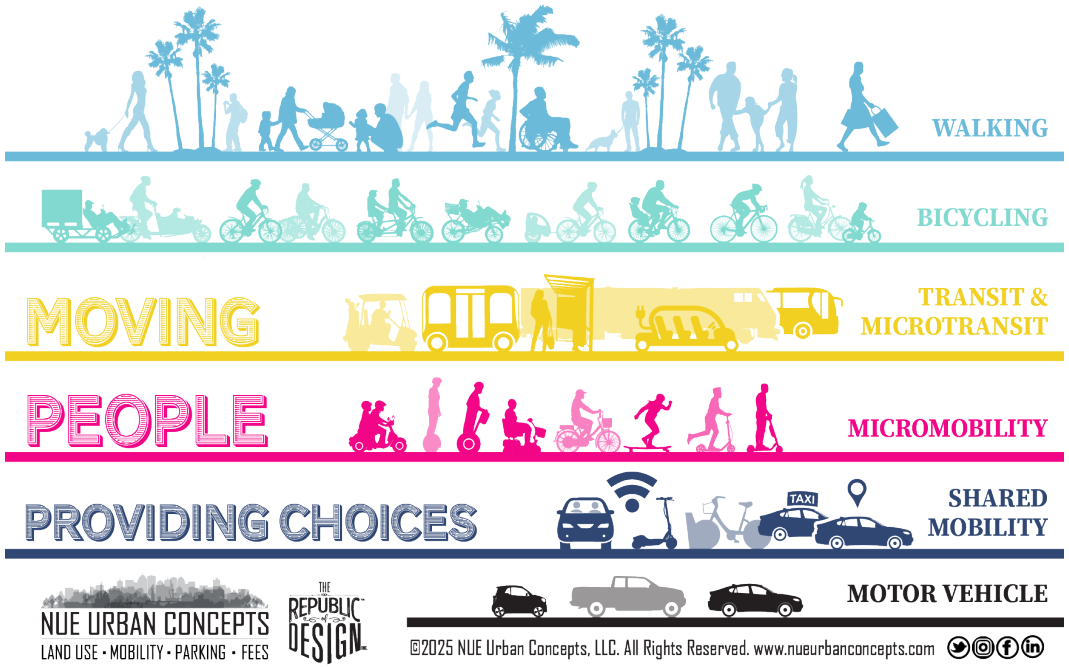
# WHAT IS A MOBILITY PLAN?

- Vision for the City's transportation system to transition from one focused primarily on **moving vehicles quickly** to moving people safely

- **Long-term plan** (2050 horizon)

- Identifies project needs at a high level

- Required by Florida Statute to serve as basis for development of a mobility fee




- Sets the framework for follow-on actions to be undertaken by the City

# WHAT IS A MOBILITY FEE?

- Alternative to transportation concurrency & road impact fees
- One-time fee paid by (re) development
- Intended to mitigate transportation impact
- Funds variety of multimodal infrastructure
- Funds policies, programs, and services

**NOT A TAX ON EXISTING RESIDENTS**



# WHY DOES FLAGLER BEACH NEED A MOBILITY PLAN & MOBILITY FEE?

- Provides **comprehensive vision** to guide capital projects and development
- Helps the City **balance growth** with **quality of life for existing residents**
- Creates a City-controlled funding mechanism
- Helps leverage alternative funding opportunities



# TRANSPORTATION EVALUATION

## Existing & Future Traffic

CITY OF FLAGLER BEACH TRAFFIC CHARACTERISTICS DATA (MOBILITY STUDY AREA)

| Limits, Classification, Ownership | | | | | Roadway Characteristics | | | | | | | | | Vehicles Miles of Travel & Capacity | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Street Name | From Street | To Street | Functional Classification | Maintaining Entity | FDOT Context Classification | Travel Lanes | Speed Limit | Length (mi) | LOS Standard | AADT | Year of Count | Daily Capacity | Growth Factor | 2025 DAILY TRAFFIC | 2025 VMT | 2025 VMC | 2050 DAILY TRAFFIC | 2050 VMT | 2050 VMC | 2025 V/C | 2050 V/C |
| SR A1A (OCEAN SHORE BLVD) | OCEAN MARINA DR | N 13 ST | Minor Arterial | FDOT | C4 | 2 | 45 | 1.42 | D | 7,700 | 2024 | 14,080 | 2.00% | 7,850 | 11,150 | 19,996 | 13,140 | 18,660 | 19,996 | 0.56 | 0.93 |
| SR A1A (OCEAN SHORE BLVD) | N 13 ST | N 3RD ST | Minor Arterial | FDOT | C4 | 2 | 35 | 0.61 | D | 7,700 | 2024 | 14,080 | 2.00% | 7,850 | 4,790 | 8,596 | 13,140 | 8,020 | 8,596 | 0.34 | 0.61 |
| SR A1A (OCEAN SHORE BLVD) | N 3RD ST | MOODY BLVD (SR 100) | Minor Arterial | FDOT | C4 | 2 | 25 | 0.10 | D | 7,700 | 2024 | 14,080 | 2.00% | 7,850 | 790 | 1,410 | 13,140 | 1,310 | 1,410 | 0.06 | 0.93 |
| SR A1A (OCEAN SHORE BLVD) | MOODY BLVD (SR 100) | S 14 ST | Minor Arterial | FDOT | C4 | 2 | 25 | 0.78 | D | 7,800 | 2024 | 10,267 | 2.00% | 7,960 | 6,210 | 8,010 | 13,320 | 10,390 | 8,010 | 0.78 | 1.30 |
| SR A1A (OCEAN SHORE BLVD) | S 14 ST | S 25TH ST | Minor Arterial | FDOT | C3R | 2 | 25 | 1.60 | D | 5,100 | 2024 | 17,920 | 2.00% | 5,200 | 8,320 | 20,670 | 8,790 | 13,920 | 20,670 | 0.29 | 0.49 |
| SR A1A (OCEAN SHORE BLVD) | S 25TH ST | S 25TH ST | Minor Arterial | FDOT | C3R | 2 | 35 | 0.70 | D | 5,100 | 2024 | 17,920 | 2.00% | 5,200 | 3,640 | 12,540 | 8,790 | 6,090 | 12,540 | 0.29 | 0.49 |
| SR A1A (OCEAN SHORE BLVD) | S 25TH ST | GAMBLE ROGERS ST REC | Minor Arterial | FDOT | C3R | 2 | 45 | 0.90 | D | 5,100 | 2024 | 17,920 | 2.00% | 5,200 | 4,680 | 16,130 | 8,790 | 7,830 | 16,130 | 0.29 | 0.49 |
| SR A1A (OCEAN SHORE BLVD) | GAMBLE ROGERS ST REC | S CENTRAL AVE | Minor Arterial | FDOT | C1 | 2 | 45 | 0.28 | D | 5,300 | 2024 | 11,200 | 2.00% | 5,410 | 1,510 | 5,140 | 9,050 | 2,530 | 5,140 | 0.48 | 0.81 |
| SR A1A (OCEAN SHORE BLVD) | CENTRAL AVE (S) | VOLUSIA CO LINE | Minor Arterial | FDOT | C3R | 2 | 45 | 0.61 | D | 5,300 | 2024 | 17,920 | 2.00% | 5,410 | 3,300 | 10,930 | 9,050 | 5,520 | 10,930 | 0.30 | 0.51 |
| COLBERT LN | ROBERTS RD | MOODY BLVD (SR 100) | Major Collector | COUNTY | C3R | 2 | 55 | 1.29 | D | 4,100 | 2024 | 24,640 | 2.00% | 4,180 | 5,390 | 31,790 | 6,990 | 9,020 | 31,790 | 0.17 | 0.28 |
| I-95 | NORTH BOUNDARY OF MOBILITY STUDY AREA (MSA) | MOODY BLVD (SR 100) | Limited Access | FDOT | Urbanized | 6 | 70 | 0.62 | D | 92,450 | 2024 | 191,022 | 2.00% | 94,290 | 58,460 | 118,450 | 157,790 | 97,830 | 118,450 | 0.49 | 0.83 |
| I-95 | MOODY BLVD (SR 100) | SOUTH BOUNDARY OF MOBILITY STUDY AREA (MSA) | Limited Access | FDOT | Urbanized | 6 | 70 | 0.46 | D | 86,500 | 2024 | 191,022 | 2.00% | 88,230 | 40,590 | 87,870 | 147,650 | 67,920 | 87,870 | 0.46 | 0.77 |
| JOHN ANDERSON HWY (CR 201) | MOODY BLVD (SR 100) | AVE A | Minor Collector | COUNTY | C3R | 2 | 55 | 0.33 | D | 1,450 | 2024 | 24,640 | 2.00% | 1,480 | 490 | 8,130 | 2,490 | 820 | 8,130 | 0.06 | 0.10 |
| JOHN ANDERSON HWY (CR 201) | AVE A | VOLUSIA CO LINE | Minor Collector | COUNTY | C3R | 2 | 45 | 3.60 | D | 1,450 | 2024 | 16,128 | 2.00% | 1,480 | 5,330 | 58,660 | 2,490 | 8,990 | 58,660 | 0.09 | 0.15 |
| LAMBERT AVE | CENTER OF CUL-DE-SAC | PALM DR | Minor Collector | CITY | C3R | 2 | 35 | 1.48 | D | 600 | 2024 | 12,544 | 2.00% | 610 | 900 | 10,570 | 1,020 | 1,510 | 10,570 | 0.05 | 0.08 |
| OLD KINGS RD | NORTH BOUNDARY OF MOBILITY STUDY AREA (MSA) | MOODY BLVD (SR 100) | Minor Arterial | CITY | C3R | 4 | 45 | 0.71 | D | 9,200 | 2024 | 35,249 | 2.00% | 9,380 | 6,660 | 25,030 | 15,790 | 11,150 | 25,030 | 0.27 | 0.45 |
| OLD KINGS RD | MOODY BLVD | CRAIG FLAGLER PALMS FUNERAL HOME | Major Collector | COUNTY | C3C | 2 | 45 | 0.52 | D | 3,500 | 2024 | 10,530 | 2.00% | 3,570 | 1,750 | 10,160 | 5,640 | 2,930 | 10,160 | 0.17 | 0.29 |
| MOODY BLVD (SR 100) | I-95 | OLD KINGS RD | Principal Arterial | FDOT | C3C | 4 | 45 | 0.31 | D | 29,000 | 2024 | 38,430 | 2.00% | 29,580 | 9,170 | 11,910 | 40,590 | 13,350 | 11,910 | 0.77 | 1.29 |
| MOODY BLVD (SR 100) | OLD KINGS RD | COLBERT LN | Principal Arterial | FDOT | C3C | 4 | 55 | 1.54 | D | 23,649 | 2024 | 46,070 | 2.00% | 24,120 | 37,140 | 72,330 | 40,360 | 62,150 | 72,330 | 0.51 | 0.86 |
| MOODY BLVD (SR 100) | COLBERT LN | BEACH VILLAGE HWY | Principal Arterial | FDOT | C3C | 4 | 45 | 0.31 | D | 16,000 | 2024 | 38,430 | 2.00% | 16,360 | 17,630 | 36,890 | 30,720 | 29,490 | 36,890 | 0.48 | 0.80 |
| MOODY BLVD (SR 100) | BEACH VILLAGE HWY | JOHN ANDERSON HWY (CR 201) | Principal Arterial | FDOT | C3C | 4 | 55 | 0.16 | D | 16,000 | 2024 | 38,430 | 2.00% | 16,360 | 3,860 | 8,070 | 30,720 | 6,450 | 8,070 | 0.48 | 0.80 |
| MOODY BLVD (SR 100) | BEACH VILLAGE HWY | S FLAGLER AVE | Principal Arterial | FDOT | C3R | 4 | 45 | 0.96 | D | 16,000 | 2024 | 30,165 | 2.00% | 16,360 | 3,860 | 8,220 | 30,720 | 6,450 | 8,220 | 0.47 | 0.78 |
| MOODY BLVD (SR 100) | S FLAGLER AVE | SR A1A (OCEAN SHORE BLVD) | Principal Arterial | FDOT | C2T | 4 | 35 | 0.21 | D | 14,900 | 2024 | 31,490 | 2.00% | 15,200 | 3,190 | 6,590 | 25,440 | 5,340 | 6,590 | 0.48 | 0.81 |
| PALM DR | MOODY BLVD (SR 100) | PALM DR | Minor Collector | CITY | C3R | 2 | 25 | 0.42 | D | 1,150 | 2024 | 11,200 | 2.00% | 1,170 | 490 | 4,790 | 1,960 | 820 | 4,790 | 0.10 | 0.17 |
| ROBERTS RD | COLBERT LN | MOODY BLVD (SR 100) | Minor Collector | COUNTY | C3C | 2 | 35 | 1.51 | D | 1,450 | 2024 | 15,190 | 2.00% | 1,480 | 2,230 | 22,940 | 2,490 | 3,760 | 22,940 | 0.10 | 0.16 |

Source: Traffic data provided by Florida Department of Transportation. LOS Standards based on City of Flagler Beach and Flagler County adopted Comprehensive Plans. Daily Capacity based on FDOT Generalized Service Tables. Growth factors based on FDOT Travel Analysis Spreadsheet. VMT is length x AADT. VMC is length x Daily Capacity. 2045 AADT and VMT derived by applying growth rates.




| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | * | * | 17,600 | 24,000 |
| 4 Lane | * | 24,400 | 36,100 | 40,800 |
| 6 Lane | * | 44,700 | 56,800 | 60,400 |
| 8 Lane | * | 52,300 | 66,900 | 70,900 |

| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | * | * | 13,900 | 21,800 |
| 4 Lane | * | 26,100 | 38,300 | 43,000 |
| 6 Lane | * | 28,400 | 53,900 | 62,800 |
| 8 Lane | * | 58,800 | 71,900 | 73,600 |

**No existing traffic deficiencies & no future deficiencies beyond what is already planned for**

# TRANSPORTATION EVALUATION

## Quality of Service & Multimodal Inventory

CITY OF FLAGLER BEACH MULTIMODAL QUALITY OF SERVICE (QOS) EVALUATION

| Street Name | From Street | To Street | Functional Classification | Maintaining Entity | FDOT Context Classification | Travel Lanes | Speed Limit | Length (mi) | Median Type | Street QOS | Off-Street Multimodal Facility | Separation/Physical Barrier | Off-Street Multimodal QOS | On-Street Multimodal Facility | On-Street Multimodal QOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SR A1A (OCEAN SHORE BLVD) | OCEAN MARINA DR | N 13 ST | Minor Arterial | FDOT | C4 | 2 | 45 | 1.42 | None | E | 8' Trail | Grass Buffer | B | Paved Shoulder | E |
| SR A1A (OCEAN SHORE BLVD) | N 13 ST | N 3RD ST | Minor Arterial | FDOT | C4 | 2 | 35 | 0.61 | None | D | 8' Trail | Grass Buffer | B | Paved Shoulder | E |
| SR A1A (OCEAN SHORE BLVD) | N 3RD ST | MOODY BLVD (SR 100) | Minor Arterial | FDOT | C4 | 2 | 25 | 0.1 | | | | | | | |
| SR A1A (OCEAN SHORE BLVD) | MOODY BLVD (SR 100) | S 14 ST | Minor Arterial | FDOT | C4 | 2 | 25 | 0.7 | | | | | | | |
| SR A1A (OCEAN SHORE BLVD) | S 14 ST | S 20TH ST | Minor Arterial | FDOT | C3R | 2 | 25 | 1.6 | | | | | | | |
| SR A1A (OCEAN SHORE BLVD) | S 20TH ST | S 25TH ST | Minor Arterial | FDOT | C3R | 2 | 35 | 0.7 | | | | | | | |
| SR A1A (OCEAN SHORE BLVD) | S 25TH ST | GAMBLE ROGERS ST REC | Minor Arterial | FDOT | C3R | 2 | 45 | 0.9 | | | | | | | |
| SR A1A (OCEAN SHORE BLVD) | GAMBLE ROGERS ST REC | S CENTRAL AVE | Minor Arterial | FDOT | C1 | 2 | 45 | 0.2 | | | | | | | |
| SR A1A (OCEAN SHORE BLVD) | CENTRAL AVE (S) | VOLUSIA CO LINE | Minor Arterial | FDOT | C3R | 2 | 45 | 0.6 | | | | | | | |
| COLBERT LN | ROBERTS RD | MOODY BLVD (SR 100) | Major Collector | COUNTY | C3R | 2 | 55 | 1.2 | | | | | | | |
| JOHN ANDERSON HWY (CR 201) | MOODY BLVD (SR 100) | AVE A | Minor Collector | COUNTY | C3R | 2 | 55 | 0.3 | | | | | | | |
| JOHN ANDERSON HWY (CR 201) | AVE A | VOLUSIA CO LINE | Minor Collector | COUNTY | C3R | 2 | 45 | 3.6 | | | | | | | |
| LAMBERT AVE | CENTER OF CUL-DE-SAC | PALM DR | Minor Collector | CITY | C3R | 2 | 35 | 1.4 | | | | | | | |
| OLD KINGS RD | NORTH BOUNDARY OF MOBILITY STUDY AREA (MSA) | MOODY BLVD (SR 100) | Minor Arterial | CITY | C3R | 4 | 45 | 0.7 | | | | | | | |
| OLD KINGS RD | MOODY BLVD | CRAIG FLAGLER PALMS FUNERAL HOME | Major Collector | COUNTY | C3C | 2 | 45 | 0.5 | | | | | | | |
| MOODY BLVD (SR 100) | I-95 | OLD KINGS RD | Principal Arterial | FDOT | C3C | 4 | 45 | 0.3 | | | | | | | |
| MOODY BLVD (SR 100) | OLD KINGS RD | COLBERT LN | Principal Arterial | FDOT | C3C | 4 | 55 | 1.5 | | | | | | | |
| MOODY BLVD (SR 100) | COLBERT LN | BEACH VILLAGE HWY | Principal Arterial | FDOT | C3C | 4 | 45 | 0.3 | | | | | | | |
| MOODY BLVD (SR 100) | BEACH VILLAGE HWY | JOHN ANDERSON HWY (CR 201) | Principal Arterial | FDOT | C3C | 4 | 55 | 0.1 | | | | | | | |
| MOODY BLVD (SR 100) | JOHN ANDERSON HWY (CR 201) | S FLAGLER AVE | Principal Arterial | FDOT | C3R | 4 | 45 | 0.9 | | | | | | | |
| MOODY BLVD (SR 100) | S FLAGLER AVE | SR A1A (OCEAN SHORE BLVD) | Principal Arterial | FDOT | C2T | 4 | 35 | 0.2 | | | | | | | |
| PALM DR | MOODY BLVD (SR 100) | PALM DR | Minor Collector | CITY | C3R | 2 | 25 | 0.4 | | | | | | | |
| ROBERTS RD | COLBERT LN | MOODY BLVD (SR 100) | Minor Collector | COUNTY | C3C | 2 | 35 | 1.1 | | | | | | | |

*Note: Quality of Service based on proposed Quality of Service standards developed by NUE Urban Concepts, LLC. Identified off-street or on-street multimodal facilities represents the presence of a facility on at least one side of the street. The width of on-street and off-street multimodal represent the widest observed width visibility pavement markings.*

MOVING TOWARDS VISION ZERO

CITY OF FLAGLER BEACH
STREET
QUALITY OF SERVICE (QOS) STANDARDS

STREET QUALITY OF SERVICE (QOS) STANDARDS

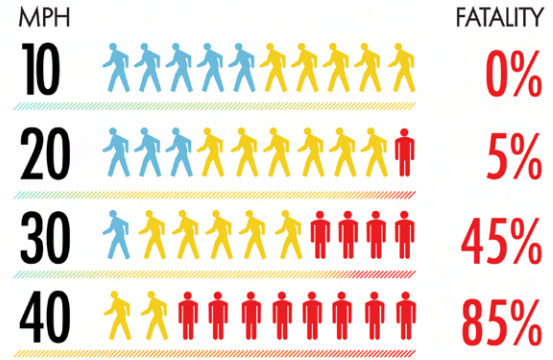
INTENT:
POSTED SPEED = DESIGN SPEED

| | CITYWIDE POSTED SPEED LIMIT | APPROPRIATE LOCATIONS |
|---|---|---|
| QUALITY OF SERVICE (QOS) A* | SPEED LIMIT 20 | LOCAL AND RESIDENTIAL STREETS, ALONG WITH SELECT COLLECTORS WITH RIGHT-OF-WAY MODIFICATIONS TO SLOW VEHICLE SPEEDS |
| QUALITY OF SERVICE (QOS) B | SPEED LIMIT 25 | LOCAL AND RESIDENTIAL STREETS, ALONG WITH SELECT ARTERIALS AND COLLECTORS WITH RIGHT-OF-WAY MODIFICATIONS TO SLOW VEHICLE SPEEDS |
| QUALITY OF SERVICE (QOS) C | SPEED LIMIT 30 | MAJOR COLLECTORS AND MINOR ARTERIALS, SELECT MINOR COLLECTORS AND PRINCIPAL ARTERIALS |
| QUALITY OF SERVICE (QOS) D | SPEED LIMIT 35 | SELECT COLLECTORS, ARTERIALS |
| QUALITY OF SERVICE (QOS) E** | SPEED LIMIT 40 + | PRINCIPAL ARTERIALS, LIMITED ACCESS ROADS, SELECT ARTERIALS AND RURAL HIGHWAYS (ARTERIAL OR COLLECTOR) |

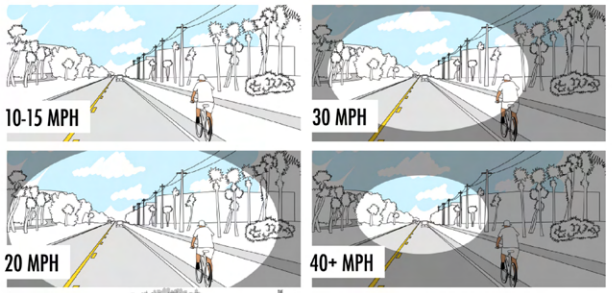
* POSTED SPEED LIMIT IS MAXIMUM, LOWER SPEEDS WOULD ALSO BE QOS A
** POSTED SPEED LIMIT IS MINIMUM, HIGHER SPEEDS WOULD ALSO BE QOS E

**SOURCE:** QOS STANDARDS ESTABLISHED BY NUE URBAN CONCEPTS, LLC
QOS STANDARDS WORK IN CONJUNCTION WITH AREAWIDE ROADWAY LEVEL OF SERVICE STANDARDS. QOS STANDARDS ARE INTENDED TO ALLOW FOR LOWERING VEHICLE SPEEDS AND INCREASING FLEXIBILITY TO DESIGN ROADS AT THE DESIRED SPEED OF TRAVEL (POSTED SPEED) VS TRADITIONAL APPROACHES USING 85TH PERCENTILE SPEED OR THE ACTUAL OR ANTICIPATED SPEED OF TRAVEL. QOS STANDARDS ARE APPLICABLE AS PART OF AN OVERALL VISION ZERO OR SAFER STREETS PROGRAM AT A NEIGHBORHOOD, DESIGNATED AREA, OR COMMUNITY WIDE SCALE.
SEE ADOPTED 2045 MOBILITY PLAN FOR FURTHER USE OF QOS STANDARDS

*AS SPEED INCREASES, SO DOES THE RISK OF DYING IN A CRASH*




*HIGHER SPEEDS REDUCE NOT ONLY THE SIGHT DISTANCE BUT ALSO THE REACTION TIME A DRIVER NEEDS TO AVOID A COLLISION.*




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# TRANSPORTATION EVALUATION

## Quality of Service & Multimodal Inventory

MOVING TOWARDS VISION ZERO

### CITY OF FLAGLER BEACH

**OFF-STREET MULTIMODAL QUALITY OF SERVICE (QOS) FOR BICYCLING & WALKING**

| FACILITY TYPE | ROW ELEMENTS (SEE NOTES FOR ROW WITH MULTIPLE FEATURES) | | | | |
|---|---|---|---|---|---|
| OFF-STREET MULTIMODAL | LIMITED SEPARATION | LANDSCAPE STREET TREES | ON-STREET PARKING OR PHYSICAL BARRIER | GRASS OR LANDSCAPE BUFFER | SPEED LIMIT 25 MPH OR LESS |
| PATH, SIDEWALK, OR TRAIL (10' WIDE OR MORE) | B | A | A | A | A |
| PATH, SIDEWALK, OR TRAIL (8' WIDE) | C | B | B | B | B |
| PATH OR SIDEWALK (6' TO 7' WIDE) | D | C | C | C | C |
| SIDEWALK (5' WIDE OR LESS) | E | D | D | D | D |

**SOURCE:** QOS STANDARDS ESTABLISHED BY NUE URBAN CONCEPTS, LLC
**INTENT:** MEASURE PERFORMANCE OF MULTIMODAL IMPROVEMENTS OVER TIME.

**NOTES:** THE PRESENCE OF TWO ROW ELEMENTS, EXCEPT FOR LIMITED SEPARATION, SUCH AS ON-STREET PARKING AND STREET TREES WOULD RESULT IN AN INCREASE IN ONE ADDITIONAL LETTER GRADE. FOR EXAMPLE, A TEN (10) FOOT WIDE PATH WITH STREET TREES AND ON-STREET PARKING WOULD RESULT IN A QOS OF "A". THE PRESENCE OF THREE OR MORE ROW ELEMENTS, EXCEPT FOR LIMITED SEPARATION, SUCH AS A FIVE (5) FOOT SIDEWALK, WITH A LANDSCAPE BUFFER AND A POSTED SPEED LIMIT OF 25 MPH WOULD RESULT IN A QOS OF "C", OR AN INCREASE OF TWO LETTER GRADES.

PHYSICAL BARRIER INCLUDES ANY TYPE OF PERMANENT, PHYSICAL VERTICAL SEPARATION. GRASS BUFFER MUST BE AT LEAST FIVE (5) FEET IN WIDTH BETWEEN VEHICLE TRAVEL LANES AND THE FACILITY. LANDSCAPE INCLUDES VERTICAL LANDSCAPE ELEMENTS THAT WOULD PROVIDE A DEGREE OF PROTECTION FOR MULTIMODAL USERS.

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MOVING TOWARDS VISION ZERO

### CITY OF FLAGLER BEACH

**ON-STREET MULTIMODAL QUALITY OF SERVICE (QOS) FOR BICYCLING & MICROMOBILITY**

| FACILITY TYPE | ROW ELEMENTS (SEE NOTES FOR ROW WITH MULTIPLE FEATURES) | | | | |
|---|---|---|---|---|---|
| ON-STREET MULTIMODAL | NO OR LIMITED SEPARATION (GRASS BUFFER < 5' WIDE) | PROTECTED | BUFFERED | ENHANCED VISIBILTY MARKINGS | SPEED LIMIT 25 MPH OR LESS |
| BICYCLE LANE (6' WIDE OR MORE) | B | A | A | A | C |
| BICYCLE LANE (5' WIDE ) | C | A | B | B | B |
| BICYCLE LANE (4' WIDE) | D | B | C | C | C |
| PAVED SHOULDER (AKA UNDESIGNATED BICYCLE LANE) | E | -- | -- | D | C |
| BICYCLE BOULEVARD/ SHARED STREET | E | -- | -- | D | C |
| CURBLESS SHARED STREET | A | -- | -- | -- | -- |

**SOURCE:** QOS STANDARDS ESTABLISHED BY NUE URBAN CONCEPTS, LLC
**INTENT:** MOBILITY PLANNING AND MEASURING PERFORMANCE OF MULTIMODAL PROJECTS OVER TIME.
**PROTECTED:** INCLUDES PERMANENT SEPARATION VIA VERTICAL ELEMENTS SUCH AS CURBING (RAISED BICYCLE LANES OR CYCLE TRACKS), CONCRETE BARRIERS, OR ON-STREET PARKING.
**BUFFERED:** MINIMUM OF DOUBLE 6" WHITE EDGE LINES SEPARATING THE BIKE LANE FROM ADJACENT TRAVEL LANES. IDEALLY BUFFER IS AT LEAST 3' WIDE (40 MPH OR FASTER) OR 2' WIDE (30 MPH TO 35 MPH). FLEX POST, RAISED PAVEMENT MARKINGS, OR VERTICAL DEFLECTION BARRIERS SHOULD BE PROVIDED WHERE FEASIBLE.
**ENHANCED VISIBILITY:** USE OF GREEN PAINT, PAVEMENT MARKINGS, CONTRAST BOX BEHIND SHARROWS AND BICYCLE SYMBOLS, ON-STREET MARKINGS WITH SPEED LIMITS OR SHARE THE ROAD.
**NOTES:** THE PRESENCE OF TWO OR MORE ROW FEATURES, EXCEPT FOR LIMITED SEPARATION, WOULD RESULT IN AN INCREASE ON ONE ADDITIONAL LETTER GRADE.

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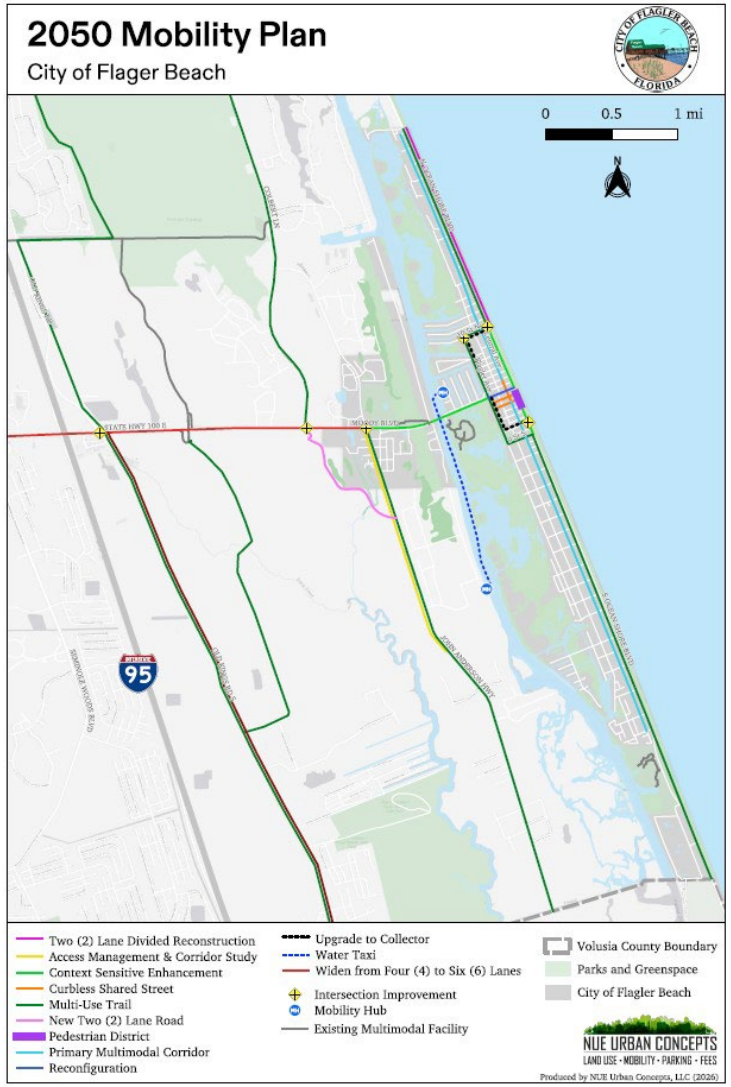
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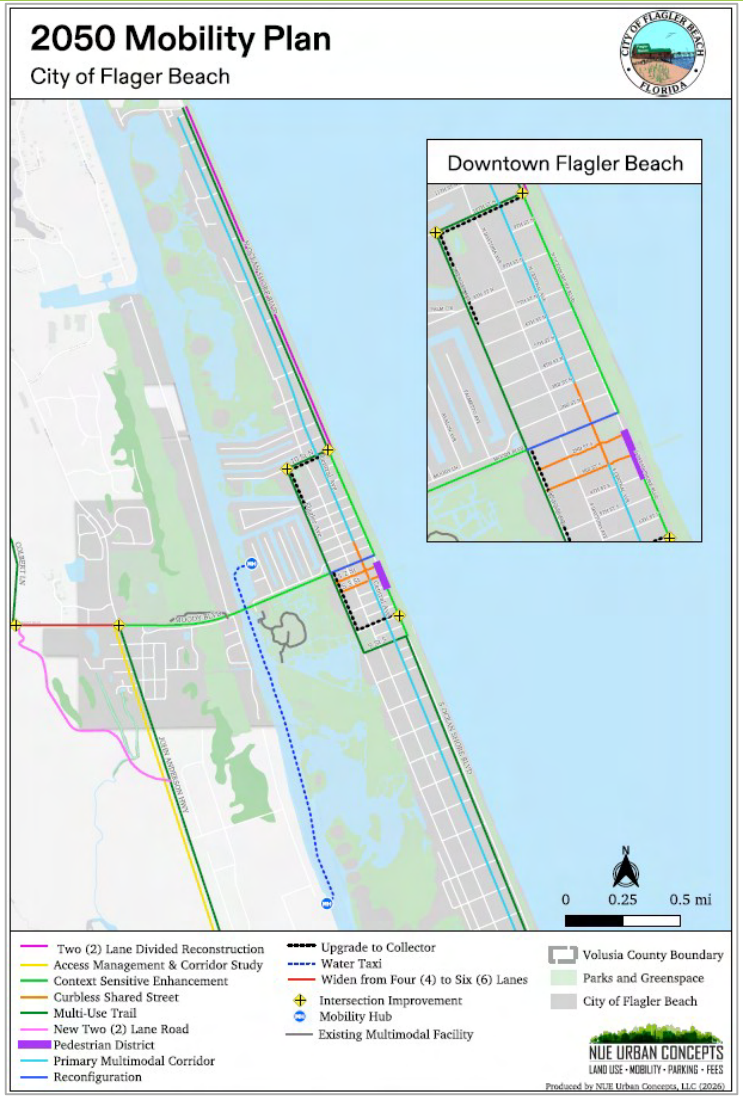
# OVERARCHING GOALS

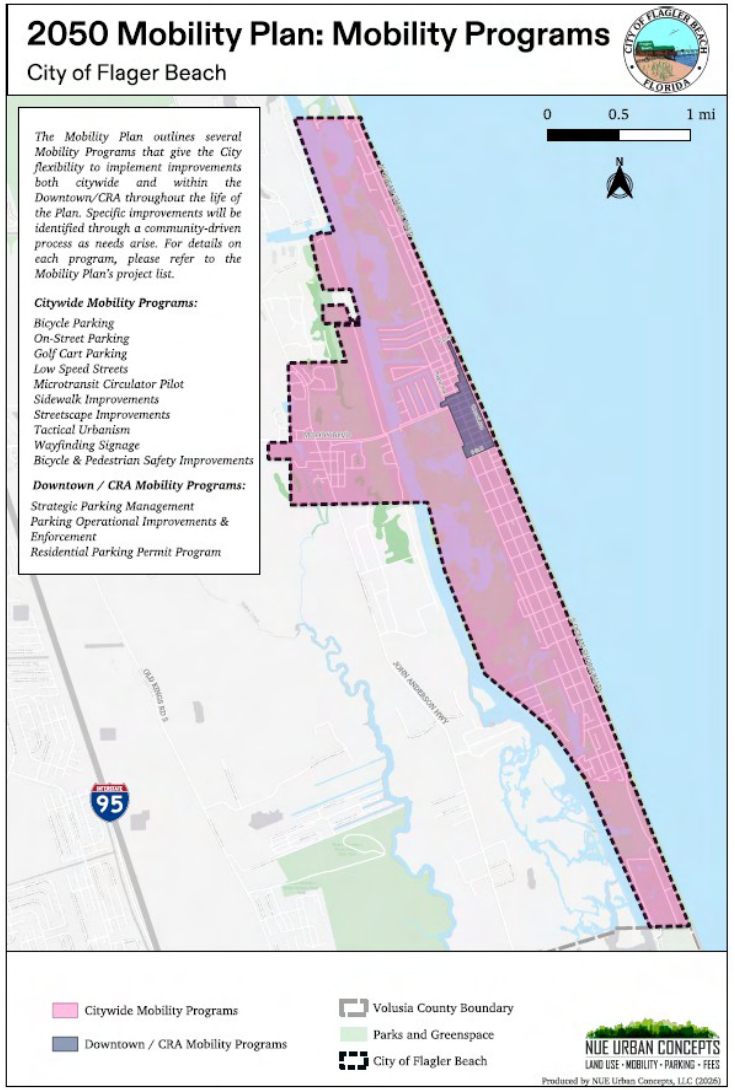
- Create a complete, connected multimodal transportation system
- Improve safety for vehicular and multimodal travel
- Rerouting thru traffic around downtown
- Improve walkability in the Downtown and CRA



# FLAGLER BEACH 2050 MOBILITY PLAN DRAFT



# FLAGLER BEACH 2050 MOBILITY PLAN

**0.28** miles of **SR A1A Pedestrian District**

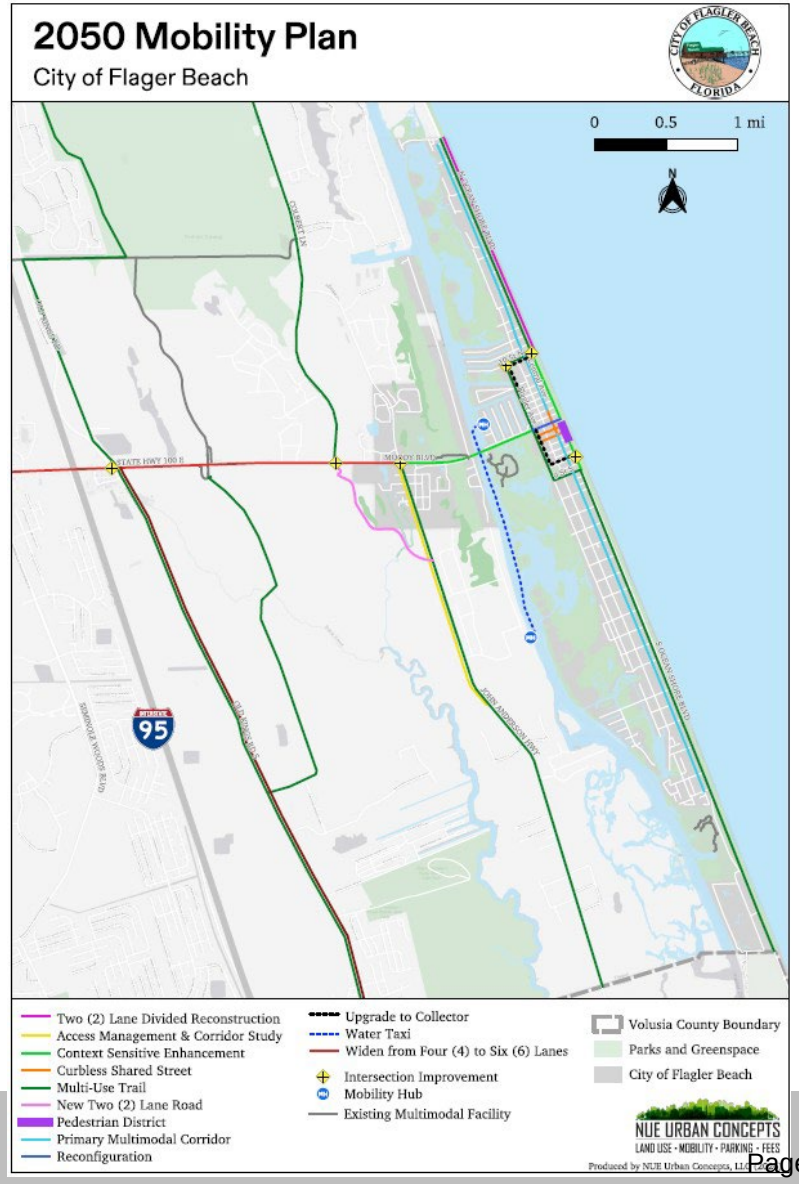
**0.59** miles of **SR A1A Context Sensitive Enhancements**

**34** miles of **Multi-Use Trail**

**.6** miles of **Curbless Shared Streets**

**4.7** miles of **Primary Multimodal Corridor**

**6** **Intersection Improvements**



# CURBLESS SHARED STREETS

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## SUMMARY:

An emerging concept for prioritizing walking, bicycling, and transit is the conversion of existing streets and alleys into Curbless Shared Streets. Curbless Shared Streets feature a posted speed limit of 15 MPH or less and flattened curbing accompanied by traffic calming strategies that allow people to feel safe riding bicycles or scooters in the same space as slow motor vehicles and transit circulators. These streets also provide wider pedestrian frontages, separated from motor vehicles by landscape, hardscape features, bollards, or on-street parking. The intent of Curbless Shared Streets is that "out of the chaos of various modes sharing the same space, traffic will be calmed" because when people have to really pay attention to others around them, safety for everyone is increased.

Curbless Shared Streets are designed for portions of the street to be closed off to motor vehicle travel during special events and festivals. This enables people walking to easily traverse the street right-of-way without worrying about tripping hazards and allows for seamless outdoor seating, tables, and other features without the need to adjust set-ups to deal with curbs and changes in elevation.

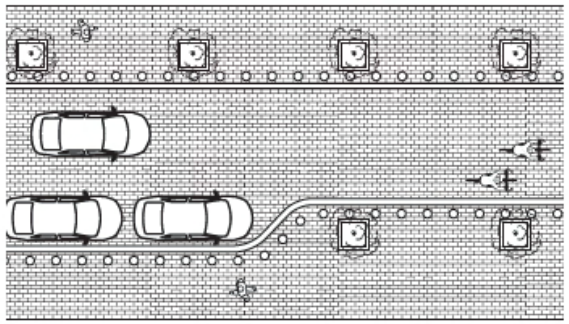
Curbless Shared Streets distinguish themselves from the well-known "Living Street" aka Dutch "Woonerf" by providing a defined space for pedestrians, while allowing the street space to be shared between cars, transit, and people riding bicycles or other micromobility or low speed vehicles. Curbless Shared Streets are often found in commercial areas and serve as 'Main Streets' or destinations within a community. Living Streets feature slow speeds of 10 MPH or less with all modes sharing the same space and are most often found in residential areas. People walking or children playing have priority and other modes yield the right-of-way.

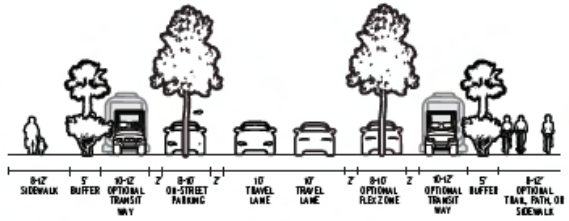


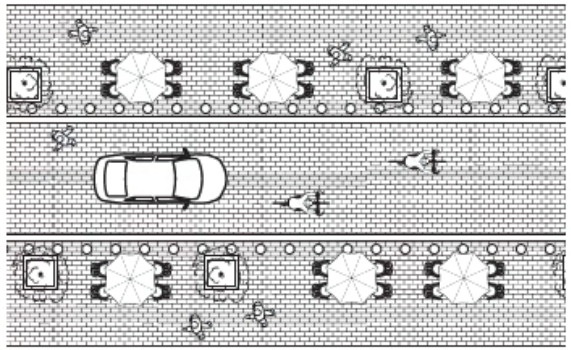
WEST PALM BEACH MOBILITY PLAN
ROSEMARY STREET

## TYPICAL FEATURES:

- Removal of elevated curbs
- Materials delineate spaces
- Vehicles lanes and sidewalks feature pavers or bricks
- Streets with lower traffic volumes
- Travel speeds of 15 mph or less
- Furniture, parking, and landscaping define site visibility
- Space for vehicles is between 18' to 20' wide
- Zones for on-street deliveries, valet, pick-up & drop-off
- Retractable bollards limit vehicle access
- Streets comply with ADA standards









ALTAMONTE SPRINGS MOBILITY PLAN
CRANES ROOST





LAKE WALES MOBILITY PLAN
PARK AVENUE

# Central Ave
# S 2nd St
# S 3rd St

# Park Ave
# Lake Wales, FL



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# Ocean Shore Blvd (SR A1A)
# Context Sensitive Enhancement
# N 10th St to Moody Blvd
# S 4th St to S 9th St




CITY OF FLAGLER BEACH FLORIDA


Ocean Shore Blvd (SR A1A)
Pedestrian District
S 2nd St to S 4th St

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# City of Flagler Beach
# Moody Blvd | SR 100 *Reimagined*



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250 FEET

N

# City of Flagler Beach
# Moody Blvd | SR 100 *Reimagined*



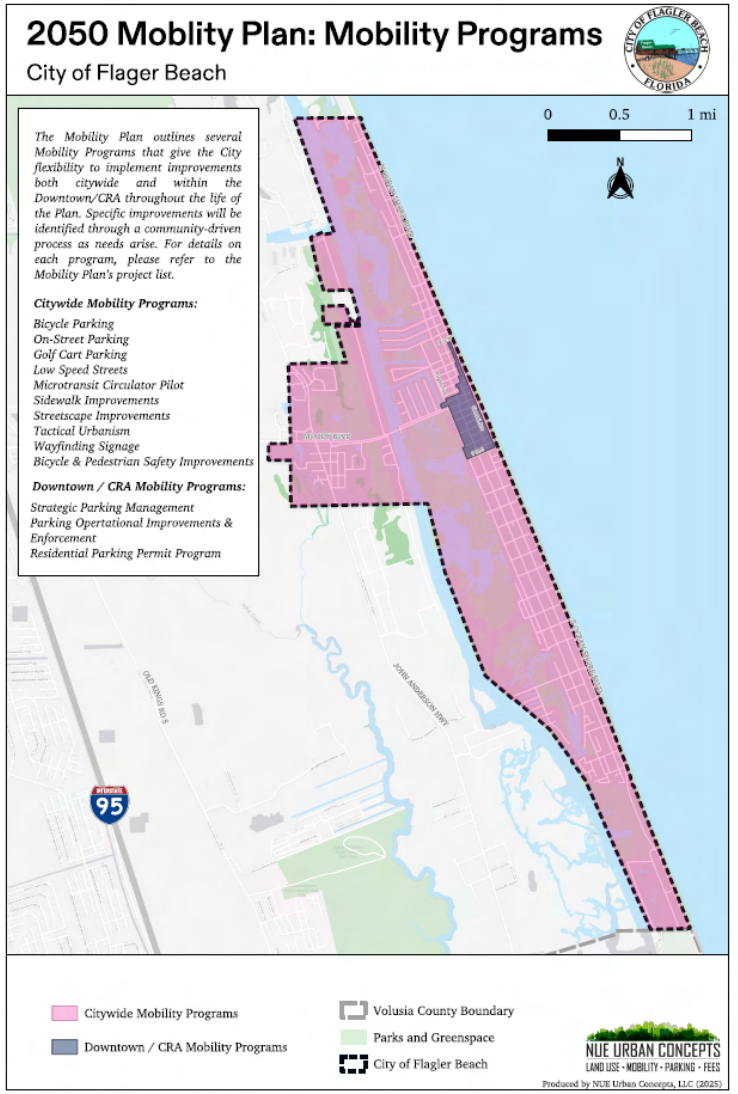
# FLAGLER BEACH 2050 MOBILITY PLAN

## *Mobility Programs*

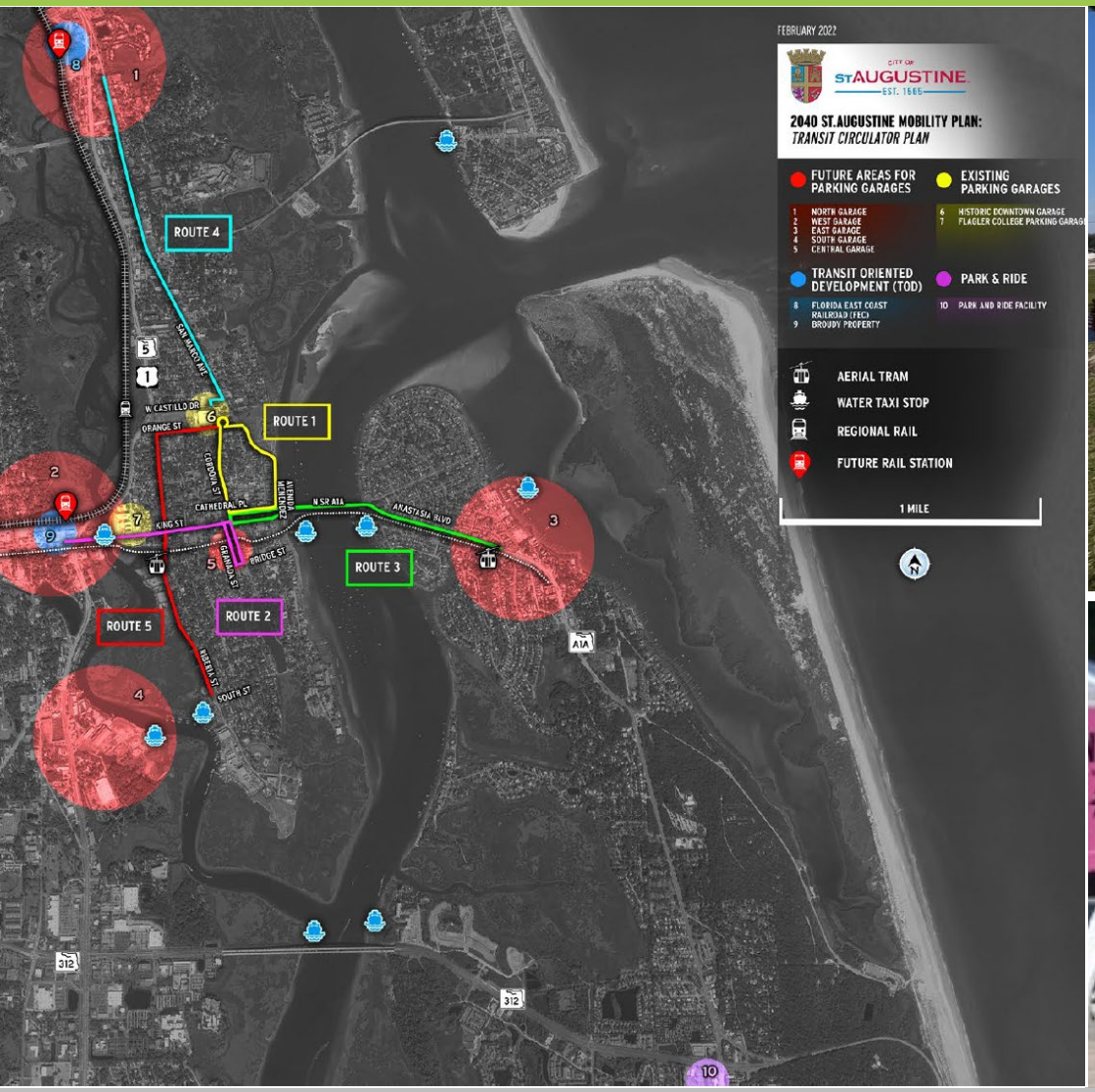
- On-Street Vehicle, Bicycle & Golf Cart Parking
- Low Speed Streets
- Microtransit Circulator Pilot
- Sidewalk Improvements
- Streetscape Improvements
- Quick Build (Tactical Urbanism)
- Wayfinding
- Bicycle & Pedestrian Safety Improvements

**CRA**

- Strategic Parking Management
- Parking Operational Improvements & Enforcement
- Residential Parking Permit

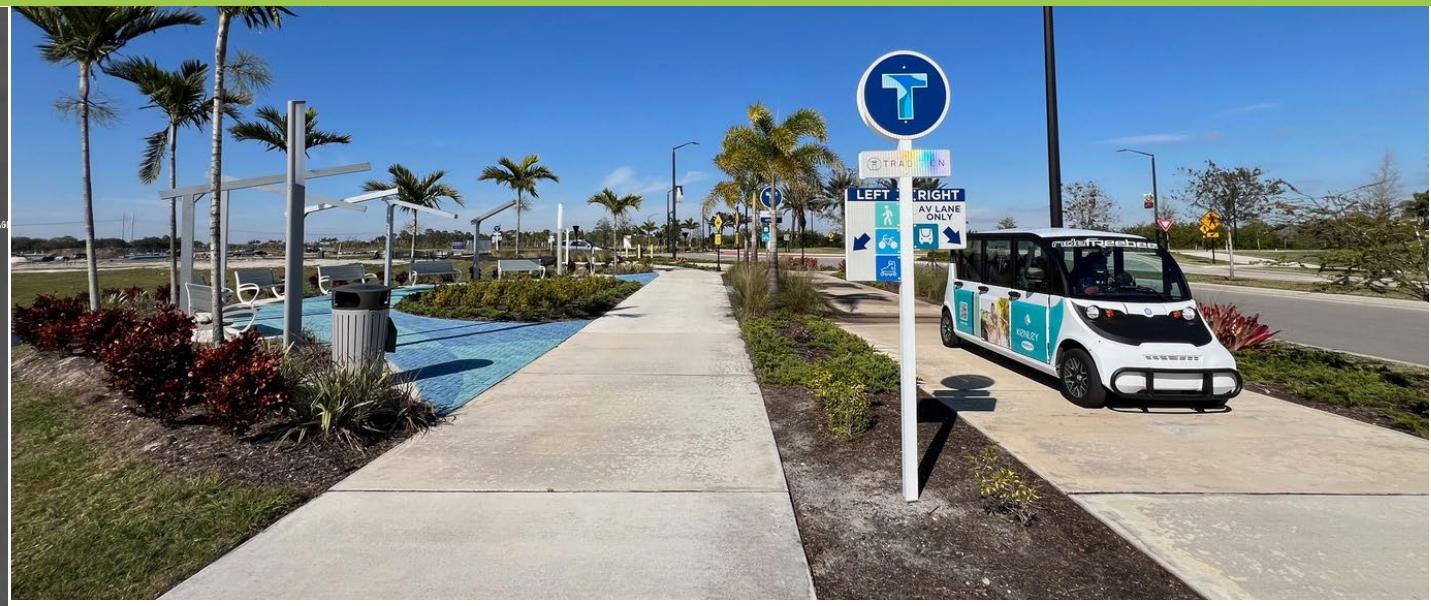


# STRATEGIC PARKING MANAGEMENT















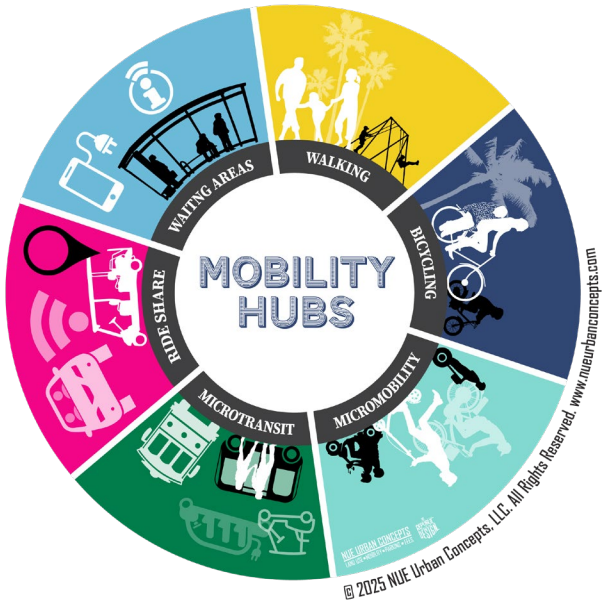
# WATER TAXI & MOBILITY HUB

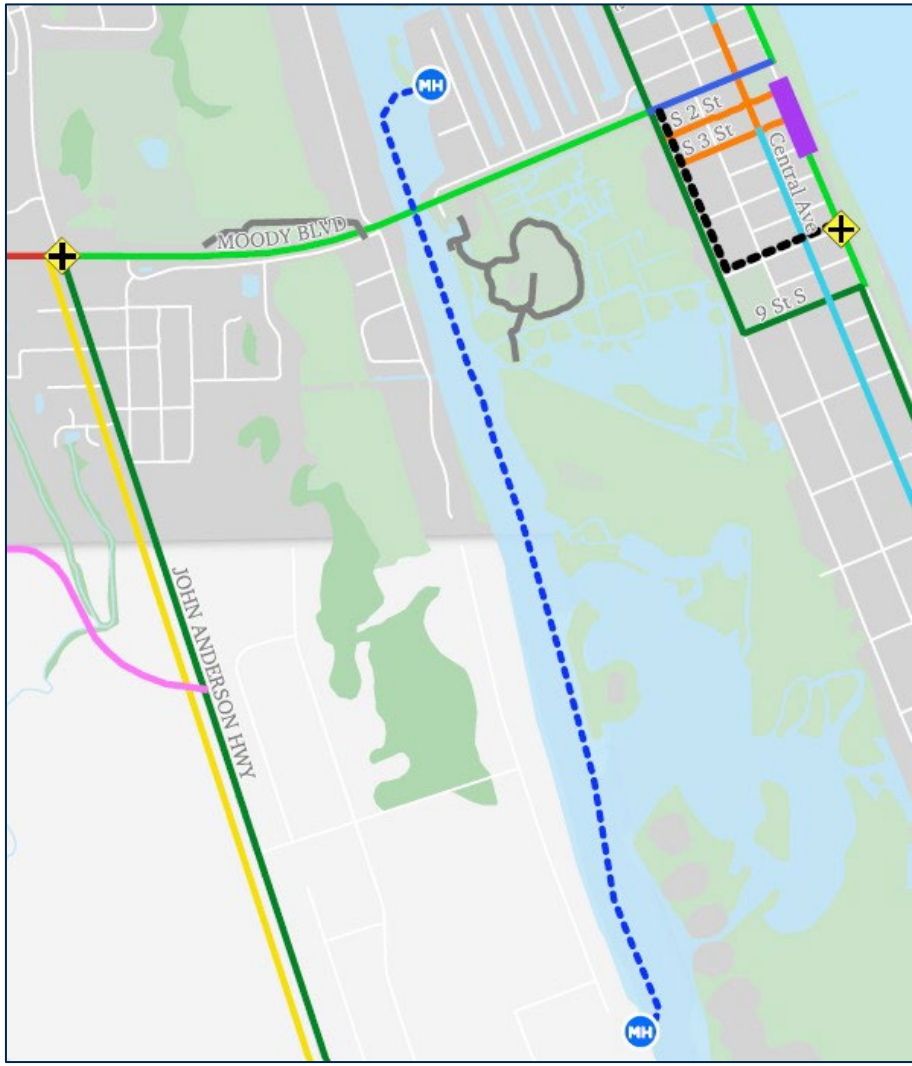






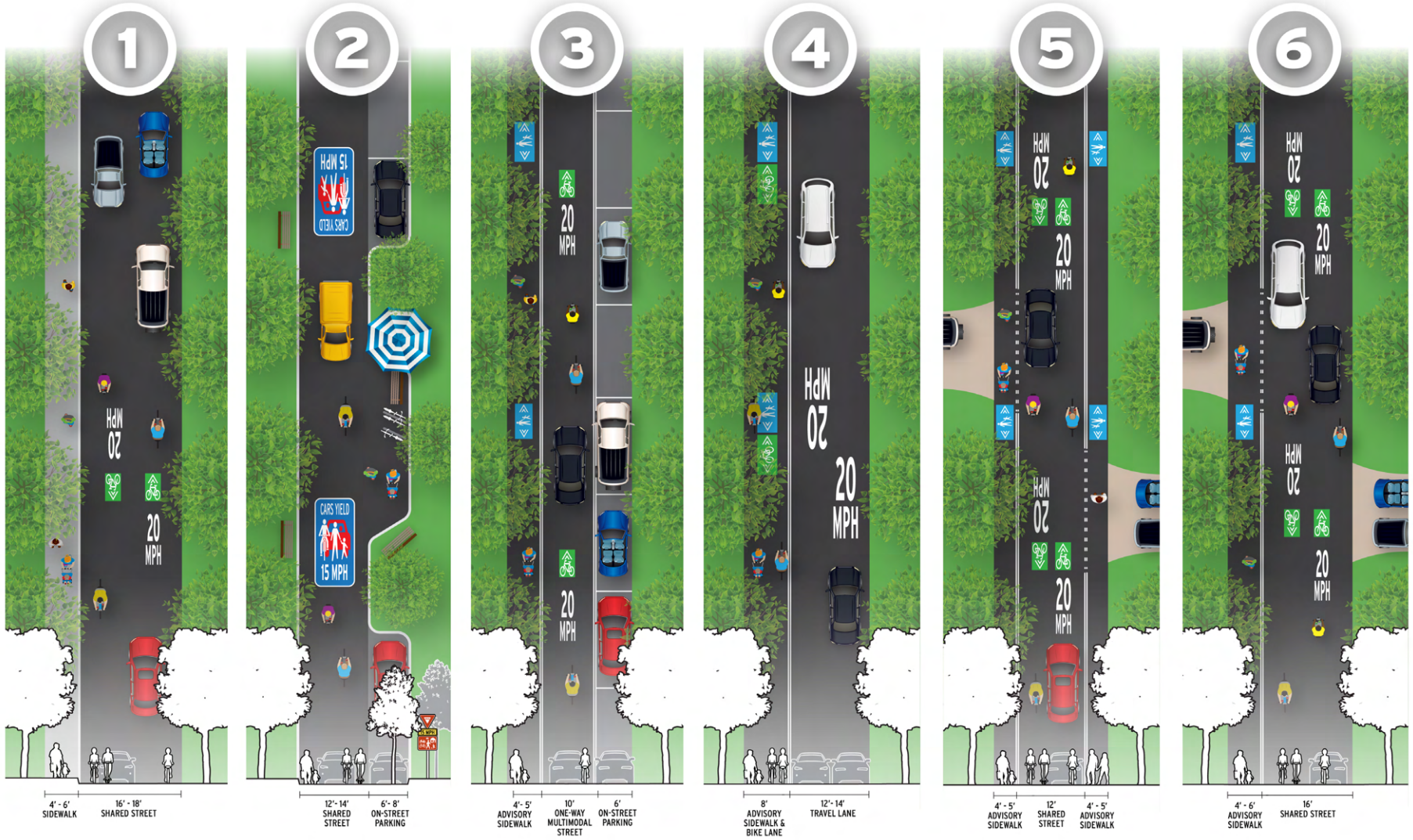




# PRIMARY MULTIMODAL CORRIDOR

## Central Ave




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# TRAFFIC CALMING



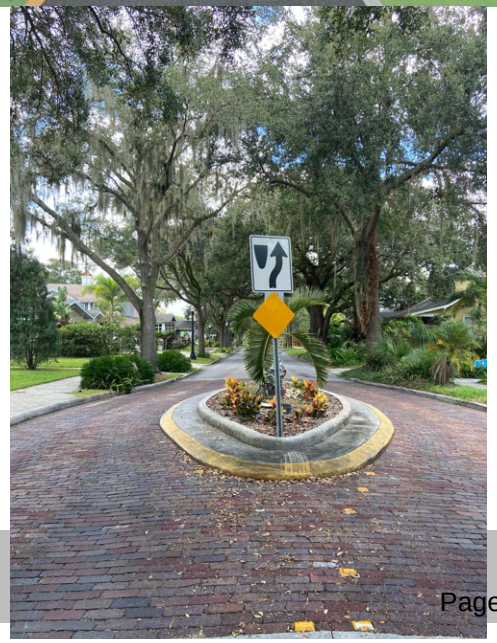










# NEXT STEPS

- Feedback and direction from stakeholders meeting
- Meet with additional key stakeholders
- Update Mobility Plan based on direction
- Develop Mobility Fee schedule
- PARB, 1st & 2nd Readings of the Ordinance in April

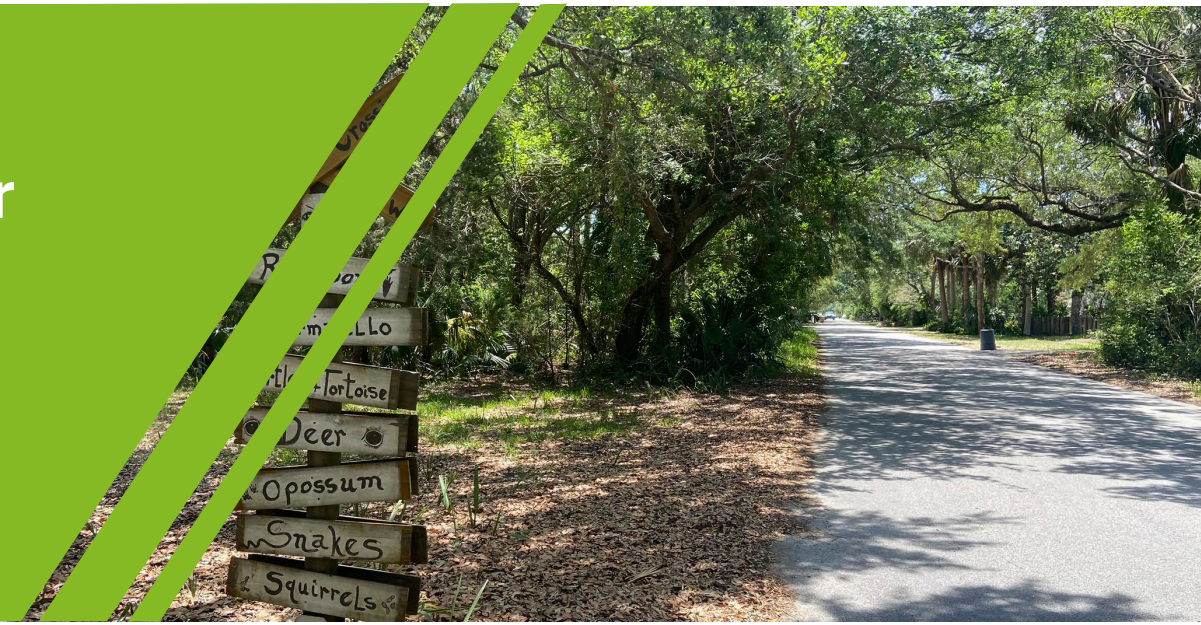
**Goal for Adoption: April 23rd 2026**

# COMMENTS & QUESTIONS

**Lauren Rushing, AICP | Project Manager**

lauren@ nueurbanconcepts.com

www.nueurbanconcepts.com




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# MEMO

**To:** Lupita McClenning, City Planning - City of Flagler Beach

**From:** Lauren Rushing, AICP – NUE Urban Concepts

**CC:** Jonathan Paul, AICP – NUE Urban Concepts

**Date:** December 12th, 2025

## Stakeholder Meeting for the Draft City of Flagler Beach 2050 Mobility Plan

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In 2025, the City of Flagler Beach contracted NUE Urban Concepts, LLC (Consultant) to prepare a Mobility Plan and assist the City with adopting a mobility fee applicable to new development and redevelopment. Over the past several months, the Consultant has worked closely with City staff to evaluate existing and future transportation conditions and to develop a draft mobility plan, including a preliminary list of project recommendations.

The purpose of this memorandum is to summarize the Stakeholder Meeting held on December 9, 2025, at 10:30 AM at the Wickline Senior Center. The meeting was facilitated by Lauren Rushing, Transportation Planner and Project Manager with NUE Urban Concepts, and by the City Planner, Lupita McClenning. Invitations were distributed to property owners within the Community Redevelopment Area (CRA) as well as members of the City Commission, CRA Board, and the Planning and Architectural Review Board (PARB). Ten (10) stakeholders attended the meeting.

The objectives of the meeting were to:

1. Provide an update on the transportation evaluation conducted by the Consultant;
2. Present a preliminary list of recommended projects included in the draft Mobility Plan;
3. Receive questions, comments, and feedback to inform refinement of the draft plan.

To meet these objectives, Lauren Rushing delivered a 30-minute presentation followed by a facilitated discussion led by Lupita McClenning, Lauren Rushing, and Jonathan Paul (NUE Urban Concepts). Attendees provided meaningful feedback, voiced support for certain concepts, and raised considerations for others. The key points of stakeholder input are summarized below.





SR A1A Reconstruction

Stakeholders shared concerns regarding the proposed reconstruction of SR A1A between the northern City limits and N 10th Street, which would mirror the existing two-lane divided configuration south of S 9th Street.

- A business owner along this segment noted that her patrons currently back directly onto SR A1A when exiting parking and expressed concern that a raised median could make this maneuver more difficult.
- Several attendees expressed dissatisfaction with the current divided section south of S 9th Street, citing unattractive median landscaping and roadway patching that creates a "bumpy" driving experience.

Angled Parking on SR A1A between N 10th Street and Moody Blvd

Stakeholders noted that angled parking along this segment has been considered previously but may face environmental constraints. The Consultant informed attendees that a meeting with FDOT is being scheduled to further discuss potential improvements along SR A1A.

SR A1A Pedestrian District

One stakeholder expressed concern about the potential removal of parallel parking on the west side of the corridor. While he supported expanding pedestrian space, he emphasized that alternative parking options would need to be clearly communicated to adjacent businesses.

John Anderson Highway

A representative of Preserve Flagler Beach and Bulow Creek voiced concerns about preserving the existing character of John Anderson Highway, particularly given its designation as a Florida Scenic Highway. The stakeholder highlighted recent tree removals associated with development and asked that character protection be prioritized.

The Consultant clarified that no roadway widening is proposed—only the addition of a multi-use trail—and noted that opportunities for a scenic buffer could be explored as part of the project. City staff also mentioned that while Flagler County has discussed potential ownership of the roadway, no formal steps have been taken.

Additional comments or questions that were provided by stakeholders include:

- In favor of the Curbless Shared Street and the Primary Multimodal Corridor on Central Ave; another stakeholder asked, "what's wrong with Central Ave now? We are presently sharing"
- In favor of a water taxi
- In favor of a golf cart path of Moody Blvd bridge
- Need better crossing between north and south of Moody Blvd
- Like the option to implement quick-build/demonstration projects. Once such project could be a pilot for a traffic circle by Salty Church
- The Consultant might consider Central Ave + Daytona Ave as a multimodal one-way pair; another stakeholder doesn't like the idea of one-way streets
- Residents should not bare the burden for all improvements. No more fees, please.
- Let's change visitors for parking; Provide free decals for residents. Change all others to yearly, monthly, weekly, or day passes. Universities do this and it works! Ticket violations.
- Money is raised for maintenance and improvements in the City of Flagler Beach
- Overall speed limit should be 25mph. It gets too fast too soon heading north from Moody on A1A; safety in congested business area and residential
- Eliminate parallel parking. It is inefficient and wastes parking spots; improve parking capacity; most people are really bad parallel parkers
- Complete underground installation of the overhead powerlines on poles in the CRA district; visual, aesthetic, and safety improvement; its in the original document.

**Appendix A: Stakeholder Comments**

**Appendix B: Meeting Sign-In Sheet**

**Appendix C: Stakeholder Meeting Presentation**

# Appendix A

# Stakeholder Comments

# Suggestions

**What's your idea?**

Complete underground installation of the overhead power lines on poles in the CRA district.

**How will your idea help?**

Visual, aesthetic, and safety improvement.

**Additional comments :**

It's in the original document

# Suggestions

**What's your idea?**

Eliminate parallel parking. It is inefficient and wastes parking spots.

**How will your idea help?**

improved parking capacity

**Additional comments :**

Most people are really bad parallel parkers

# Suggestions

**What's your idea?**

Overall speed limit should be 25. It gets too fast too soon heading north from Moodgon AIA

**How will your idea help?**

Safety in congested business area and residential

**Additional comments :**

# Suggestions

**What's your idea?**

Residents should not bear the burden for all improvements. No more fees, please. Lets charge visitors for parking.

**How will your idea help?**

Raise funds for the city

**Additional comments :**

Provide free decals for residents. Charge all others to purchase yearly, monthly, weekly, or day passes. Universities do this and

it works!
Ticket violations.
Money is raised for maintenance and improvements in the city of Flagler Beach

development where?

mobility fee?

CRA only?

Better crossing between north + South

NO ONE WAY

DOT's Plan?

NO SIGNAGE

WHAT'S WRONG WITH Central now?

WE ARE PRESENTLY SHARING

IN FAVOR OF Golf cart over bridge

YES TO WATER TAXI

# Appendix B:
# Meeting Sign-In Sheet

# MOBILITY STUDY WORKSHOP
# SIGN-IN SHEET
### DECEMBER 9, 2025

| NAME | EMAIL ADDRESS |
|---|---|
| Diane J. Cline | d.cline.os@gmail.com |
| Dru Davis | drdavis@brighthouse.com |
| Scott Chappuis | ScottC@GrandLivingRealty.NET |
| R.J. Santore | rsantore@fastmail.com |
| Lisa Smith | lisa@lisapsmith.com |
| John Cunningham | johncunningham22@gmail.com |
| Joseph Ponzuoli Atty | JosephE@PAFlorida.com |
| Casey Ryan | kcryan@cityofflaglerbeach.com |
| John Tanner Atty for PFBVHC | bulletkt72@gmail.com |
| Joann Soman | Joann@raiseyoursites.com |
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# Appendix C:

# Stakeholder Meeting Presentation

# FLAGLER BEACH 2050 MOBILITY PLAN

## CITY OF FLAGLER BEACH

***Stakeholder Meeting***

December 9th, 2025




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# Jonathan B. Paul, AICP
# Lauren Rushing, AICP

- 35 years of land use, transportation & impact fee/mobility fee experience
- Served as Concurrency & Impact Fee Manager for Alachua County
- Created 1st Mobility Plan & Mobility Fee in FL
- Developed more Mobility Plans & Fees (or alternative transportation systems) than any other firm in FL

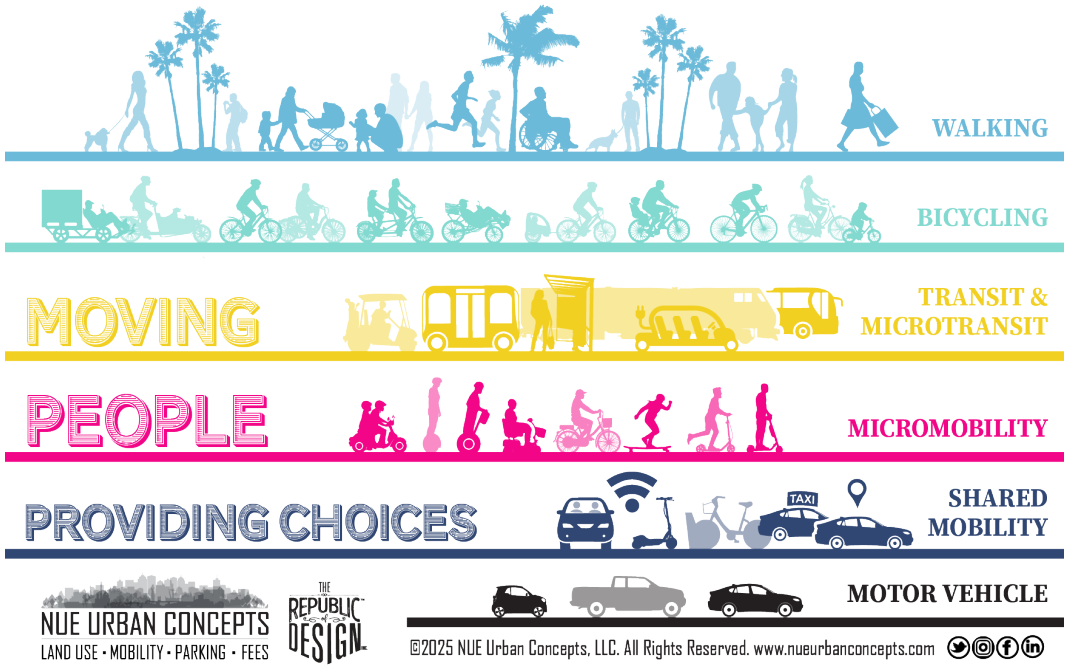
# WHAT IS A MOBILITY PLAN?

- Vision for the City's transportation system to transition from one focused primarily on **moving vehicles quickly** to moving people safely

- **Long-term plan** (2050 horizon)

- Identifies project needs at a high level

- Required by Florida Statute to serve as basis for development of a mobility fee




- Sets the framework for follow-on actions to be undertaken by the City

# WHAT IS A MOBILITY FEE?

- Alternative to transportation concurrency & road impact fees
- One-time fee paid by (re) development
- Intended to mitigate transportation impact
- Funds variety of multimodal infrastructure
- Funds policies, programs, and services



# WHY DOES FLAGLER BEACH NEED A MOBILITY PLAN & MOBILITY FEE?

- Provides **comprehensive vision** to guide capital projects and development
- Helps the City **balance growth** with **quality of life for existing residents**
- Creates a City-controlled funding mechanism
- Helps leverage alternative funding opportunities



# OVERARCHING GOALS

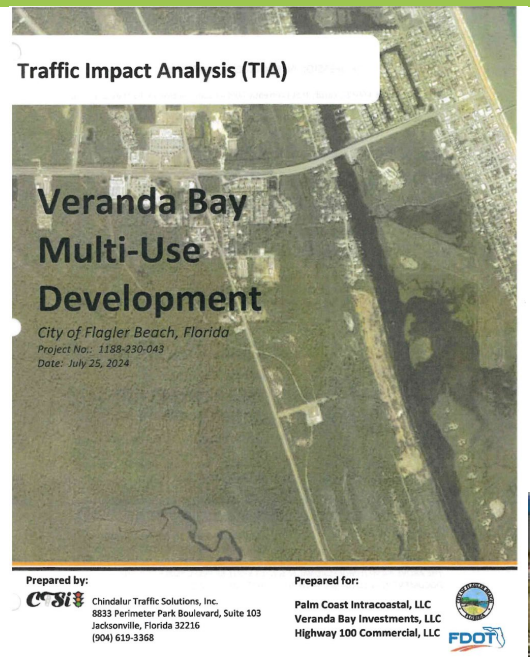
- Create a complete, connected multimodal transportation system
- Improve safety for vehicular and multimodal travel
- Prevent vehicle congestion
- Transportation framework for redevelopment
- Improve walkability in the Downtown and CRA



# FLAGLER BEACH 2050 MOBILITY PLAN

## *Data & Document Review*

- Flagler Beach Comprehensive Plan
- Downtown Master Plan
- Veranda Bay Multi-Use Development
- Moody Blvd Feasibility Study Application
- Planned State, County, LRTP projects
- GIS Data
- Site Visits
- Staff Input






DOWNTOWN MASTER PLAN
City of Flagler Beach, Florida

January 2006



# TRANSPORTATION EVALUATION

## Existing & Future Traffic

CITY OF FLAGLER BEACH TRAFFIC CHARACTERISTICS DATA (MOBILITY STUDY AREA)

| Limits, Classification, Ownership | | | | | Roadway Characteristics | | | | | | | | | Vehicles Miles of Travel & Capacity | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Street Name | From Street | To Street | Functional Classification | Maintaining Entity | FDOT Context Classification | Travel Lanes | Speed Limit | Length (mi) | LOS Standard | AADT | Year of Count | Daily Capacity | Growth Factor | 2025 DAILY TRAFFIC | 2025 VMT | 2025 VMC | 2050 DAILY TRAFFIC | 2050 VMT | 2050 VMC | 2025 V/C | 2050 V/C |
| SR A1A (OCEAN SHORE BLVD) | OCEAN MARINA DR | N 13 ST | Minor Arterial | FDOT | C4 | 2 | 45 | 1.42 | D | 7,700 | 2024 | 14,080 | 2.00% | 7,850 | 11,150 | 19,996 | 13,140 | 18,660 | 19,996 | 0.56 | 0.93 |
| SR A1A (OCEAN SHORE BLVD) | N 13 ST | N 3RD ST | Minor Arterial | FDOT | C4 | 2 | 35 | 0.61 | D | 7,700 | 2024 | 14,080 | 2.00% | 7,850 | 4,790 | 8,596 | 13,140 | 8,020 | 8,596 | 0.34 | 0.61 |
| SR A1A (OCEAN SHORE BLVD) | N 3RD ST | MOODY BLVD (SR 100) | Minor Arterial | FDOT | C4 | 2 | 25 | 0.10 | D | 7,700 | 2024 | 14,080 | 2.00% | 7,850 | 790 | 1,410 | 13,140 | 1,310 | 1,410 | 0.06 | 0.93 |
| SR A1A (OCEAN SHORE BLVD) | MOODY BLVD (SR 100) | S 14 ST | Minor Arterial | FDOT | C4 | 2 | 25 | 0.78 | D | 7,800 | 2024 | 10,267 | 2.00% | 7,960 | 6,210 | 8,010 | 13,320 | 10,390 | 8,010 | 0.78 | 1.30 |
| SR A1A (OCEAN SHORE BLVD) | S 14 ST | S 25TH ST | Minor Arterial | FDOT | C3R | 2 | 25 | 1.60 | D | 5,100 | 2024 | 17,920 | 2.00% | 5,200 | 8,320 | 20,670 | 8,790 | 13,920 | 20,670 | 0.29 | 0.49 |
| SR A1A (OCEAN SHORE BLVD) | S 25TH ST | S 25TH ST | Minor Arterial | FDOT | C3R | 2 | 35 | 0.70 | D | 5,100 | 2024 | 17,920 | 2.00% | 5,200 | 3,640 | 12,540 | 8,790 | 6,090 | 12,540 | 0.29 | 0.49 |
| SR A1A (OCEAN SHORE BLVD) | S 25TH ST | GAMBLE ROGERS ST REC | Minor Arterial | FDOT | C3R | 2 | 45 | 0.90 | D | 5,100 | 2024 | 17,920 | 2.00% | 5,200 | 4,680 | 16,130 | 8,790 | 7,830 | 16,130 | 0.29 | 0.49 |
| SR A1A (OCEAN SHORE BLVD) | GAMBLE ROGERS ST REC | S CENTRAL AVE | Minor Arterial | FDOT | C1 | 2 | 45 | 0.28 | D | 5,300 | 2024 | 11,200 | 2.00% | 5,410 | 1,510 | 5,140 | 9,050 | 2,530 | 5,140 | 0.48 | 0.81 |
| SR A1A (OCEAN SHORE BLVD) | CENTRAL AVE (S) | VOLUSIA CO LINE | Minor Arterial | FDOT | C3R | 2 | 45 | 0.61 | D | 5,300 | 2024 | 17,920 | 2.00% | 5,410 | 3,300 | 10,930 | 9,050 | 5,520 | 10,930 | 0.30 | 0.51 |
| COLBERT LN | ROBERTS RD | MOODY BLVD (SR 100) | Major Collector | COUNTY | C3R | 2 | 55 | 1.29 | D | 4,100 | 2024 | 24,640 | 2.00% | 4,180 | 5,390 | 31,790 | 6,990 | 9,020 | 31,790 | 0.17 | 0.28 |
| I-95 | NORTH BOUNDARY OF MOBILITY STUDY AREA (MSA) | MOODY BLVD (SR 100) | Limited Access | FDOT | Urbanized | 6 | 70 | 0.62 | D | 92,450 | 2024 | 191,022 | 2.00% | 94,290 | 58,460 | 118,450 | 157,790 | 97,830 | 118,450 | 0.49 | 0.83 |
| I-95 | MOODY BLVD (SR 100) | SOUTH BOUNDARY OF MOBILITY STUDY AREA (MSA) | Limited Access | FDOT | Urbanized | 6 | 70 | 0.46 | D | 86,500 | 2024 | 191,022 | 2.00% | 88,230 | 40,590 | 87,870 | 147,650 | 67,920 | 87,870 | 0.46 | 0.77 |
| JOHN ANDERSON HWY (CR 201) | MOODY BLVD (SR 100) | AVE A | Minor Collector | COUNTY | C3R | 2 | 55 | 0.33 | D | 1,450 | 2024 | 24,640 | 2.00% | 1,480 | 490 | 8,130 | 2,480 | 820 | 8,130 | 0.06 | 0.10 |
| JOHN ANDERSON HWY (CR 201) | AVE A | VOLUSIA CO LINE | Minor Collector | COUNTY | C3R | 2 | 45 | 3.60 | D | 1,450 | 2024 | 16,128 | 2.00% | 1,480 | 5,330 | 58,660 | 2,480 | 8,930 | 58,660 | 0.09 | 0.15 |
| LAMBERT AVE | CENTER OF CUL-DE-SAC | PALM DR | Minor Collector | CITY | C3R | 2 | 35 | 1.48 | D | 600 | 2024 | 12,544 | 2.00% | 610 | 900 | 18,570 | 1,020 | 1,510 | 18,570 | 0.05 | 0.08 |
| OLD KINGS RD | NORTH BOUNDARY OF MOBILITY STUDY AREA (MSA) | MOODY BLVD (SR 100) | Minor Arterial | CITY | C3R | 4 | 45 | 0.71 | D | 9,200 | 2024 | 35,249 | 2.00% | 9,380 | 6,660 | 25,030 | 15,790 | 11,150 | 25,030 | 0.27 | 0.45 |
| OLD KINGS RD | MOODY BLVD | CRAIG FLAGLER PALMS FUNERAL HOME | Major Collector | COUNTY | C3C | 2 | 45 | 0.52 | D | 3,500 | 2024 | 10,530 | 2.00% | 3,570 | 1,750 | 10,160 | 5,640 | 2,930 | 10,160 | 0.17 | 0.29 |
| MOODY BLVD (SR 100) | I-95 | OLD KINGS RD | Principal Arterial | FDOT | C3C | 4 | 45 | 0.31 | D | 29,000 | 2024 | 38,430 | 2.00% | 29,580 | 9,170 | 11,910 | 40,590 | 12,350 | 11,910 | 0.77 | 1.29 |
| MOODY BLVD (SR 100) | OLD KINGS RD | COLBERT LN | Principal Arterial | FDOT | C3C | 4 | 55 | 1.54 | D | 23,640 | 2024 | 46,070 | 2.00% | 24,120 | 37,140 | 72,330 | 40,360 | 62,150 | 72,330 | 0.51 | 0.86 |
| MOODY BLVD (SR 100) | COLBERT LN | BEACH VILLAGE HWY | Principal Arterial | FDOT | C3C | 4 | 45 | 0.31 | D | 16,000 | 2024 | 38,430 | 2.00% | 16,360 | 17,630 | 36,890 | 30,720 | 26,496 | 36,896 | 0.48 | 0.80 |
| MOODY BLVD (SR 100) | BEACH VILLAGE HWY | JOHN ANDERSON HWY (CR 201) | Principal Arterial | FDOT | C3C | 4 | 55 | 0.16 | D | 16,000 | 2024 | 38,430 | 2.00% | 16,360 | 3,860 | 8,070 | 30,720 | 6,450 | 8,070 | 0.48 | 0.80 |
| MOODY BLVD (SR 100) | BEACH VILLAGE HWY | S FLAGLER AVE | Principal Arterial | FDOT | C3R | 4 | 45 | 0.96 | D | 16,000 | 2024 | 30,165 | 2.00% | 16,360 | 3,860 | 8,220 | 30,720 | 6,450 | 8,220 | 0.47 | 0.78 |
| MOODY BLVD (SR 100) | S FLAGLER AVE | SR A1A (OCEAN SHORE BLVD) | Principal Arterial | FDOT | C2T | 4 | 35 | 0.21 | D | 14,900 | 2024 | 31,490 | 2.00% | 15,200 | 3,190 | 6,590 | 25,440 | 5,340 | 6,590 | 0.48 | 0.81 |
| PALM DR | MOODY BLVD (SR 100) | PALM DR | Minor Collector | CITY | C3R | 2 | 25 | 0.42 | D | 1,150 | 2024 | 11,200 | 2.00% | 1,170 | 490 | 4,790 | 1,960 | 820 | 4,790 | 0.10 | 0.17 |
| ROBERTS RD | COLBERT LN | MOODY BLVD (SR 100) | Minor Collector | COUNTY | C3C | 2 | 35 | 1.51 | D | 1,450 | 2024 | 15,190 | 2.00% | 1,480 | 2,230 | 22,940 | 2,480 | 3,740 | 22,940 | 0.10 | 0.16 |

Source: Traffic data provided by Florida Department of Transportation. LOS Standards based on City of Flagler Beach and Flagler County adopted Comprehensive Plans. Daily Capacity based on FDOT Generalized Service Tables. Growth factors based on FDOT Travel Analysis Spreadsheet. VMT is length x AADT. VMC is length x Daily Capacity. 2045 AADT and VMT derived by applying growth rates.




| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | * | * | 17,600 | 24,000 |
| 4 Lane | * | 24,400 | 36,100 | 40,800 |
| 6 Lane | * | 44,700 | 56,800 | 60,400 |
| 8 Lane | * | 52,300 | 66,900 | 70,900 |

| | B | C | D | E |
|---|---|---|---|---|
| 2 Lane | * | * | 13,900 | 21,800 |
| 4 Lane | * | 26,100 | 38,300 | 43,000 |
| 6 Lane | * | 28,400 | 53,900 | 62,800 |
| 8 Lane | * | 58,800 | 71,900 | 73,600 |

**No existing traffic deficiencies & no future deficiencies beyond what is already planned for**

# TRANSPORTATION EVALUATION

## Quality of Service & Multimodal Inventory

CITY OF FLAGLER BEACH MULTIMODAL QUALITY OF SERVICE (QOS) EVALUATION

| Street Name | From Street | To Street | Functional Classification | Maintaining Entity | FDOT Context Classification | Travel Lanes | Speed Limit | Length (mi) | Median Type | Street QOS | Off-Street Multimodal Facility | Separation/Physical Barrier | Off-Street Multimodal QOS | On-Street Multimodal Facility | On-Street Multimodal QOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SR A1A (OCEAN SHORE BLVD) | OCEAN MARINA DR | N 13 ST | Minor Arterial | FDOT | C4 | 2 | 45 | 1.42 | None | E | 8' Trail | Grass Buffer | B | Paved Shoulder | E |
| SR A1A (OCEAN SHORE BLVD) | N 13 ST | N 3RD ST | Minor Arterial | FDOT | C4 | 2 | 35 | 0.61 | None | D | 8' Trail | Grass Buffer | B | Paved Shoulder | E |
| SR A1A (OCEAN SHORE BLVD) | N 3RD ST | MOODY BLVD (SR 100) | Minor Arterial | FDOT | C4 | 2 | 25 | 0.1 | | | | | | | |
| SR A1A (OCEAN SHORE BLVD) | MOODY BLVD (SR 100) | S 14 ST | Minor Arterial | FDOT | C4 | 2 | 25 | 0.7 | | | | | | | |
| SR A1A (OCEAN SHORE BLVD) | S 14 ST | S 20TH ST | Minor Arterial | FDOT | C3R | 2 | 25 | 1.6 | | | | | | | |
| SR A1A (OCEAN SHORE BLVD) | S 20TH ST | S 25TH ST | Minor Arterial | FDOT | C3R | 2 | 35 | 0.7 | | | | | | | |
| SR A1A (OCEAN SHORE BLVD) | S 25TH ST | GAMBLE ROGERS ST REC | Minor Arterial | FDOT | C3R | 2 | 45 | 0.9 | | | | | | | |
| SR A1A (OCEAN SHORE BLVD) | GAMBLE ROGERS ST REC | S CENTRAL AVE | Minor Arterial | FDOT | C1 | 2 | 45 | 0.2 | | | | | | | |
| SR A1A (OCEAN SHORE BLVD) | CENTRAL AVE (S) | VOLUSIA CO LINE | Minor Arterial | FDOT | C3R | 2 | 45 | 0.6 | | | | | | | |
| COLBERT LN | ROBERTS RD | MOODY BLVD (SR 100) | Major Collector | COUNTY | C3R | 2 | 55 | 1.2 | | | | | | | |
| JOHN ANDERSON HWY (CR 201) | MOODY BLVD (SR 100) | AVE A | Minor Collector | COUNTY | C3R | 2 | 55 | 0.3 | | | | | | | |
| JOHN ANDERSON HWY (CR 201) | AVE A | VOLUSIA CO LINE | Minor Collector | COUNTY | C3R | 2 | 45 | 3.6 | | | | | | | |
| LAMBERT AVE | CENTER OF CUL-DE-SAC | PALM DR | Minor Collector | CITY | C3R | 2 | 35 | 1.4 | | | | | | | |
| OLD KINGS RD | NORTH BOUNDARY OF MOBILITY STUDY AREA (MSA) | MOODY BLVD (SR 100) | Minor Arterial | CITY | C3R | 4 | 45 | 0.7 | | | | | | | |
| OLD KINGS RD | MOODY BLVD | CRAIG FLAGLER PALMS FUNERAL HOME | Major Collector | COUNTY | C3C | 2 | 45 | 0.5 | | | | | | | |
| MOODY BLVD (SR 100) | I-95 | OLD KINGS RD | Principal Arterial | FDOT | C3C | 4 | 45 | 0.3 | | | | | | | |
| MOODY BLVD (SR 100) | OLD KINGS RD | COLBERT LN | Principal Arterial | FDOT | C3C | 4 | 55 | 1.5 | | | | | | | |
| MOODY BLVD (SR 100) | COLBERT LN | BEACH VILLAGE HWY | Principal Arterial | FDOT | C3C | 4 | 45 | 0.3 | | | | | | | |
| MOODY BLVD (SR 100) | BEACH VILLAGE HWY | JOHN ANDERSON HWY (CR 201) | Principal Arterial | FDOT | C3C | 4 | 55 | 0.1 | | | | | | | |
| MOODY BLVD (SR 100) | JOHN ANDERSON HWY (CR 201) | S FLAGLER AVE | Principal Arterial | FDOT | C3R | 4 | 45 | 0.9 | | | | | | | |
| MOODY BLVD (SR 100) | S FLAGLER AVE | SR A1A (OCEAN SHORE BLVD) | Principal Arterial | FDOT | C2T | 4 | 35 | 0.2 | | | | | | | |
| PALM DR | MOODY BLVD (SR 100) | PALM DR | Minor Collector | CITY | C3R | 2 | 25 | 0.4 | | | | | | | |
| ROBERTS RD | COLBERT LN | MOODY BLVD (SR 100) | Minor Collector | COUNTY | C3C | 2 | 35 | 1.1 | | | | | | | |

*Note: Quality of Service based on proposed Quality of Service standards developed by NUE Urban Concepts, LLC. Identified off-street or on-street multimodal facilities represents the presence of a facility on at least one side of the street. The width of on-street and off-street multimodal represent the widest observed width visibility pavement markings.*

MOVING TOWARDS VISION ZERO

CITY OF FLAGLER BEACH
STREET
QUALITY OF SERVICE (QOS) STANDARDS

STREET QUALITY OF SERVICE (QOS) STANDARDS

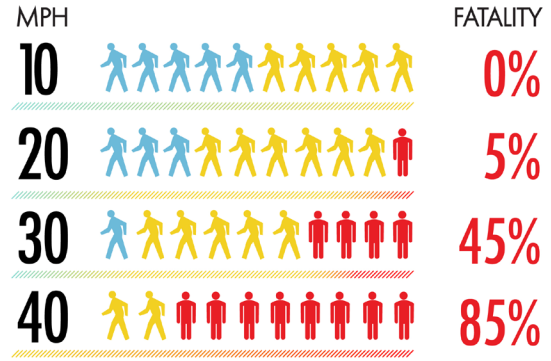
INTENT:
POSTED SPEED = DESIGN SPEED

| | CITYWIDE POSTED SPEED LIMIT | APPROPRIATE LOCATIONS |
|---|---|---|
| QUALITY OF SERVICE (QOS) A* | SPEED LIMIT 20 | LOCAL AND RESIDENTIAL STREETS, ALONG WITH SELECT COLLECTORS WITH RIGHT-OF-WAY MODIFICATIONS TO SLOW VEHICLE SPEEDS |
| QUALITY OF SERVICE (QOS) B | SPEED LIMIT 25 | LOCAL AND RESIDENTIAL STREETS, ALONG WITH SELECT ARTERIALS AND COLLECTORS WITH RIGHT-OF-WAY MODIFICATIONS TO SLOW VEHICLE SPEEDS |
| QUALITY OF SERVICE (QOS) C | SPEED LIMIT 30 | MAJOR COLLECTORS AND MINOR ARTERIALS, SELECT MINOR COLLECTORS AND PRINCIPAL ARTERIALS |
| QUALITY OF SERVICE (QOS) D | SPEED LIMIT 35 | SELECT COLLECTORS, ARTERIALS |
| QUALITY OF SERVICE (QOS) E** | SPEED LIMIT 40 + | PRINCIPAL ARTERIALS, LIMITED ACCESS ROADS, SELECT ARTERIALS AND RURAL HIGHWAYS (ARTERIAL OR COLLECTOR) |

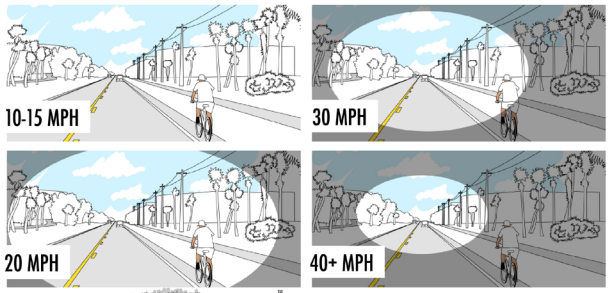
* POSTED SPEED LIMIT IS MAXIMUM, LOWER SPEEDS WOULD ALSO BE QOS A
** POSTED SPEED LIMIT IS MINIMUM, HIGHER SPEEDS WOULD ALSO BE QOS E

**SOURCE:** QOS STANDARDS ESTABLISHED BY NUE URBAN CONCEPTS, LLC
QOS STANDARDS WORK IN CONJUNCTION WITH AREAWIDE ROADWAY LEVEL OF SERVICE STANDARDS. QOS STANDARDS ARE INTENDED TO ALLOW FOR LOWERING VEHICLE SPEEDS AND INCREASING FLEXIBILITY TO DESIGN ROADS AT THE DESIRED SPEED OF TRAVEL (POSTED SPEED) VS TRADITIONAL APPROACHES USING 85TH PERCENTILE SPEED OR THE ACTUAL OR ANTICIPATED SPEED OF TRAVEL. QOS STANDARDS ARE APPLICABLE AS PART OF AN OVERALL VISION ZERO OR SAFER STREETS PROGRAM AT A NEIGHBORHOOD, DESIGNATED AREA, OR COMMUNITY WIDE SCALE.
SEE ADOPTED 2045 MOBILITY PLAN FOR FURTHER USE OF QOS STANDARDS

*AS SPEED INCREASES, SO DOES THE RISK OF DYING IN A CRASH*




*HIGHER SPEEDS REDUCE NOT ONLY THE SIGHT DISTANCE BUT ALSO THE REACTION TIME A DRIVER NEEDS TO AVOID A COLLISION.*




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# TRANSPORTATION EVALUATION

## Quality of Service & Multimodal Inventory

MOVING TOWARDS VISION ZERO

### CITY OF FLAGLER BEACH

**OFF-STREET MULTIMODAL QUALITY OF SERVICE (QOS) FOR BICYCLING & WALKING**

| FACILITY TYPE | ROW ELEMENTS (SEE NOTES FOR ROW WITH MULTIPLE FEATURES) | | | | |
|---|---|---|---|---|---|
| OFF-STREET MULTIMODAL | LIMITED SEPARATION | LANDSCAPE STREET TREES | ON-STREET PARKING OR PHYSICAL BARRIER | GRASS OR LANDSCAPE BUFFER | SPEED LIMIT 25 MPH OR LESS |
| PATH, SIDEWALK, OR TRAIL (10' WIDE OR MORE) | B | A | A | A | A |
| PATH, SIDEWALK, OR TRAIL (8' WIDE) | C | B | B | B | B |
| PATH OR SIDEWALK (6' TO 7' WIDE) | D | C | C | C | C |
| SIDEWALK (5' WIDE OR LESS) | E | D | D | D | D |

**SOURCE:** QOS STANDARDS ESTABLISHED BY NUE URBAN CONCEPTS, LLC
**INTENT:** MEASURE PERFORMANCE OF MULTIMODAL IMPROVEMENTS OVER TIME.

**NOTES:** THE PRESENCE OF TWO ROW ELEMENTS, EXCEPT FOR LIMITED SEPARATION, SUCH AS ON-STREET PARKING AND STREET TREES WOULD RESULT IN AN INCREASE IN ONE ADDITIONAL LETTER GRADE. FOR EXAMPLE, A TEN (10) FOOT WIDE PATH WITH STREET TREES AND ON-STREET PARKING WOULD RESULT IN A QOS OF "A". THE PRESENCE OF THREE OR MORE ROW ELEMENTS, EXCEPT FOR LIMITED SEPARATION, SUCH AS A FIVE (5) FOOT SIDEWALK, WITH A LANDSCAPE BUFFER AND A POSTED SPEED LIMIT OF 25 MPH WOULD RESULT IN A QOS OF "C", OR AN INCREASE OF TWO LETTER GRADES.

PHYSICAL BARRIER INCLUDES ANY TYPE OF PERMANENT, PHYSICAL VERTICAL SEPARATION. GRASS BUFFER MUST BE AT LEAST FIVE (5) FEET IN WIDTH BETWEEN VEHICLE TRAVEL LANES AND THE FACILITY. LANDSCAPE INCLUDES VERTICAL LANDSCAPE ELEMENTS THAT WOULD PROVIDE A DEGREE OF PROTECTION FOR MULTIMODAL USERS.

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MOVING TOWARDS VISION ZERO

### CITY OF FLAGLER BEACH

**ON-STREET MULTIMODAL QUALITY OF SERVICE (QOS) FOR BICYCLING & MICROMOBILITY**

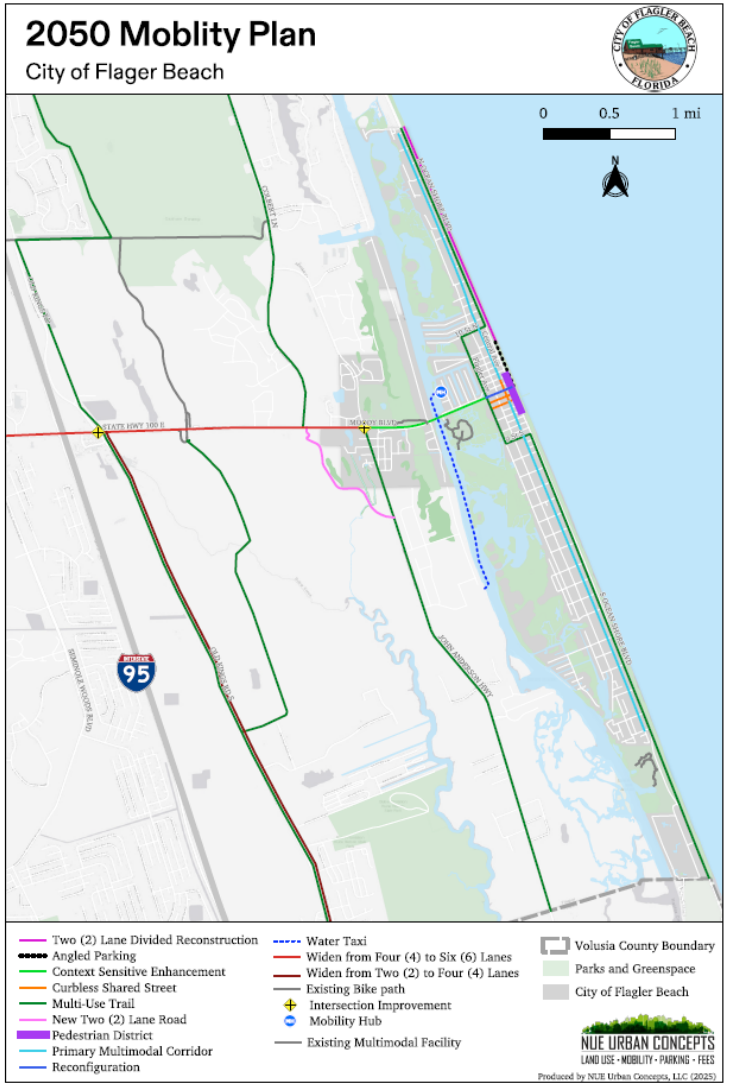
| FACILITY TYPE | ROW ELEMENTS (SEE NOTES FOR ROW WITH MULTIPLE FEATURES) | | | | |
|---|---|---|---|---|---|
| ON-STREET MULTIMODAL | NO OR LIMITED SEPARATION (GRASS BUFFER < 5' WIDE) | PROTECTED | BUFFERED | ENHANCED VISIBILTY MARKINGS | SPEED LIMIT 25 MPH OR LESS |
| BICYCLE LANE (6' WIDE OR MORE) | B | A | A | A | C |
| BICYCLE LANE (5' WIDE ) | C | A | B | B | B |
| BICYCLE LANE (4' WIDE) | D | B | C | C | C |
| PAVED SHOULDER (AKA UNDESIGNATED BICYCLE LANE) | E | -- | -- | D | C |
| BICYCLE BOULEVARD/ SHARED STREET | E | -- | -- | D | C |
| CURBLESS SHARED STREET | A | -- | -- | -- | -- |

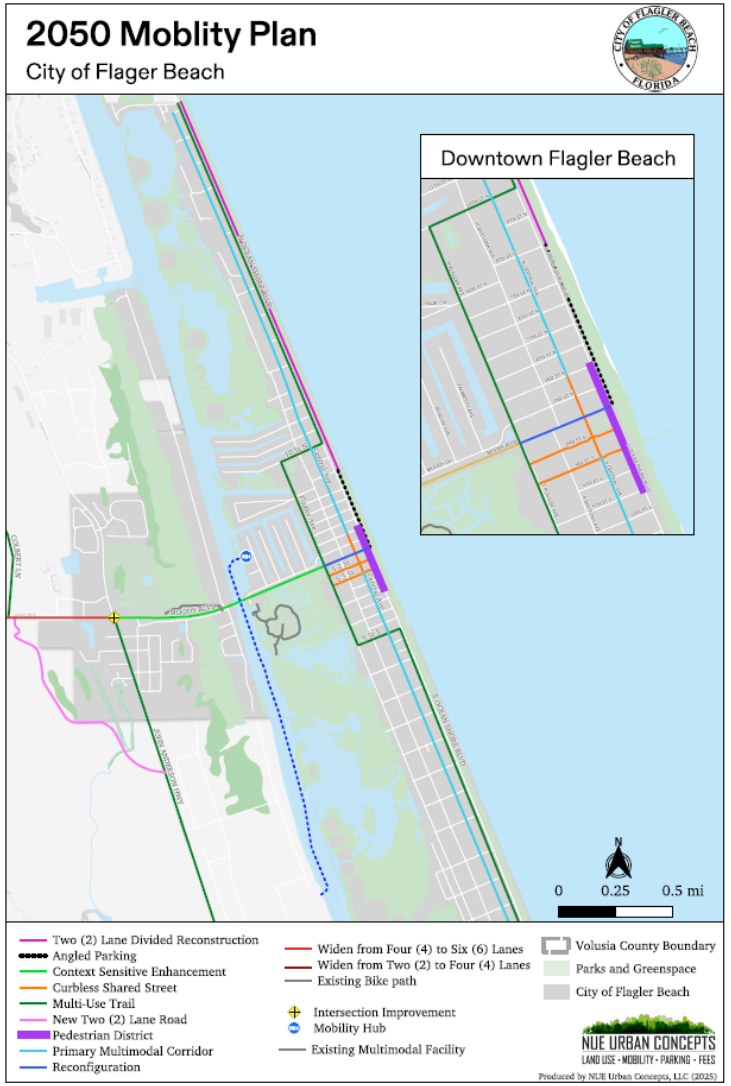
**SOURCE:** QOS STANDARDS ESTABLISHED BY NUE URBAN CONCEPTS, LLC
**INTENT:** MOBILITY PLANNING AND MEASURING PERFORMANCE OF MULTIMODAL PROJECTS OVER TIME.
**PROTECTED:** INCLUDES PERMANENT SEPARATION VIA VERTICAL ELEMENTS SUCH AS CURBING (RAISED BICYCLE LANES OR CYCLE TRACKS), CONCRETE BARRIERS, OR ON-STREET PARKING.
**BUFFERED:** MINIMUM OF DOUBLE 6" WHITE EDGE LINES SEPARATING THE BIKE LANE FROM ADJACENT TRAVEL LANES. IDEALLY BUFFER IS AT LEAST 3' WIDE (40 MPH OR FASTER) OR 2' WIDE (30 MPH TO 35 MPH). FLEX POST, RAISED PAVEMENT MARKINGS, OR VERTICAL DEFLECTION BARRIERS SHOULD BE PROVIDED WHERE FEASIBLE.
**ENHANCED VISIBILITY:** USE OF GREEN PAINT, PAVEMENT MARKINGS, CONTRAST BOX BEHIND SHARROWS AND BICYCLE SYMBOLS, ON-STREET MARKINGS WITH SPEED LIMITS OR SHARE THE ROAD.
**NOTES:** THE PRESENCE OF TWO OR MORE ROW FEATURES, EXCEPT FOR LIMITED SEPARATION, WOULD RESULT IN AN INCREASE ON ONE ADDITIONAL LETTER GRADE.

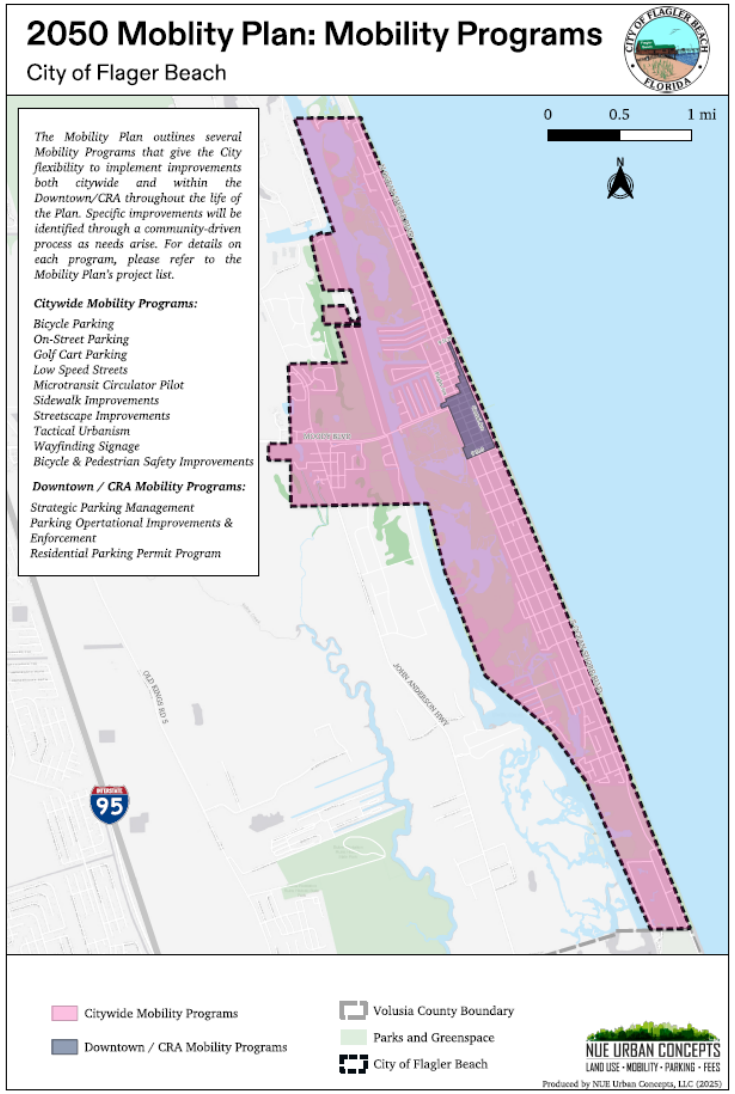
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# FLAGLER BEACH 2050 MOBILITY PLAN DRAFT



# FLAGLER BEACH 2050 MOBILITY PLAN

**0.28** miles of
**SR A1A Pedestrian District**

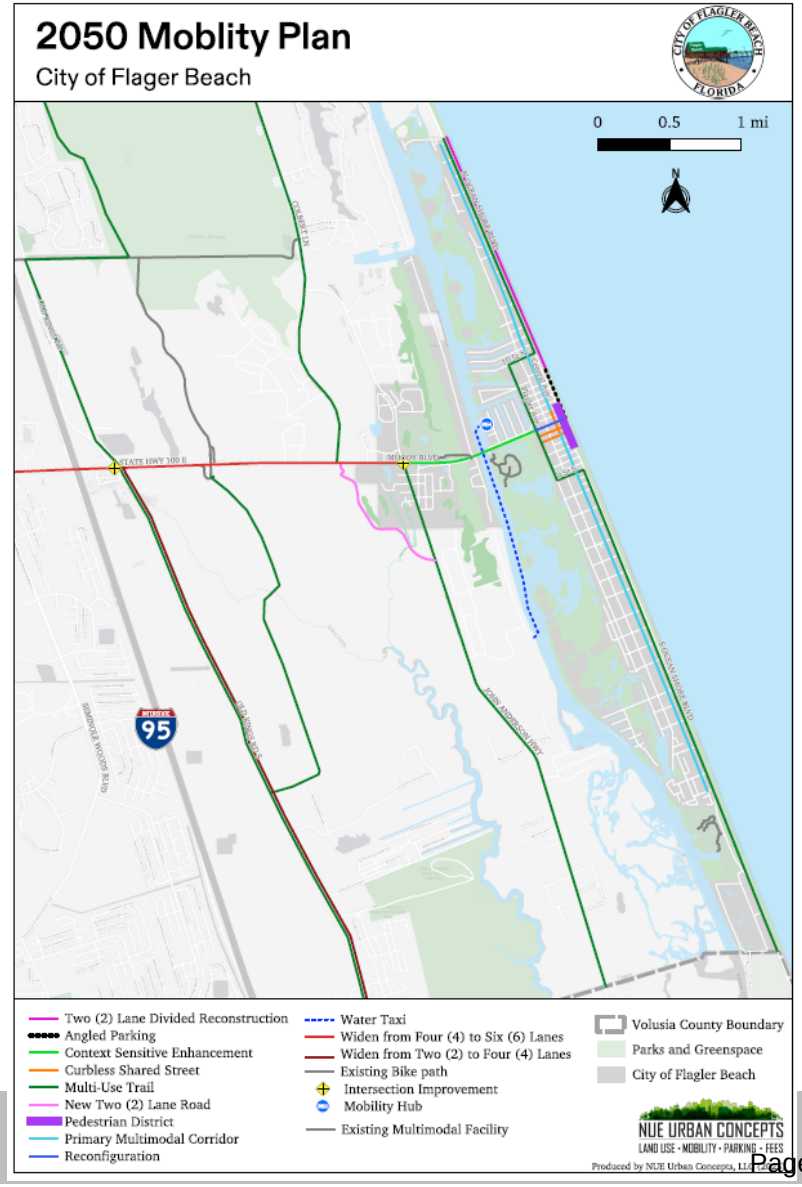
**1.76** miles of
**SR A1A Reconstruction**

**34** miles of
**Multi-Use Trail**

**.6** miles of
**Curbless Shared Streets**

**4.7** miles of
**Primary Multimodal Corridor**

**2**
**Intersection Improvements**



# CURBLESS SHARED STREETS

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## SUMMARY:

An emerging concept for prioritizing walking, bicycling, and transit is the conversion of existing streets and alleys into Curbless Shared Streets. Curbless Shared Streets feature a posted speed limit of 15 MPH or less and flattened curbing accompanied by traffic calming strategies that allow people to feel safe riding bicycles or scooters in the same space as slow motor vehicles and transit circulators. These streets also provide wider pedestrian frontages, separated from motor vehicles by landscape, hardscape features, bollards, or on-street parking. The intent of Curbless Shared Streets is that "out of the chaos of various modes sharing the same space, traffic will be calmed" because when people have to really pay attention to others around them, safety for everyone is increased.

Curbless Shared Streets are designed for portions of the street to be closed off to motor vehicle travel during special events and festivals. This enables people walking to easily traverse the street right-of-way without worrying about tripping hazards and allows for seamless outdoor seating, tables, and other features without the need to adjust set-ups to deal with curbs and changes in elevation.

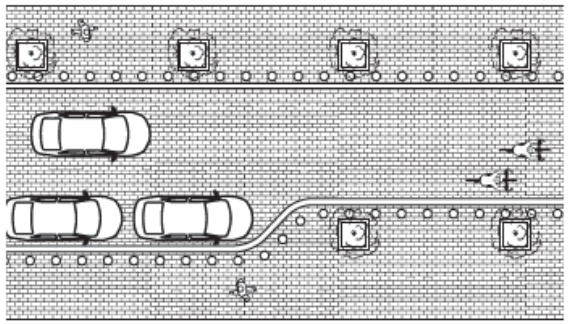
Curbless Shared Streets distinguish themselves from the well-known "Living Street" aka Dutch "Woonerf" by providing a defined space for pedestrians, while allowing the street space to be shared between cars, transit, and people riding bicycles or other micromobility or low speed vehicles. Curbless Shared Streets are often found in commercial areas and serve as 'Main Streets' or destinations within a community. Living Streets feature slow speeds of 10 MPH or less with all modes sharing the same space and are most often found in residential areas. People walking or children playing have priority and other modes yield the right-of-way.

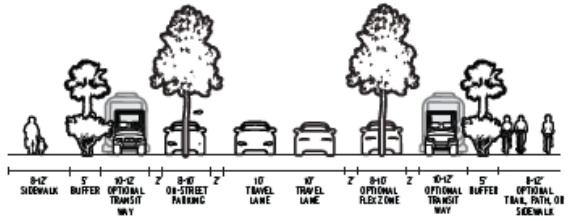


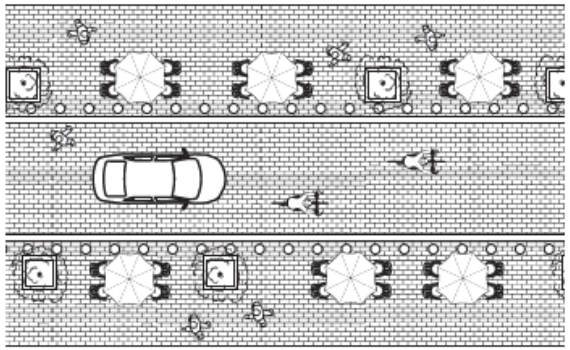
WEST PALM BEACH MOBILITY PLAN
ROSEMARY STREET

## TYPICAL FEATURES:

- Removal of elevated curbs
- Materials delineate spaces
- Vehicles lanes and sidewalks feature pavers or bricks
- Streets with lower traffic volumes
- Travel speeds of 15 mph or less
- Furniture, parking, and landscaping define site visibility
- Space for vehicles is between 18' to 20' wide
- Zones for on-street deliveries, valet, pick-up & drop-off
- Retractable bollards limit vehicle access
- Streets comply with ADA standards







ALTAMONTE SPRINGS MOBILITY PLAN
CRANES ROOST





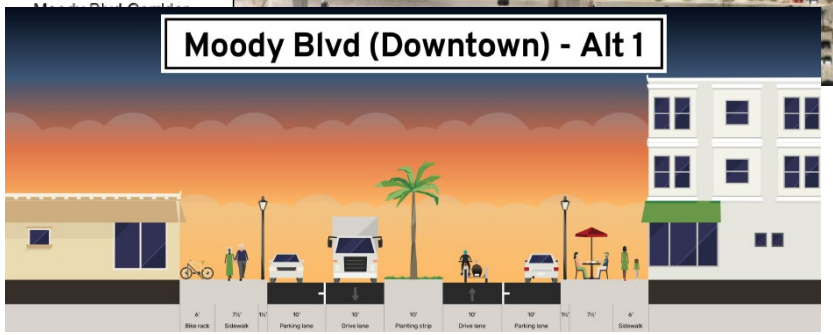
LAKE WALES MOBILITY PLAN
PARK AVENUE

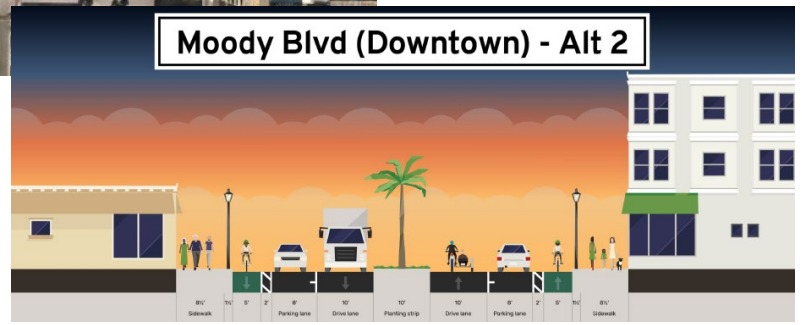
# Central Ave
# S 2nd St
# S 3rd St

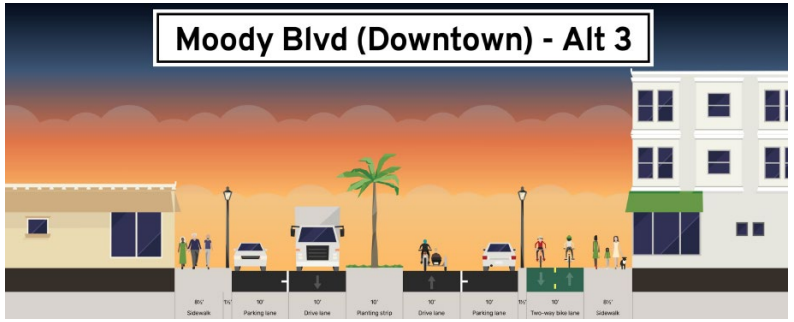
# MOODY BLVD RECONFIGURATION





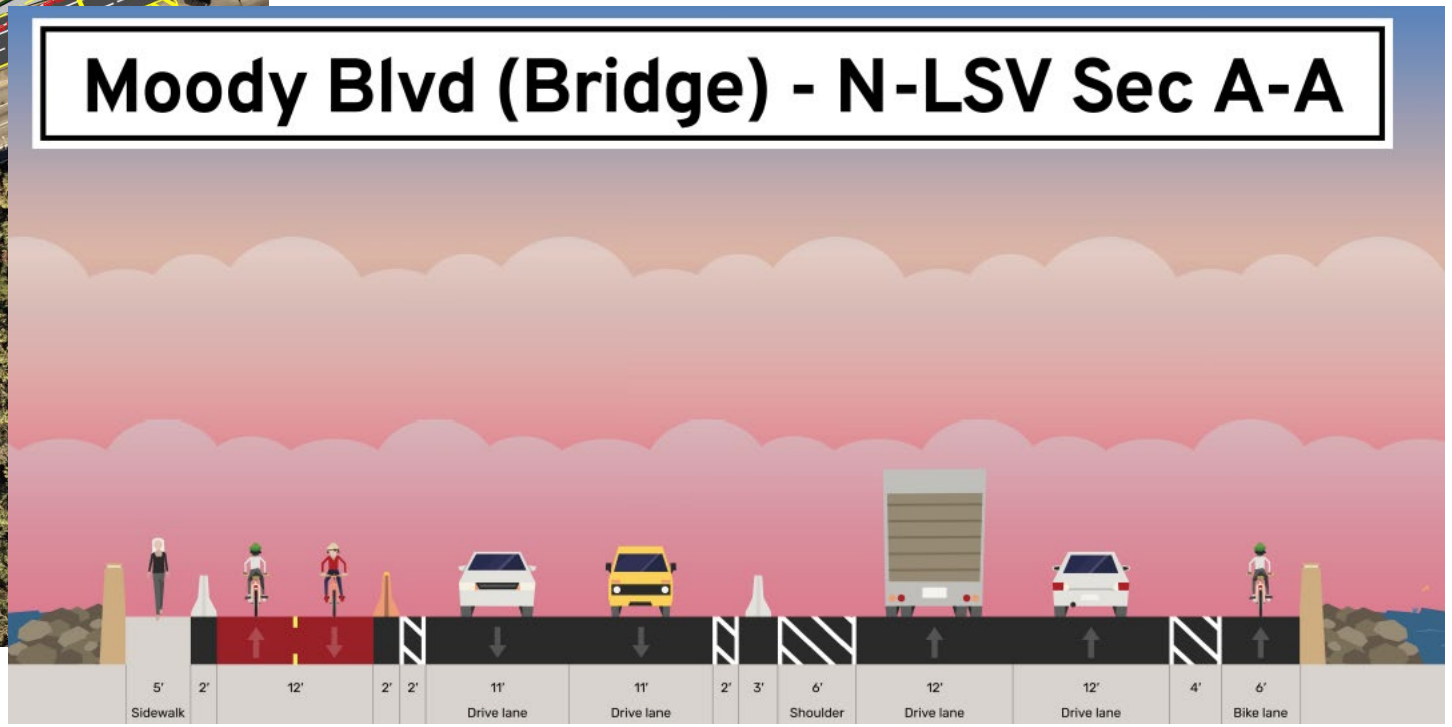


# MOODY BLVD BRIDGE
# CONTEXT SENSITIVE ENHANCEMENT



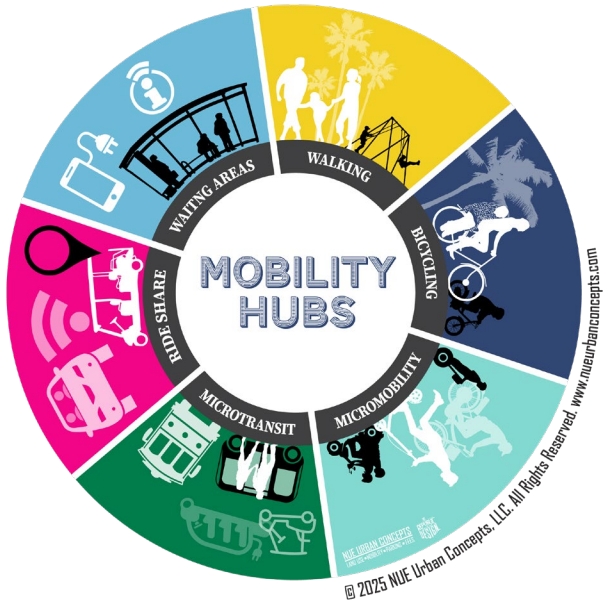
# WATER TAXI & MOBILITY HUB













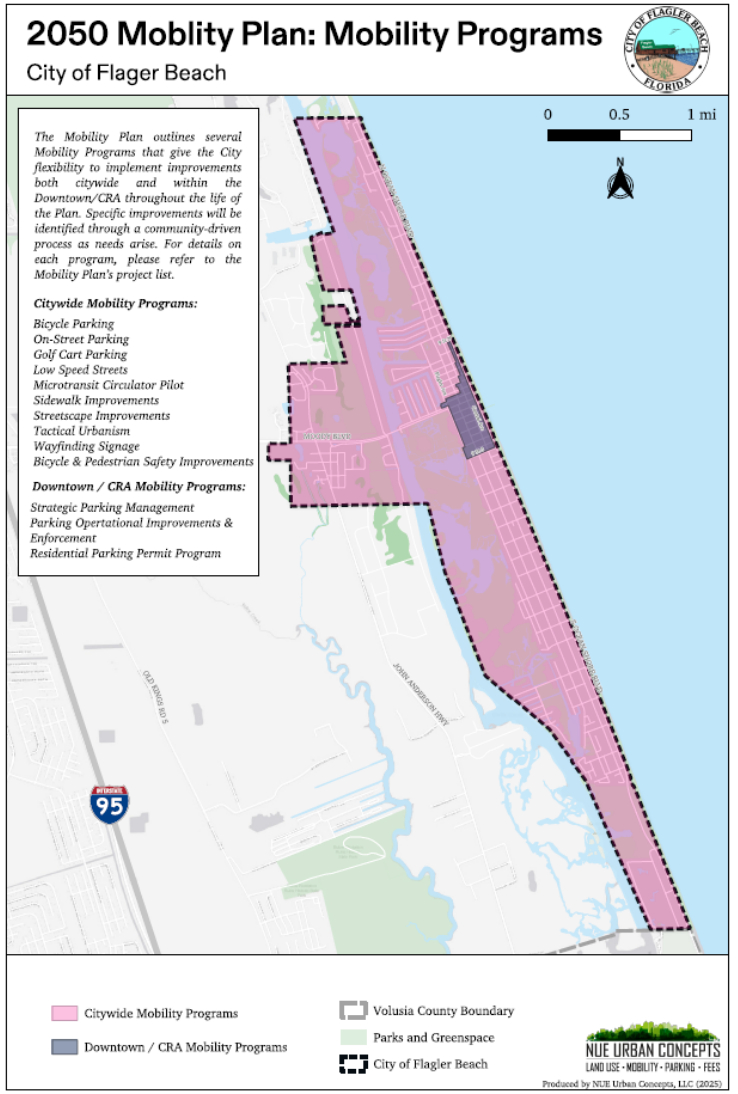

# FLAGLER BEACH 2050 MOBILITY PLAN

## *Mobility Programs*

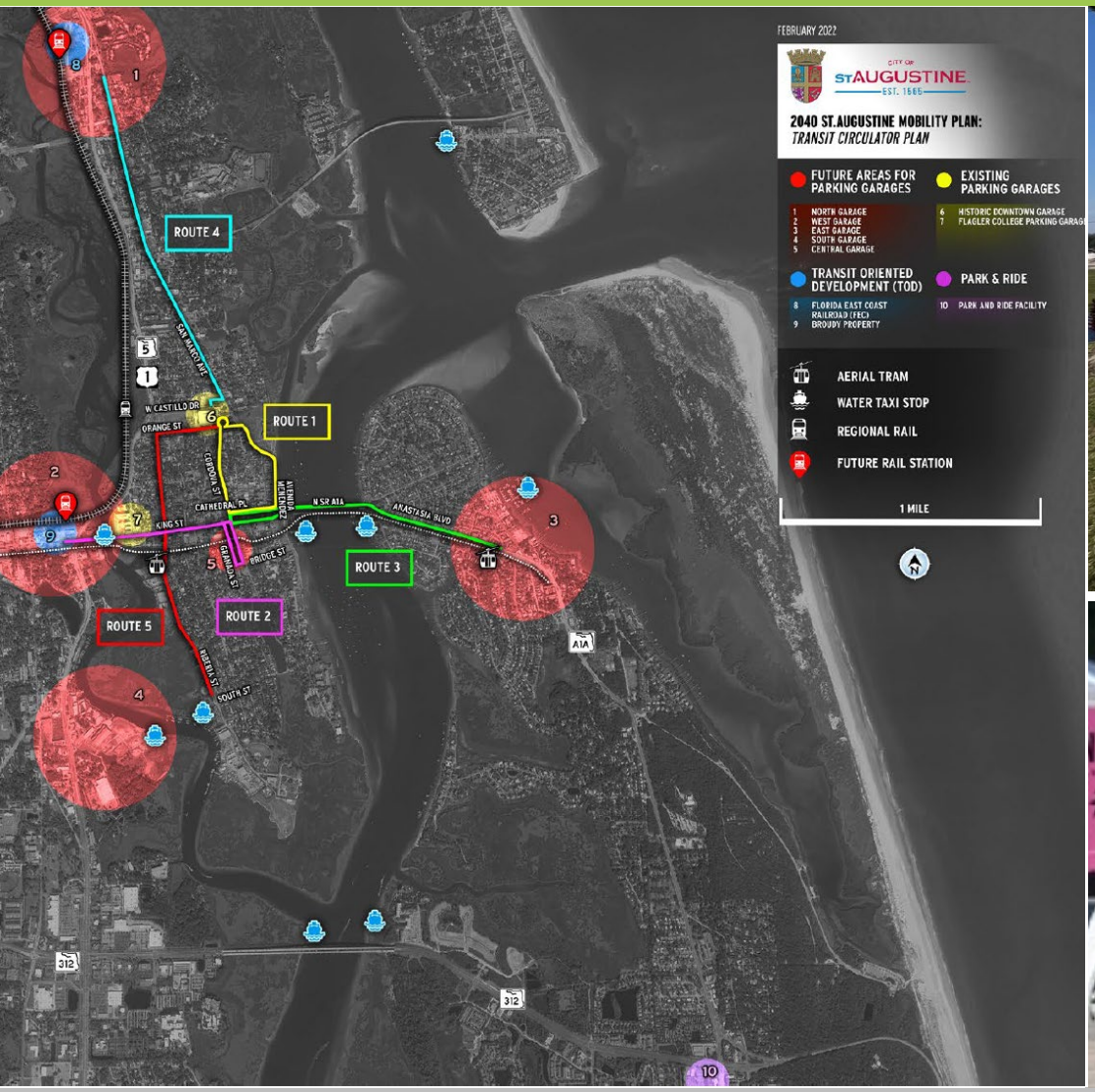
- On-Street Vehicle, Bicycle & Golf Cart Parking
- Low Speed Streets
- Microtransit Circulator Pilot
- Sidewalk Improvements
- Streetscape Improvements
- Quick Build (Tactical Urbanism)
- Wayfinding
- Bicycle & Pedestrian Safety Improvements

**CRA**

- Strategic Parking Management
- Parking Operational Improvements & Enforcement
- Residential Parking Permit

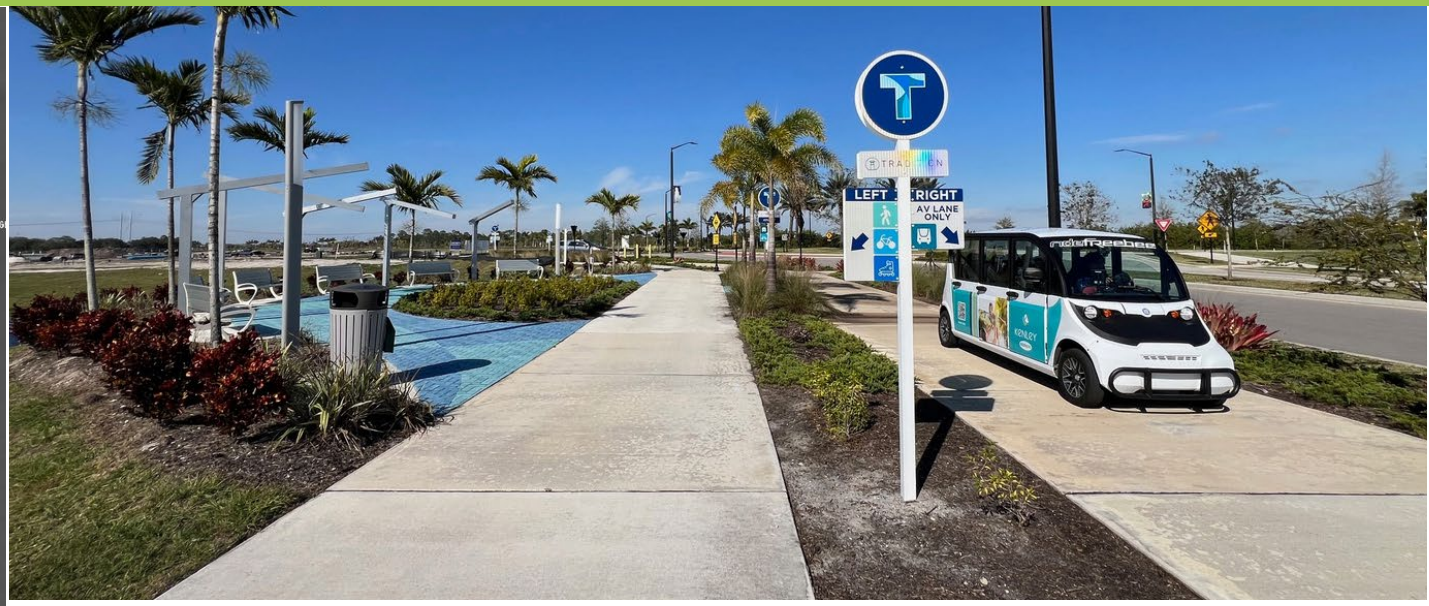


# STRATEGIC PARKING MANAGEMENT
















20
SLOW
DOWN

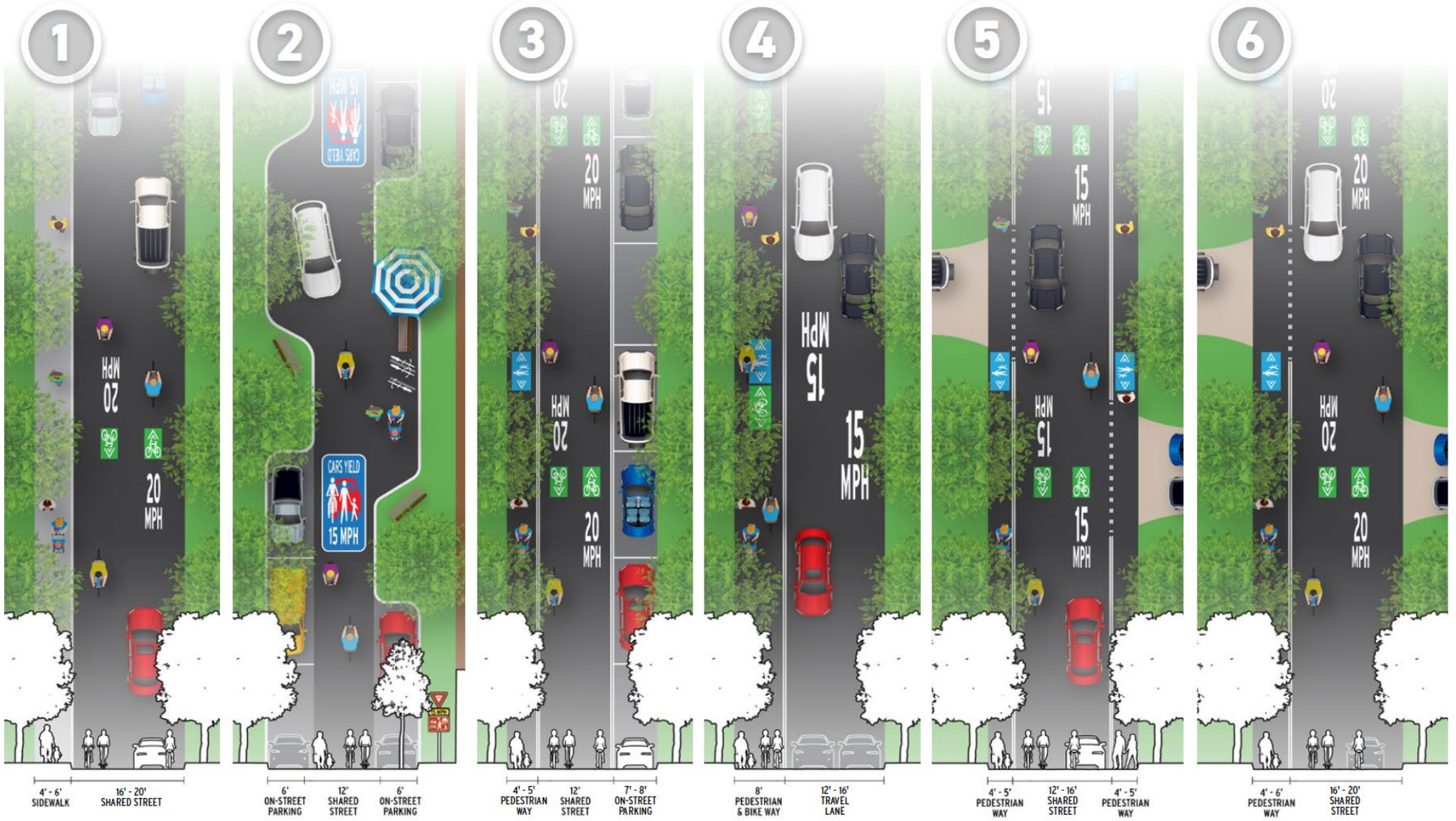

SLOW
DOWN
20MPH


SPEED
LIMIT
20
SPEED
LIMIT
20
NO
TU RN


SPEED
LIMIT
20
Cat
XING



# LOW SPEED STREETS




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# LOW SPEED STREETS



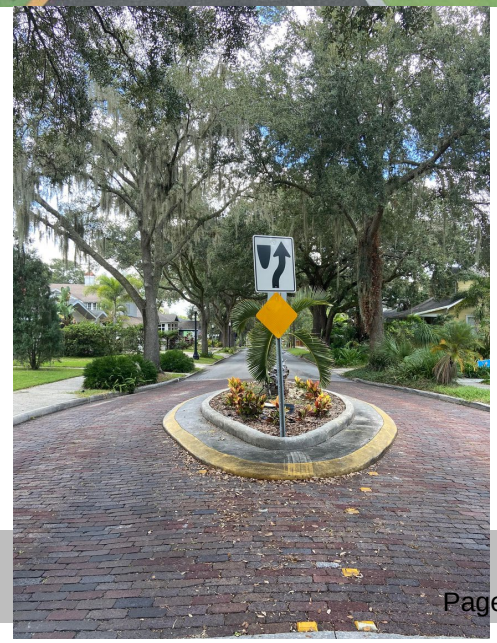










# QUICK BUILD AKA TACTICAL URBANISM




*Source: People for Bikes*

# QUICK BUILD AKA TACTICAL URBANISM






*Source: People for Bikes*

# QUICK BUILD AKA TACTICAL URBANISM





*Source: People for Bikes*

# NEXT STEPS

- Feedback and direction from stakeholders meeting
- Meet with additional key stakeholders
- Update Mobility Plan based on direction
- Develop Mobility Fee schedule
- Community meeting (early 2026)
- 1st & 2nd Readings of the Mobility Fee Ordinance

**Goal for Adoption: March or April 2026**

# WE WANT TO HEAR FROM YOU

- **What do you hope the mobility plan/fee will achieve?**
- **What is your vision for Flagler Beach?**
- **What are your needs/challenges?**
- **Short-term needs vs. long-term vision?**
- **What are the city's strengths & opportunities you want to build on?**
- **What are the city's weaknesses or threats that you want to address?**

# COMMENTS & QUESTIONS

**Lauren Rushing, AICP | Project Manager**

lauren@ nueurbanconcepts.com

www.nueurbanconcepts.com




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# Staff Report

**Planning & Architectural Review Board Regular Meeting**

**April 7, 2026**

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| | |
|---|---|
| **To:** | Planning & Architectural Review Board |
| **From:** | Lupita McClenning, Planner |
| **Meeting Date:** | April 7, 2026 |
| **Item Name:** | Ordinance 2026-06. Application PCPA26-0001. An Ordinance of the City Commission of the City of Flagler Beach, Florida, amending the Comprehensive Plan Future Land Use Map Designation for approximately 2.943 acres of certain real property with Flagler County Parcel ID 29-12-32-0000-01010-0010 generally located interior to the property known as the Ocean Palm Golf Course; providing for severability; providing for conflicts; and providing for an effective date. |

**Background:**

Amending the Future Land Use Category from High Density to Recreation aligns with the City's vision for the golf course to remain recreational land without the potential for residential development.

**Fiscal Impact:**

Amending the FLUM does not make a fiscal impact; however, changing ownership of the parcel from government use to private ownership puts the parcel on the tax rolls.

**Staff Recommendation:**

Staff recommends the PARB recommend to the City Commission to approve the FLUM request as it is compatible with the Comprehensive Plan and compatible with the surrounding neighborhood.

**Attachments:**

1. Staff Report PCPA 26-0001
2. Ordinance 2026-06_FLUM Amendment - Golf Course_Draft
3. 340327_City of Flagler Beach_Palm Coast Observer_FL_2026-03-24
4. Application PCPA26-0001

March 31, 2026

To: Planning and Architectural Review Board (PARB)

From: Lupita McClenning, City Planner

Re: Small-Scale FLUM Amendment High Density Residential (HDR) to Recreation

Date: March 31, 2026

---

| | |
|---|---|
| Applicant/ Owner | City of Flagler Beach<br>PO Box 70<br>Flagler Beach, FL 32136 |
| Parcel ID**:** | 29-12-32-0000-01010-0010 |
| Golf Course Total Parcel: | +/- 34 acres *Source: Flagler County Property Appraiser* |
| Amending: | +/- 2.94 acres of High Density Residential (HDR) to Recreation |
| Project Address: | 3600 S. Central Ave.<br>Flagler Beach, FL 32136 |
| Current FLUM: | High Density Residential (HDR) |
| Proposed FLUM: | Recreation |
| Parcel Size: | +/-2.94 acres |

The request to amend FLUM from High Density Residential to Recreation aligns with the City's vision for the golf course to remain without potential for residential development.

The request is consistent with the City Comprehensive Plan, Land Development code and compatible with the surrounding use of the golf course and neighborhood.

**Staff Recommendation**

Staff recommends the Planning and Architectural Review Board recommend to the City Commission to approve the FLUM amendment for +/- 2.94 acres of High Density Residential to Recreation.

**ORDINANCE 2026-06**

**AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF FLAGLER BEACH, FLORIDA, AMENDING THE COMPREHENSIVE PLAN FUTURE LAND USE MAP DESIGNATION FOR APPROXIMATELY 2.943 ACRES OF CERTAIN REAL PROPERTY WITH FLAGLER COUNTY PARCEL ID 29-12-32-0000-01010-0010 GENERALLY LOCATED INTERIOR TO THE PROPERTY KNOWN AS THE OCEAN PALM GOLF COURSE; PROVIDING FOR SEVERABILITY; PROVIDING FOR CONFLICTS; AND PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS,** the City Commission of the City of Flagler Beach enacted Ordinance 2018-11, adopting the 2035 Comprehensive Plan which includes the City of Flagler Beach Future Land Use Map (FLUM), which Plan and FLUM have been amended from time-to-time; and

**WHEREAS,** Section 163.3161 et seq., Florida Statutes established the Community Planning Act; and

**WHEREAS,** Section 163.3184, Florida Statutes, establishes a process for adoption of comprehensive plans or plan amendments amending the future land use designation of property; and

**WHEREAS,** the City of Flagler Beach is desirous of amending the future land use designation of the subject property from High Density to Recreation; and

**WHEREAS,** the City of Flagler Beach Planning and Architectural Review Board (PARB) acting as the City's Local Planning Agency, considered the proposed map amendment at a duly noticed meeting and recommended approval; and

**WHEREAS,** the City of Flagler Beach City Commission, after due public notice and hearing, has adopted the proposed Comprehensive Plan amendment; and

**WHEREAS,** the City Commission of the City of Flagler Beach finds that this Ordinance is in the best interest of the health, safety, and welfare of the citizens of Flagler Beach.

**NOW, THEREFORE, IT IS HEREBY ORDAINED BY THE CITY COMMISSION OF FLAGLER BEACH, FLORIDA, THAT THE FUTURE LAND USE MAP IS AMENDED AS FOLLOWS:**

**SECTION 1. LEGISLATIVE AND ADMINISTRATIVE FINDINGS.** The above recitals (whereas clauses) are hereby adopted as the legislative and administrative findings of the City Commission of the City of Flagler Beach.

**SECTION 2. FUTURE LAND USE MAP AMENDED.** The Future Land Use Map designation for the approximately 2.943 acre subject property with Flagler County Property ID 29-12-32-0000-01010-0010, and more particularly described in Exhibit "A," is amended from High Density to Recreation.

**SECTION 3. CONFLICTS.** All ordinances or parts of ordinances in conflict herewith are hereby repealed.

**SECTION 4. NON-CODIFICATION.** As this amendment only changes the Future Land Use Map, it is not necessary to codify this Ordinance.

**SECTION 5. SEVERABILITY.** If any section, subsection, sentence, clause, phrase pr provision of this Ordinance is held to be unconstitutional or otherwise invalid by a court of competent jurisdiction, such unconstitutionality or invalidity shall not be construed as to render unconstitutional or invalid the remaining provisions of the Ordinance.

**SECTION 6. EFFECTIVE DATE.** The effective date of this plan amendment, if the amendment is not timely challenged, shall be 31 days after the state land planning agency notifies the local government that the plan amendment package is complete. If timely challenged, this amendment shall become effective on the date the state land planning agency or the Administration Commission enters a final order determining this adopted amendment to be in compliance. No development orders, development permits or land use dependent on this amendment may be issued or commence before it has become effective. If a final order of noncompliance is issued by the Administration Commission, this amendment may nevertheless be made effective by adoption of a resolution affirming its effective status, a copy of which resolution shall be sent to the state land planning agency.

**APPROVED** on first reading after due public notice and hearing the _____ day of _____, 2026.

**ADOPTED** on second reading after due public notice and public hearing this _____ day of _____, 2026.

ATTEST:

CITY OF FLAGLER BEACH, FLORIDA
CITY COMMISSION

_____
CITY CLERK

_____
Patti King, Mayor

**EXHIBIT "A"**

A PORTION OF SECTION 29 AND 30, TOWNSHIP 12 SOUTH, RANGE 32 EAST, FLAGLER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

FROM THE NORTHEAST CORNER OF PALM HAVEN SUBDIVISION, AS RECORDED IN PLAT BOOK 27, PAGE 27, OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA, BEING ON THE WESTERLY RIGHT-OF-WAY LINE OF SOUTH CENTRAL AVENUE; A 50 FOOT RIGHT-OF-WAY, RUN NORTH 21 DEGREES 48 MINUTES 08 SECONDS WEST ALONG SAID WESTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 130.00 FEET TO THE POINT OF BEGINNING; THENCE DEPARTING SAID RIGHT- OF-WAY LINE, RIGHT SOUTH 68 DEGREES 11 MINUTES 52 SECONDS WEST, A DISTANCE OF 86.00 FEET; THENCE SOUTH 59 DEGREES 08 MINUTES 59 SECONDS WEST, A DISTANCE OF 109.23 FEET; THENCE SOUTH 02 DEGREES 29 MINUTES 39 SECONDS EAST, A DISTANCE OF 400.00 FEET; THENCE SOUTH 87 DEGREES 30 MINUTES 21 SECONDS WEST, A DISTANCE OF 220.00 FEET; THENCE NORTH 02 DEGREES 29 MINUTES 39 SECONDS WEST, A DISTANCE OF 495.00 FEET; THENCE NORTH 68 DEGREES 11 MINUTES 52 SECONDS EAST, A DISTANCE OF 240.09 FEET; THENCE SOUTH 21 DEGREES 48 MINUTES 08 SECONDS EAST, A DISTANCE OF 105.22 FEET; THENCE NORTH 68 DEGREES 11 MINUTES 52 SECONDS EAST, A DISTANCE OF 130.00 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF SAID SOUTH CENTRAL A VENUE; THENCE SOUTH 21 DEGREES 48 MINUTES 08 SECONDS EAST ALONG SAID WESTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 40.00 FEET TO THE POINT OF BEGINNING.

| Information | |
|---|---|
| **Date Submitted:** | 3/24/2026 |
| **Case Number:** | n/a |
| **Defendant:** | PUBLIC HEARING NOTICE - ORDINANCE 2026-06 |
| **ID:** | 340327 |
| **County:** | Flagler |
| **Run Dates:** | 4/2/2026, 4/16/2026, 4/30/2026 |
| **Newspaper:** | Palm Coast Observer |
| **-- Frequency:** | Weekly [Thursday] |
| **Sale Date:** | |
| **Cost:** | $378.72 |
| **Customer Name:** | City of Flagler Beach |

**Notice Text:**

**PUBLIC HEARING NOTICE**

**ORDINANCE 2026-06. AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF FLAGLER BEACH, FLORIDA, AMENDING THE COMPREHENSIVE PLAN FUTURE LAND USE MAP DESIGNATION FOR APPROXIMATELY 2.943 ACRES OF CERTAIN REAL PROPERTY WITH PARCEL ID 29-12-32-0000-01010-0010 FROM HIGH DENSITY RESIDENTIAL TO RECREATION; PROVIDING FOR SEVERABILITY; PROVIDING FOR CONFLICTS; AND PROVIDING FOR AN EFFECTIVE DATE.**

**Comprehensive Plan Future Land Use Map Amendment Application PCPA26-0001** - An application has been submitted to amend the Comprehensive Plan Future Land Use Map designation for the subject property from High Density Residential (HOR) to Recreation (REC). The subject property is identified by the Flagler County Property Appraiser as Parcel ID No. 29- 12-32-0000-01010-0010 pictured in Exhibit A. Applicant: City of Flagler Beach.

**A PUBLIC HEARING IS SCHEDULED TO BE HELD AT CITY HALL, 105 S. 2N° STREET, FLAGLER BEACH, FLORIDA AS FOLLOWS:**

**PLANNING AND ARCHITECTURAL REVIEW BOARD: TUESDAY, APRIL 7, 2026, AT 5:30 P.M.**

**FIRST READING CITY COMMISSION: THURSDAY, APRIL 23, 2026, AT 5:30 PM OR SOON THEREAFTER.**

**SECOND READING CITY COMMISSION: THURSDAY, MAY 14, 2026, AT 5:30 PM OR SOON THEREAFTER.**

**ALL INTERESTED PARTIES ARE INVITED TO ATTEND.**

**PLEASE DIRECT ANY QUESTIONS TO THE CITY OF FLAGLER BEACH AT 386-517-2000 EXT. 231.**

The public hearings may be continued to a future date or dates. The times and dates of any continuances of a public hearing shall be announced during the public hearing without any further published notice. The request will be heard at 5:30 PM, or as soon thereafter as possible, in the City Commission Chambers located at 105 South Second Street, Flagler Beach, Florida. If a person decides to appeal any decision made with respect to any matter considered at the above referenced hearings, he/she will need a record of the proceedings. For such purposes, it may be necessary to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. In accordance with the *Americans with Disabilities Act,* persons needing assistance to participate in any of these proceedings should contact the City Clerk's Office at 386-517-2000 Ext. 233 at least 48 hours prior to the meeting. For further information about this request, please call the Planning & Zoning Department at (386) 517-2000 Ext. 231. More detailed information may be inspected by the public at the Planning & Zoning Department, 800 S. Daytona Avenue, Flagler Beach, during office hours.

## EXHIBIT A




7763-340327
Apr. 2, 16, 30, 2026

# CITY OF FLAGLER BEACH
# PLANNING & ZONING DEPARTMENT

| INTAKE APPLICATION | |
|---|---|
| ☐ *Final Site Plan* | ☐ *Preliminary Plat* |
| ☐ *Master Site Plan* | ☐ *Final Plat* |
| ☐ *Site Development Plan(s)* | ☐ *Plat Vacating* |
| ☐ *Rezoning* | ☐ *Subdivision Master Plan* |
| ☐ *Comprehensive Plan Amendment* | ☐ *Non-statutory Land Division/Parcel Reconfiguration* |
| ☒ *Future Land Use Map Amendment* | ☐ *Site Plan Modification (Post approval)* |
| ☐ *Special Exception* | ☐ *Development Order Modification* |
| ☐ *Variance* | ☐ *Wireless Communication Facility (new structure)* |

RECEIVED

DATE RECEIVED: MAR 25 2026 APPLICATION NUMBER: PCPA26-0001

**ALL FEES REQUIRED AT INTAKE ARE BASED ON THE APPLICATION TYPE.**

**CITY STAFF WILL PROVIDE A FEE SCHEDULE TO THE APPLICANT PRIOR TO SUBMISSION.**

A. PROJECT NAME: Golf Course

B. LOCATION OF SUBJECT PROPERTY (PHYSICAL ADDRESS): 3600 S. Central Ave

C. PROPERTY APPRAISER'S PARCEL ID NUMBER(s): 29-12-32-0000-01010-0010

D. LEGAL DESCRIPTION: Attach. Subdivision Name; Palm Haven

Section;_____ Block(s);_____ Lot(s); _____

E. SUBJECT PROPERTY ACRES / SQUARE FOOTAGE: 2.943 Acres

F. FUTURE LAND USE MAP DESIGNATION: HDR EXISTING ZONING DISTRICT: MDR

OVERLAY DISTRICT:_____

G. FLOOD ZONE: X/AE FEMA COMMUNITY PANEL NUMBER:_____ DATE:_____

H. CURRENT USE OF PROPERTY: Municipal

I. DESCRIPTION OF REQUEST/PROPOSED DEVELOPMENT (ATTACH ADDITIONAL SHEETS)

Small scale future land use amendment to RECREATION

J. PROPOSED NUMBER OF LOTS (If Applicable): 0 Development Phasing: *Yes* ☐ *No* ☒

# CITY OF FLAGLER BEACH
# PLANNING & ZONING DEPARTMENT

K. LIST BELOW ANY APPLICATIONS CURRENTLY UNDER REVIEW OR RECENTLY APPROVED ASSOCIATED WITH THIS APPLICATION: PR226-0001 / Ordinance 2026-04 Rezone

L. WATER/SEWER PROVIDER: _____

M. EXISTING MORTGAGE? Yes ☐ No ☐

| ***OWNER:*** City of Flagler Beach | ***APPLICANT/AGENT:*** |
|---|---|
| Name: City Manager Dale Martin | Name: |
| Mailing Address: P.O. Box 70 | Mailing Address: |
| Phone Number: 386-517-2000 | Phone Number: |
| E-mail Address: dmartin@cityofflaglerbeach.com | E-mail Address: |

| ***MORTGAGE HOLDER:*** | ***ENGINEER OR PROFESSIONAL:*** |
|---|---|
| Name: | Name: |
| Mailing Address: | Mailing Address: |
| Phone Number: | Phone Number: |
| E-mail Address: | E-mail Address: |

| ***SURVEYOR:*** | ***ATTORNEY OF RECORD:*** |
|---|---|
| Name: | Name: |
| Mailing Address: | Mailing Address: |
| Phone Number: | Phone Number: |
| E-mail Address: | E-mail Address: |

| ***PLANNER:*** | ***TRAFFIC ENGINEER:*** |
|---|---|
| Name: | Name: |
| Mailing Address: | Mailing Address: |
| Phone Number: | Phone Number: |
| E-mail Address: | E-mail Address: |

***I HEREBY CERTIFY THAT ALL INFORMATION ON THIS APPLICATION IS CORRECT:*** Signature of owner OR person authorized to represent this application:

Dale L. Martin — Dale L. Martin — Mar 25, 2026
*Signature* — *Print Name* — *Date*

*STATE OF* Florida

*COUNTY OF* Flagler

*The foregoing instrument was sworn to or affirmed* X *in person or* _____ *by virtual notarization on the* 25th *day of* March, 2026 *by* Dale Martin

*who is personally known to me or who produced* _____ *as identification.*

*Signature of Notary*

NOTARY PUBLIC STATE OF FLORIDA
MICHELE C. FICOCELLO
MY COMMISSION # HH 437434
EXPIRES: August 24, 2027
(SEAL)

City of Flagler Beach
Planning & Zoning Department
P.O. Box 70 * 800 S Daytona Ave.
Flagler Beach, FL 32136
www.cityofflaglerbeach.com

# Application for Amendment to the City of Flagler Beach Comprehensive Plan

**Small Area Amendment: (Sec. 163.33187.FS)** X
**Under 1 Acre**_____ **Over 1, Under 10 Acres** X **Fees: $**_____
**Regular Amendment** _____ **Number of Acres**_____ **Fees: $**_____

Any party requesting a change of land use must provide the city with sufficient information to determine the practicality of effecting such a change. The party making such a request must provide the following information to the city building department, on a form provided by the city and pay a fee established by the city commission which may be amended as experience dictates:

**Part I.** **Applicant / Owner Information**

**Applicant's Address:** City of Flagler Beach, 105 S 2nd Street

**Applicant's Contact Numbers:** 517-2000 **or** _____

**Applicant's E-mail:** dmartin@cityofflaglerbeach.com

***If the Owner is different from the Applicant please fill out the following:***
**Owner's Name:** _____

**Owner's Address:** _____

**Owner's Contact Numbers: Home**_____ **Business**_____ **FAX** _____

**Owner's E-mail (if applicable):** _____

**Part II.** **Parcel Description**

**Parcel ID Number:** 29-12-32-0000-01010-0010
**Legal Description: (Attach if necessary)** Attached

**Number of Acres or Fraction Thereof:** 2.943 Acres

**Existing Land Use Designation:** High Density Residential (HDR)

**Proposed Land Use Designation:** Recreation (REC)

**Number of Units to Be Developed: by type:** 0 / Zero

**Roads Serving Site:**

**Recreational facilities serving site:**

| | | Yes | No |
|---|---|---|---|
| **Will the Site be served by:** | **Central Water?** | / | |
| | **Central Sewer?** | / | |
| **Is the Site in 100-year Flood Zone?** | | | / |
| **Does Site Contain Critical Habitat for Endangered/Threatened Species?** | | | / |
| **Will proposed change affect beach accessibility?** | | | / |

**Please state the reason for the requested change:**

See Attachment A

City of Flagler Beach
Planning & Zoning Department
P.O. Box 70 * 800 S Daytona Ave.
Flagler Beach, FL 32136
www.cityofflaglerbeach.com

# Attachment A

Amending the Future Land Use Map (FLUM) for +/- 2.943 acres from High Density Residential (HDR) to Recreation (REC) aligns with the City's vision for the parcel to remain without potential for residential development.

The amendment is consistent with the Comprehensive Plan Land Use element, Policy A.1.1.3, G. Recreation. The small-scale FLUM amendment is compatible with the surrounding neighborhood.

**Demand on Infrastructure**

**Potable Water**

The current water demand is met by pumping water from the stormwater pond.

**Sanitary Sewer**

Zero Demand on sanitary sewer.

**Solid Waste**

Zero Demand on solid waste.

**Drainage**

The post development run off will meet the pre-development which is zero.

**Topography**

The site slopes east to west.

**Cultural or Historic impacts.**

None

## Part III: Attachments Checklist

The information and attachments requested as part of this application are the minimum necessary to determine if the proposed amendment complies with the requirements of the Florida Statures, Administrative Code, Comprehensive Land Use Plan (CLUP) and the Land Development Code (LDC). The City may require additional information at any time during the application process, depending on the nature of the request.

___ DEED/AFFIDAVIT OF OWNERSHIP OR CONTRACT FOR PURCHASE (COPY)

___ OWNER'S AGENT AUTHORIZATION FORM

___ SURVEY (1"=20', With Raised Seal and Signature of Florida Registered Surveyor or Engineer)

___ PROVIDE A MAP SHOWING THE PROPOSED FUTURE LAND USE MAP DESIGNATION OF THE SUBJECT PARCEL AND ITS LOCATION IN RELATION TO THE SURROUNDING STREET NETWORK.

___ PROVIDE A MAP SHOWING THE CURRENT LAND USE DESIGNATION OF THIS SUBJECT AND ABUTTING PARCELS ON THE FUTURE LAND USE MAP

___ PROVIDE A DESCRIPTION OF THE AVAILABILITY OF AND DEMAND ON THE FOLLOWING PUBLIC FACILITIES; SANITARY SEWER, SOLID WASTE, DRAINAGE, POTABLE WATER, TRAFIC CIRCULATION AND RECREATION.

___ DESCRIPTION OF HOW THE PROPOSED AMENDMENT IS CONSISTENT WITH THE INTENT AND PURPOSE OF THE CITY OF FLAGLER BEACH COMPREHENSIVE LAND USE PLAN

___ DESCRIPTION OF HOW THE PROPOSED AMENDMENT WILL ENCOURAGE THE MOST APPROPRIATE USE OF LAND AND CITY RESOURCES, CONSISTENT WITH THE PUBLIC INTEREST

___ PROVIDE AN ANALYSIS, INCLUDING SOILS, TOPOGRAPHY, NATURAL RESOURCES AND HISTORIC RESOURCES OF THE SUBJECT PARCEL

___ OTHER INFORMATION REQUIRED FOR COMPLIANCE WITH STATE STATUTES AND CODES AND LDR

**NOTE:** Approval of an application for a land use change amendment to the comprehensive plan does not reserve infrastructure capacity for future development.

**NOTE:** Should your request for a Comprehensive Plan Amendment also require a re-zoning, you must submit the requests at the same time. A separate re-zoning application is required.

*** * * * * CERTIFICATION * * * * ***

**I hereby certify that the information contained in this application and the attachments hereto are true and correct to the best of my knowledge and belief. Furthermore, I acknowledge that the City has the right to inspect the property in conjunction with this Comprehensive Land Use Plan amendment application. (Please advise the City of any restrictions or limitations on the inspections.)**

Dale L. Martin — **Signature of Applicant**

Nov 25, 2026 — **Date**

Prepared by and return to:
**R. Neil Johnson**
**Johnson & Johnson**
**150 S. Palmetto Ave**
**Daytona Beach, FL 32114**
**386-252-3694**
File Number: **Golf st Flagler**
Parcel Identification No. : **29-12-32-0000-01010-0010**
$459,000.00

[Space Above This Line For Recording Data]

# WARRANTY DEED

**This Warranty Deed** made this **8th** day of **March, 2022** between **John C. Ledbetter, a single man** whose post office address is **1 Tomoka Oaks Blvd., 128, Ormond Beach, FL 32174**, grantor, and **City of Flager Beach** whose post office address is **P.O. Box 70, Flagler Beach, FL 32136**, grantee:

(Whenever used herein the terms "grantor" and "grantee" include all the parties to this instrument and the heirs, legal representatives, and assigns of individuals, and the successors and assigns of corporations, trusts and trustees)

**Witnesseth**, that said grantor, for and in consideration of the sum of Four Hundred Fifty-Nine Thousand and 00/100 Dollars ($459,000.00 and other good and valuable considerations to said grantor in hand paid by said grantee, the receipt whereof is hereby acknowledged, has granted, bargained, and sold to the said grantee, and grantee's heirs and assigns forever, the following described land, situate, lying and being in **Flagler County, Florida** to-wit:

**A PORTION OF SECTION 29 AND 30, TOWNSHIP 12 SOUTH, RANGE 32 EAST, FLAGLER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:**
**FROM THE NORTHEAST CORNER OF PALM HAVEN SUBDIVISION, AS RECORDED IN PLAT BOOK 27, PAGE 27, OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA, BEING ON THE WESTERLY RIGHT-OF-WAY LINE OF SOUTH CENTRAL AVENUE; A 50 FOOT RIGHT-OF-WAY, RUN NORTH 21 DEGREES 48 MINUTES 08 SECONDS WEST ALONG SAID WESTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 130.00 FEET TO THE POINT OF BEGINNING; THENCE DEPARTING SAID RIGHT-OF-WAY LINE, RIGHT SOUTH 68 DEGREES 11 MINUTES 52 SECONDS WEST, A DISTANCE OF 86.00 FEET; THENCE SOUTH 59 DEGREES 08 MINUTES 59 SECONDS WEST, A DISTANCE OF 109.23 FEET; THENCE SOUTH 02 DEGREES 29 MINUTES 39 SECONDS EAST, A DISTANCE OF 400.00 FEET; THENCE SOUTH 87 DEGREES 30 MINUTES 21 SECONDS WEST, A DISTANCE OF 220.00 FEET; THENCE NORTH 02 DEGREES 29 MINUTES 39 SECONDS WEST, A DISTANCE OF 495.00 FEET; THENCE NORTH 68 DEGREES 11 MINUTES 52 SECONDS EAST, A DISTANCE OF 240.09 FEET; THENCE SOUTH 21 DEGREES 48 MINUTES 08 SECONDS EAST, A DISTANCE OF 105.22 FEET; THENCE NORTH 68 DEGREES 11 MINUTES 52 SECONDS EAST, A DISTANCE OF 130.00 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF SAID SOUTH CENTRAL AVENUE; THENCE SOUTH 21 DEGREES 48 MINUTES 08 SECONDS EAST ALONG SAID WESTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 40.00 FEET TO THE POINT OF BEGINNING.**

**SUBJECT TO covenants, conditions, restrictions, easements, and reservations of record, if any, the mention of which shall not be deemed to reimpose the same; taxes for the year 2022 and subsequent years.**

**Together** with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

**To Have and to Hold**, the same in fee simple forever.

Unofficial Document

**And** the grantor hereby covenants with said grantee that the grantor is lawfully seized of said land in fee simple; that the grantor has good right and lawful authority to sell and convey said land; that the grantor hereby fully warrants the title to said land and will defend the same against the lawful claims of all persons whomsoever; and that said land is free of all encumbrances, except taxes accruing subsequent to **December 31, 2021**

**In Witness Whereof,** grantor has hereunto set grantor's hand and seal the day and year first above written.

Signed, sealed and delivered in our presence:

Witness Name: _____

Witness Name: _____

_____ (Seal)
John C. Ledbetter

State of Florida
County of Volusia

The foregoing instrument was acknowledged before me by means of [X] physical presence or [_] online notarization, this 8th day of March, 2022 by John C. Ledbetter, who [_] is personally known or [X] has produced a driver's license as identification.

[Notary Seal]

JOANNE PASTERNAK FAENZA
MY COMMISSION EXPIRES
JUNE 15, 2025
#HH 102537
Bonded thru
Notary Public Underwriters
NOTARY PUBLIC, STATE OF FLORIDA

_____
Notary Public

Printed Name: _____

My Commission Expires: _____

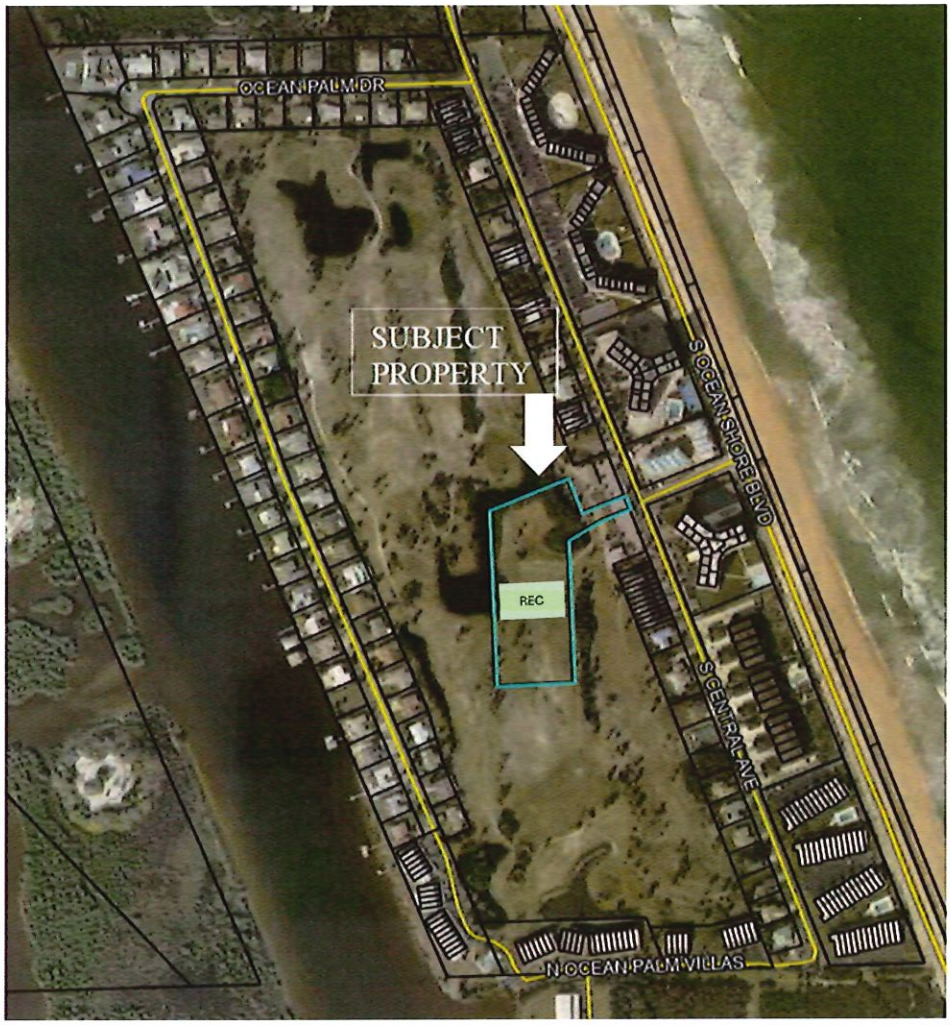
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## Existing FLUM

# FLAGLER COUNTY PROPERTY APPRAISER



## Proposed FLUM




**Future Land Use Categories**

- High Density Residential
- Medium Density Residential
- Low Density Residential
- Mixed Use
- Commercial
- Conservation
- Preservation
- Public Facilities
- Recreation

LEGAL DESCRIPTION: (PARCEL 29-12-32-0000-01010-0000)

A PORTION OF SECTIONS 29 AND 30, TOWNSHIP 12 SOUTH, RANGE 32 EAST, FLAGLER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS; FROM THE SOUTHEAST CORNER OF LOT 31, OCEAN PALM SUBDIVISION, RECORDED IN MAP BOOK 5, PAGE 70, OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA, AS THE POINT OF BEGINNING, RUN ALONG THE BOUNDARY OF SAID OCEAN PALM SUBDIVISION, SOUTH 68 DEGREES 22 MINUTES 14 SECONDS WEST A DISTANCE OF 676.36 FEET; THENCE SOUTH 20 DEGREES 17 MINUTES 35 SECONDS EAST A DISTANCE OR 1032.06 FEET; THENCE SOUTH 23 DEGREES 41 MINUTES 30 SECONDS EAST A DISTANCE OF 720.11 FEET; THENCE DEPARTING SAID BOUNDARY, RUN SOUTH 16 DEGREES 35 MINUTES 48 SECONDS EAST A DISTANCE OF 163.31 FEET; THENCE SOUTH 23 DEGREES 40 MINUTES 41 SECONDS EAST A DISTANCE OF 190.01 FEET; THENCE SOUTH 66 DEGREES 20 MINUTES 13 SECONDS WEST A DISTANCE OF 79.93 FEET; THENCE SOUTH 23 DEGREES 43 MINUTES 08 SECONDS EAST ALONG THE EASTERLY RIGHT-OF-WAY LINE OF OCEAN PALM DRIVE, A 50 FOOT RIGHT-OF-WAY, A DISTANCE OR 254.37 FEET; THENCE DEPARTING SAID RIGHT-OF-WAY LINE, RUN ALONG THE BOUNDARY OF OCEAN PALM VILLA II, RECORDED IN MAP BOOK 11, PAGE 27, OR THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA, NORTH 88 DEGREES 26 MINUTES 53 SECONDS EAST A DISTANCE OF 464.85 FEET; THENCE SOUTH 21 DEGREES 50 MINUTES 13 SECONDS EAST A DISTANCE OF 29.89 FEET THENCE ALONG THE BOUNDARY OF OCEAN PALM VILLA III, RECORDED IN MAP BOOK 16, PAGE 1, OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA AND THE EXTENSION THEREOF, NORTH 88 DEGREES 26 MINUTES 53 SECONDS EAST A DISTANCE OF 164.59 FEET; THENCE NORTH 75 DEGREES 47 MINUTES 32 SECONDS EAST A DISTANCE OF 128.87 FEET; THENCE DEPARTING SAID BOUNDARY, RUN ALONG THE BOUNDARY OF PALM HAVEN SUBDIVISION, RECORDED IN MAP BOOK 27, PAGE 27, OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA, NORTH 21 DEGREES 48 MINUTES 08 SECONDS WEST A DISTANCE OF 1059.90 FEET; THENCE RUN NORTH 68 DEGREES 11 MINUTES 52 SECONDS EAST A DISTANCE OF 100.00 FEET TO THE WESTERLY R/W LINE OF SOUTH CENTRAL AVENUE, A 50' R/W; THENCE NORTH 21 DEGREES 48 MINUTES 08 SECONDS WEST ALONG SAID R/W LINE A DISTANCE OF 300.00 FEET; THENCE DEPARTING SAID R/W LINE, RUN SOUTH 68 DEGREES 11 MINUTES 52 SECONDS WEST A DISTANCE OF 100.00 FEET; THENCE NORTH 21 DEGREES 48 MINUTES 08 SECONDS WEST A DISTANCE OF 1032.43 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT THE FOLLOWING:

A PORTION OF SECTION 29 AND 30, TOWNSHIP 12 SOUTH, RANGE 32 EAST, FLAGLER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

FROM THE NORTHEAST CORNER OF PALM HAVEN SUBDIVISION, AS RECORDED IN PLAT BOOK 27, PAGE 27, OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA, BEING ON THE WESTERLY RIGHT-OF-WAY LINE OF SOUTH CENTRAL AVENUE; A 50 FOOT RIGHT-OF-WAY, RUN NORTH 21 DEGREES 48 MINUTES 08 SECONDS WEST ALONG SAID WESTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 130.00 FEET TO THE POINT OF BEGINNING; THENCE DEPARTING SAID RIGHT-OF-WAY LINE, RIGHT SOUTH 68 DEGREES 11 MINUTES 52 SECONDS WEST, A DISTANCE OF 88.00 FEET; THENCE SOUTH 59 DEGREES 08 MINUTES 59 SECONDS WEST, A DISTANCE OF 109.23 FEET; THENCE SOUTH 02 DEGREES 29 MINUTES 39 SECONDS EAST, A DISTANCE OF 400.00 FEET; THENCE SOUTH 87 DEGREES 30 MINUTES 21 SECONDS WEST, A DISTANCE OF 220.00 FEET; THENCE NORTH 02 DEGREES 29 MINUTES 39 SECONDS WEST, A DISTANCE OF 495.00 FEET; THENCE NORTH 68 DEGREES 11 MINUTES 52 SECONDS EAST, A DISTANCE OF 240.09 FEET; THENCE SOUTH 21 DEGREES 48 MINUTES 08 SECONDS EAST, A DISTANCE OF 105.22 FEET; THENCE NORTH 68 DEGREES 11 MINUTES 52 SECONDS EAST, A DISTANCE OF 130.00 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF SAID SOUTH CENTRAL AVENUE; THENCE SOUTH 21 DEGREES 48 MINUTES 08 SECONDS EAST ALONG SAID WESTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 40.00 FEET TO THE POINT OF BEGINNING.

LEGAL DESCRIPTION: (PARCEL 29-12-32-0000-01010-0010)

A PORTION OF SECTION 29 AND 30, TOWNSHIP 12 SOUTH, RANGE 32 EAST, FLAGLER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

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| Line Table | | |
|---|---|---|
| Line # | BEARING | DISTANCE |
| L1 | S21°46'29"E | 30.08' |
| L1(D) | S21°50'13"E | 29.89' |

LEGEND

| | |
|---|---|
| (D) | DEED |
| CLF | CHAIN LINK FENCE |
| CM | CONCRETE MONUMENT |
| CMP | CORRUGATED METAL PIPE |
| CPP | CORRUGATED PLASTIC PIPE |
| PVC | POLYVINYL CHLORIDE |
| WBF | WOOD BOARD FENCE |

SURVEY NOTES:

1. THIS IS A BOUNDARY & TOPOGRAPHIC SURVEY OF FLAGLER COUNTY PARCEL NUMBER 29-12-32-0000-01010-0000 & 29-12-32-0000-01010-0010, KNOWN AS OCEAN PALMS GOLF CLUB, LOCATED AT 3600 SOUTH CENTRAL AVENUE, FLAGLER BEACH, FLORIDA. THIS SURVEY IS INTENDED TO SHOW EXISTING TOPOGRAPHIC FEATURES TO AID IN ENGINEERING DESIGN. INTENDED TOPOGRAPHIC FEATURES INCLUDE, BUT ARE NOT LIMITED TO, ROADS, STORM AND SANITARY STRUCTURES, ABOVE GROUND UTILITIES, AND MAJOR GRADE BREAKS.
2. ALL DISTANCES SHOWN ARE HORIZONTAL GROUND DISTANCES IN U.S. FEET (UNLESS OTHERWISE STATED).
3. BEARINGS SHOWN HEREON ARE BASED ON THE FLORIDA STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM (NAD) OF 1983 WITH 2011 ADJUSTMENT AS DERIVED FROM THE FLORIDA DEPARTMENT OF TRANSPORTATION PERMANENT REFERENCE NETWORK (FPRN), AS A REFERENCE FOR THIS SURVEY, THE SOUTH BOUNDARY OF OCEAN PALM SUBDIVISION AS RECORDED IN MAP BOOK 5, PAGE 70 OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA HAVING A BEARING OF SOUTH 89°31'02" WEST.
4. ELEVATIONS SHOWN HEREON ARE BASED ON NATIONAL GEODETIC SURVEY BENCHMARK SMITH (AO0858), SAID POINT BEING A CONCRETE MONUMENT WITH BRASS DISK STAMPED "SMITH 1934" , SAID POINT HAVING AN ELEVATION OF 19.15 FEET, PURSUANT TO THE NORTH AMERICAN VERTICAL DATUM OF 1988.
5. ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP (FIRM) MAP NUMBER 12035C0261E, FLAGLER COUNTY, FLORIDA, EFFECTIVE DATE OF JUNE 6, 2018, THE PROPERTY DESCRIBED HEREON LIES WITHIN ZONES "AE", "A" (AREAS OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN) AND "SHADED X" (0.2% ANNUAL CHANCE FLOODPLAIN).
6. UNDERGROUND IMPROVEMENTS, ENCROACHMENTS, FOUNDATIONS AND/OR UTILITIES WERE NOT LOCATED AS PART OF THIS SURVEY UNLESS OTHERWISE SHOW.
7. THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE COMMITMENT. SURVEYOR HAS MADE NO INVESTIGATION OR INDEPENDENT SEARCH FOR EASEMENTS OF RECORD, ENCUMBRANCES, RESTRICTIVE COVENANTS, OWNERSHIP, TITLE EVIDENCE, OR ANY OTHER FACTS THAT AN ACCURATE AND CURRENT TITLE SEARCH MAY DISCLOSE
8. NORTH-SOUTH AND EAST-WEST TIES TO FOUND MONUMENTATION AND IMPROVEMENTS ARE BASED ON CARDINAL DIRECTION.
9. WETLAND AREAS, IF EXISTING, WERE NOT ADDRESSED AS A PART OF THIS SURVEY.
10. THIS SURVEY IS NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
11. THIS SURVEY MEETS THE STANDARDS OF PRACTICE AS SET FORTH IN CHAPTER 53-17 OF THE FLORIDA ADMINISTRATIVE CODE.
12. ALL OFFICIAL RECORDS SHOWN HEREON ARE REFERENCED TO THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA.
13. TOTAL AREA = 36.905 ACRES

**SURVEYOR'S CERTIFICATION**

I HEREBY CERTIFY THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF, THIS BOUNDARY AND TOPOGRAPHIC SURVEY IS A TRUE, ACCURATE AND COMPLETE DEPICTION OF A FIELD SURVEY PERFORMED UNDER MY DIRECTION AND COMPLETED ON MAY 14, 2024.

James D LeViner

JAMES LEVINER, PSM — DATE — SEAL
FLORIDA CERTIFICATE No. 6915
McKIM & CREED, INC.

BOUNDARY & TOPOGRAPHIC SURVEY
OF
OCEAN PALMS GOLF COURSE
FOR
OCEAN PALMS GOLF CLUB LLC
DATE: MAY 14, 2024 SCALE: AS NOTED
PORTIONS OF SECTIONS 29 & 30, TOWNSHIP 12 SOUTH, RANGE 32 EAST, FLAGLER CO.

PROJECT #: 09907-0001
PROJ. SYR: JDL
DRAWN BY: JDL
FIELD BK.: Book
COMP. FILE: 09907-0001
SHEET #: 1 OF 5
DWG. #: 01

McKIM & CREED
123 North Industrial Drive, Suite D
Orange City, Florida 32762
Ph.: (386) 873-4517, Fax: (386) 873-4518
LB 7917
Internet Site: http://www.mckimcreed.com

| DATE | REVISION | BY |
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