City Commission Regular Meeting Agenda Amended

Thursday, May 14, 2026 at 5:30 PM

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

All meeting items will be continued until meeting is complete.

1. **Call the meeting to order**

2. **Pledge of Allegiance followed by a moment of silence to honor our Veterans, members of the Armed Forces and First Responders**

3. **Proclamations and Awards**

4. **Deletions and changes to the agenda**

5. **Public comments regarding items not on the agenda**
   Citizens are encouraged to speak. However, comments should be limited to three minutes. A thirty-minute allocation of time for public comment on items not on the agenda. Each speaker has up to three-minutes to address the Chair, and one opportunity to speak, no time can be allotted to another speaker.

6. **Consent Agenda**

   a. Approve the Minutes of the April 23, 2026 Meeting.

   b. Consider a change to the contract with American Janitorial Inc. for a 3% increase or $1,493.88 annually or $124.49 monthly, retroactive to May 01, 2026 (start date of the final one-year renewal option).

7. **General Business**

   a. Appointment of Planning and Architectural Review Board Members

   b. Resolution 2026-37. A Resolution by the City Commission of the City of Flagler Beach, Florida, approving an application to the Florida Inland Navigation District Waterways Assistance Program for improvements to Custer Park; providing for conflict and providing for an effective date.

   c. Resolution 2026-36. A Resolution by the City Commission of the City of Flagler Beach, Florida, approving a proposal from Moffat & Nichol to complete survey, design, and permitting activities in support of the City's Beachwalk Project in an amount not to exceed $178,100; providing for conflict and providing for an effective date.

   d. Parking Management Request for Qualifications

   e. Resolution 2026-39. A Resolution by the City Commission of the City of Flagler Beach, Florida, authorizing the City Manager to serve as the authorizing agent for the City of Flagler Beach for the Florida Department of Emergency Management Hazard Mitigation Grant #4834-116; providing for conflict and providing for an effective date.

8. **Public Hearings**

a. Ordinance 2026-06. An Ordinance by 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 (Second [Final] Reading).

b. Ordinance 2026-07. An Ordinance of the City Commission of the City of Flagler 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 (Second [Final] Reading).

c. Ordinance 2026-08. An Ordinance of the City of Flagler Beach, Florida, relating to littering regulations; amending Chapter 14, Offenses and Miscellaneous Provisions; adopting more stringent littering regulations; restricting the use of plastic and metallized party decorations outside on public properties; providing for penalties and enforcement; providing for appeals and payment of citations; providing for conflicts; providing for severability; and providing and effective date (First Reading).

9. Staff Reports

a. City Attorney

b. City Manager

10. Commission Comments

a. Commission comments, including reports from meetings attended

b. Public comments regarding items not on the agenda. Citizens are encouraged to speak. However, comments should be limited to three minutes. A thirty-minute allocation of time for public comment on items not on the agenda. Each speaker has up to three-minutes to address the Chair, and one opportunity to speak, no time can be allotted to another speaker.

11. 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.

City Commission Regular Meeting Notes

Thursday, April 23, 2026

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

Present: Mayor Patti King, Chairman Eric D. Cooley, Vice-Chair Scott Spradley, Commissioners John Cunningham, R.J. Santore and James P. Sherman, City Attorney D. Andrew Smith, III, City Manager Dale L. Martin, Hollie Harlan, Finance Director, Lupita McClenning, City Planner, Bill Freeman, City Engineer, and City Clerk Penny Overstreet.

1. **Call the Meeting to order.** Chair Cooley called the meeting to order at 5:30 p.m.

2. **Pledge of Allegiance followed by a moment of silence to honor our Veterans, members of the Armed Forces and First Responders.** Mayor King led the pledge.

3. **Proclamations and Awards.** Mayor King presented a Proclamation to Susan Smith for her generous donation of $20,000 for the purchase of AED's and supplies in memory of her husband Mark H.

   Mayor King read a proclamation acknowledging Municipal Clerks Week.

   Mr. Martin announced the appointment of Lance Blanchette as the City's Police Chief. Chief Blanchette accepted the position and thanked the City Manager, Attorney, Elected Officials, Police Department Staff, Former Chief Matt Doughney, City Staff, the Flagler County Emergency Management Director, the residents and God.

4. **Deletions and changes to the agenda**. None.

5. **Public Comments regarding items not on the agenda**. Tim O'Neil commented on Short Term Rentals (STR) and the number of those without a State or City license, he further felt conflicted on the process of reporting neighbors for enforcement of the code. Rich Phelan inquired if the Officials were satisfied with the City Manager's responses to former Commissioner Belhumeur's and Commissioner Shermans concerns. He additionally inquired about the drainage issues Mr. Belhumeur reported on one of his rental properties. Crystal Nobre suggested the Bridge be painted by local artists, or art clubs and have police and fire provide safety while they are painting. Mark Imhoff has no issues with Short Term Rentals. Keith Kessler commented on overnight oversized vehicle parking on City Streets, wants the Commission to amend the ordinance to prohibit overnight parking, so the police can enforce. Former Mayor Linda Provencher asked if there was an interest in amending the code to allow utility trailers in driveways, she additionally requested a turn signal at John Anderson and SR 100.

Chair Cooley mentioned the Flagler County Tax Collector has an anonymous online complaint for STR's without a State License (Bed Tax). Attorney Smith reported how a case must be tracked and documented with photos out of state tags every week, an advertisement is hearsay which cannot be used, neighbor testimony is the strongest evidence. Attorney Smith suggested an education campaign. City Manager Martin reported there are cottage industry companies that assist cities, they investigate at no cost and collect their expenses in back taxes or enforcement. Mr. Martin inquired if the Commission wished him to investigate these options. Chair Cooley suggested PSAs to educate to start. Chair Cooley surveyed the Officials to see if they were satisfied with the City Manager's responses to Commissioner Sherman's questions, no negative feedback was reported. Chair Cooley inquired about the drainage issue. Mr. Martin reported a berm was installed last year, staff went out last week and inspected to see if it needed any maintenance. Painting the bridge, the Commission reached a consensus to have Mr. Martin ask FDOT if we could prime and paint the bridge. Bus parking, Chief Blanchette responded this person knows the rules and is playing the game. The Commission reached a consensus to have the City Attorney and Police Chief collaborate to craft an ordinance amendment to be brought to the Commission for consideration. A consensus was reached to have the City Attorney look at amending the code to allow utility trailers in driveways, but not in the right-of-way.

6. **Consent Agenda**
   a. Approve the Minutes of the April 09, 2026, Regular Meeting.

   b. Approve a one-year insurance proposal for the Pier from Lloyd's of London Insurance Company.

Motion by Commissioner Spradley to approve the consent agenda. Commissioner Sherman seconded the motion. Chair Cooley opened public comments. No comments offered. Chair Cooley closed public comment. The motion carried unanimously.

7. **General Business**
   a. Presentation of the FY25 Audit from James Moore. Brendon McKitroick, CPA, James Moore & Co. reviewed a Power Point presentation on the FY 2025 audit. No material weaknesses were noted. Only one (1) significant deficiency on internal controls related to reconciliation of account balances. The presentation included the Fund balance in the General Fund. Motion by Commissioner Spradley to accept the audit. Commissioner Sherman seconded the motion. Chair Cooley opened public comments. Rich Phelan inquired about the Building Fund. Chair Cooley closed public comment. The Finance Director responded. The motion carried unanimously.

b. FY26 Quarter2 – Quarterly Financials. Hollie Harlan, Finance Director, reviewed the 2nd quarter report stating all the beginning fund balances have been updated to reflect the FY 25 audited financials. *General and Building Funds*: Revenues outpaced expectations while expenditure remains well controlled, generating a $3.5M surplus. Fund balance has grown to $13.2M, with undesignated reserves estimated at $4.8M, well above policy requirements. Building Fund permit revenue is lower than prior year due to a 50% reduction in permit fees. Property and sales tax revenue remains strong and continues to outperform expectations. *CRA Fund*: Only 11% of the operating budget has been spent; majority of expenses are incurred in the Capital Reserve Fund. The CRA shows a fund balance surplus. CRA funded capital projects are being expended through the Capital Reserve Fund. *Capital Reserve Fund*: 51% of the budget has been expended, reflecting ongoing capital project activity. The fund shows a $(1.09M) deficit, primarily due to capital expenditures occurring ahead of the funding transfers which are done at the end of the fiscal year. *Utility and Impact Fee Fund*: Fund balance of $45.6M reflects the utility system's overall financial position, including operating results, reserves, and timing of capital and financing activity. Only 10% of budgeted revenues realized, primarily due to timing of grant funding, SRF loan proceeds, and utility/impact fee collections expected later in the year. Significant capital project costs have already been incurred but are being recorded on the balance sheet, rather than as operating expenditures, resulting in lower reported YTD expense activity (6%). *Sanitation Fund*: Revenues are at 51% of budget, tracking ahead of prior year due to stronger charges for services collection. Fund balance increased to $2.23M, reflecting operating results, while capital costs are recorded as assets on the balance sheet and not reflected in this fund balance. *Stormwater Fund*: Revenues are at 51% of budget, driven by solid charges for services collections exceeding prior year timing. Fund balance increased to $7.57M, reflecting the overall financial position of the Stormwater Fund at the close of quarter-two end. *Pier Fund*: Revenues are at 19% of budget, primarily due to timing of intergovernmental and financing revenues, expected receipt is later in the year. Most activity in this fund relates to the Pier capital project, with costs being recorded on the balance sheet rather than as operating expenditure, resulting in low reported expense levels (1%). The Fund balance increased to $9.93M, primarily reflecting timing of project financing and capital activity within the fund during construction of the Pier project. *Cash and Investments*: Total cash and investments increased to $35.1M, a $2.39M increase from the prior year. Growth in balances is primarily driven by investment earnings and higher pooled investment balances, including Florida PRIME and FMIvT holdings. Police and Fire pension investments grew modestly to $1.0M combined, reflecting normal market performance and allocation changes across plans.

c. Resolution 2026-04. A Resolution by the City Commission of the City of Flagler Beach, Florida, amending Resolution 2025-76, Fiscal Year 2025-26 Budget, for adjustments to revenues and expenditures; providing for conflict, providing an

effective date hereof. Attorney Smith read the title of the Resolution into the record. City Manager Martin briefly reviewed the request and turned to Finance Director, Hollie Harlan, for the details of the budget amendments. Mrs. Harlan reviewed the individual line amendments. Motion by Commissioner Spradley to approve Resolution 2026-04. Commissioner Santore seconded the motion. Chair Cooley opened public comment. None offered. Chair Cooley closed public comment. The motion carried unanimously, after a roll call vote .

d. Consider a request for reduction of Code Enforcement Order Imposing Fines and Utility Account Claim of Liens, as well as removal of administrative fees, penalties and interest related to the properties: 1104 S. Ocean Shore Blvd., 1115 S. Central Ave., and 108 S. 12th Street – Ruzanna Tarannik, Agent's Choice Title, LLC. Attorney and Clerk reviewed. The applicant was not present. City Clerk Overstreet reported the applicant's communications regarding appearance at this meeting. Clerk Overstreet reviewed the balances on the Utility accounts and the fines accumulated on the code enforcement lien. Ms. Overstreet reported the violation has not been corrected. No action was taken.

e. Resolution 2026-28. A Resolution by the City Commission of the City of Flagler Beach, Florida, amending Resolution 2025-70; providing for a temporary reduction in certain Building Permit fees to twenty-five percent (25%) of the adopted Fee Schedule; providing for a sunset of reduced fees; providing for conflicts and an effective date. Attorney Smith read the title of the Resolution into the record. City Manager Martin reviewed the request. Commissioner Santore noted a typographical error in the Resolution's title. Motion by Commissioner Santore to approve Resolution 2026-28, as amended. Commissioner Spradley seconded the motion. Chair Cooley opened public comment. No comments offered. Chair Cooley closed public comment. The motion carried unanimously, after a roll call vote.

f. Resolution 2026-32. A Resolution by the City Commission of the City of Flagler Beach, Florida, approving the revised Scope of Services and Fee Proposal from Mead & Hunt, Inc. for the South-Central Water Main Replacement Project, Phase 2 (South 3rd Street to South 19th Street); authorizing execution of the Task Order; providing for conflict and an effective date. Attorney Smith read the title of the Resolution into the record. City Manager Martin reviewed the request. City Engineer Bill Freeman was present to respond to inquiries from the Commission. Commissioner Cunningham suggested the reuse line not be placed if the reuse water will not be flowing to the pipes within 4 years; the o rings and seals will dry out and leak when finally used. Discussion ensued and included: the terms of the bidding assistance, teaching moments from the previous water main replacement at S. Central and S. 3rd Streets, staff's expectation to encounter similar issues due to the age and condition of the infrastructure, the other issues that will not be in play for the new work areas, the location of the infrastructure

between S. 9th and SR 100 is under the street and not in the right of way, the time line of the project(s), and budgets. Motion by Commissioner Sherman to approve Resolution 2026-32. Commissioner Spradley seconded the motion. Chair Cooley opened public comments. None offered. Chair Cooley closed public comment. The motion carried unanimously, after a roll call vote.

g. Resolution 2026-33. A Resolution of the City Commission of the City of Flagler Beach, Florida, approving the proposal from Freese and Nichols, Inc., for the Palm Harbor Drainage Improvements Feasibility Study; authorizing the City Manager to execute the Task Order under the Continuing Services Agreement; providing for findings, for funding, and for an effective date. Attorney Smith read the title of the Resolution into the record. Mr. Martin stated this project was the No. 1 recommended project to address in the McKim & Creed Stormwater Study. Chair Cooley inquired why another study is needed. Mr. Freeman responded that the initial study did not include elevation surveys, they were done with Lidar. We will do the surveys and have Freese and Nichols analyze that data and tells us what the best option would be to correct the issues. Motion by Commissioner Spradley to approve Resolution 2026-33. Commissioner Sherman seconded the motion. Chairman Cooley opened public comments. Mark Imhoff wants to know why we need to hire consultants. Chair Cooley closed public comments. The motion carried four to one, with Commissioner Cunningham voting no.

h. Resolution 2026-34. A Resolution by the City Commission of the City of Flagler Beach, Florida, approving the rehabilitation and polyurethane structural lining of Lift Station #4 Lift Station #8, and Pump Station #8 through and intergovernmental cooperative purchase in an amount not to exceed $98,878.05; providing for conflict and an effective date. Attorney Smith read the title of the Resolution into the record. Commissioner Cunningham asked the City Engineer how the lift stations and wet wells were evaluated to find out if this work is needed. Mr. Freeman responded that the wet wells were pumped down and visually inspected. Commissioner Cunningham wants to see the wet wells in person. Commissioner Santore suggested to table until that information is provided to the Officials. Commissioner Cunningham asked for the data from the flow meters as well. Chair Cooley asked if these stations had this work done previously. Mr. Freeman responded no. Chair Cooley asked if there is an expected life span for this product. Mr. Freeman responded they do have a warranty, I would have to get back to you on that information. Motion by Commissioner Cunningham to table the item. Commissioner Santore seconded the motion. Chair Cooley opened public comments. Rich Phelan provided comments. Chair Cooley closed public comment. Mr. Freeman responded to the comments stating this is just to line the wet wells not harden them, the grant is separate, it raises the heights of the lift stations and the panels upgrading the street and the surrounding drainage, this is just to reline to get additional longevity out of them, the pumps will be replaced at the same time. The motion carried unanimously.

i. Resolution 2026-35. Resolution by the City Commission of the City of Flagler Beach, Florida, approving the location of six (6) Grounding Beds associated with the DC Blox Data Center Project; providing for conflict and an effective date. Attorney Smith read the title of the Resolution into the record. Mr. Martin reviewed the request, stating this is for the four (4) grounding beds on S. Flagler Avneue. We have shared the data with the Sun Trail (FDOT) people and there is not an issue with the beds being in the locations proposed. Motion by Commissioner Spradley to approve Resolution 2026-35. Commissioner Cunningham seconded the motion. Chair Cooley opened public comments. None offered. Chair Cooley closed public comments. The motion carried unanimously, after a roll call vote.

8. Public Hearings

a. Ordinance 2026-06. An Ordinance by 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, conflicts, and an effective date (Application PCPA26-0001) (First Reading). Attorney Smith read the title of the Ordinance into the record. City Planner Lupita McClenning reviewed the request, noting it aligns with the City's Comprehensive Plan and the Zoning requirements. Motion by Commissioner Santore to approve Ordinance 2026-06. Commissioner Sherman seconded the motion. Chair Cooley opened public comments. Mark Imhoof asked what the severability, conflicts and effective date statement means. Chair Cooley closed public comments. Attorney Smith stated severability allows if a court finds issue, they could strike that piece they have issue with, not the whole ordinance; the conflicts mean the new ordinance trumps older ones. The motion carried unanimously, after a roll call vote.

b. Ordinance 2026-09. An Ordinance by the City of Flagler Beach, Florida, amending Article V, Development Design and Improvement Standards of the City of Flagler Beach Land Development Regulations relating to Utility Services, amending Section 5.03.02, Deferment of Charges Due to Broken Waterlines, Etc. to provide for credits or adjustments in utility charges under certain conditions; establishing procedures for determining eligibility, calculating and approving adjustments; creating Section 5.03.43, "Data Logs," to provide for collection, transmission, and review of water meter data; providing for authorized access for inspection and establishing water meter data collection, transmission, and review procedures; providing for codification, severability, conflicts and for an effective date (First Reading). Attorney Smith read the title of the Ordinance into the record. Mr. Martin reviewed the request and offered any questions could be responded to by Mrs. Harlan or Mrs. Nobre. Motion by Commissioner Spradley to approve Ordinance 2026-09. Commissioner Sherman seconded the motion. Chair Cooley

opened public comments. None offered. Chair Cooley closed public comments. The motion carried unanimously, after a roll call vote.

c. Ordinance 2026-08. An Ordinance by the City of Flagler Beach, Florida, relating to littering regulations; amending Chapter 14, "Offences and Miscellaneous Provisions; adopting more stringent littering regulations; restricting the use if metallized party decorations outside on public properties; providing for penalties and enforcement; providing for appeals and payment of citations; providing for conflicts; providing for severability; and providing an effective date (First Reading). Attorney Smith read the title of the Ordinance into the record. Attorney Smith reviewed the item, stating this Ordinance just deals with the enhanced littering and enforcement and metalized or plastic decorations on public property. Discussion ensued and included concerns that the metalized or plastic decorations definition was too broad and would prohibit banners, table weights, etc. The Officials agreed and want to ban the use of confetti type decorations but feel this needs some additional language to clarify and make it easily comprehensible to the public. Attorney Smith will look for wording to amend it to graffiti personal items like glitter and confetti cannons. The Officials provided directions that citations are to be issued by Code Enforcement or Police and not lifeguards. Commissioner Santore inquired about professional firework displays. Attorney Smith stated he can add that to the exclusion. The Commission provided directions to have the fines set at: $250, $375, and $500. Attorney Smith noted party decorations are a lower fine category. Discussion ensued regarding an education campaign. There was discussion of requirements to write citations for violations. Commissioner Spradley motioned to table the Ordinance. Commissioner Sherman seconded the motion. Chair Cooley opened public. Tony Ramundo feels the Commission is right to be cautious regarding who can issue citations. Chair Cooley closed public comment. The motion carried unanimously.

9. Staff Reports

a. City Attorney. Attorney Smith reported the City received notice that the Nobel litigation challenge to the annexation was dropped. It was sent on the last day to take any action so the annexation issue is done.

b. City Manager. Spoke of the Community Dinner and we will be doing it again. Wickline Playground dedication is scheduled for Friday, May 15, 2026. FEMA has told us anything above and beyond the old Pier shade stations will not be reimbursed, for now we will just move forward with the traditional shade structures as before. Mr. Martin spoke of the Transportation Organization and their compliments on our community and the application he submitted on behalf of the City for the extension of the boardwalk. Mr. Martin reported on June 1st he will share a parking management consultant Request for Proposals (RFP). Mr. Martin reported the Sun Trail discussion is continuing. Mr. Martin submitted a

FIND Grant application under encouragement from Former Commissioner Bryan for a kayak launch at Custer Park. He needs to submit a resolution that will be on the next agenda for consideration. Mr. Martin reported HR has just about completed drafting a Personnel Policy Review Request for Qualifications (RFQ) to be launched on Monday, with the goal of having a revised document (Personnel Policy) before you at the last meeting of the fiscal year when the budget is adopted. Mrs. OFlaherty is working on Town Hall Meetings at the Wickline Community Center. Chief Blanchette and Mr. Martin were speaking about the Citizen's Academy, and the possibility of adding a graduate level to spend more time with the Departments; you would have to complete the regular academy first. Chair Cooley suggested reinstating the Department Staff Table at First Friday.

Police Chief: Chief Blanchette spoke of Daytona State College training programs. He reported this Saturday is the Police Department Drug Takeback, and next week we will get our official accreditation.

10. Commission Comments

a. Commission Comments, including reports from meetings attended.

Commissioner Santore spoke of a resident on the South end of town that is mowing down sea oats. Discussion ensued; Lieutenant Schoenbrod reported the resident has a FDEP Permit. He reported conversation with FDEP indicated they would enforce fines and address the violation.

Commissioner Sherman indicated his satisfaction with the improved communications.

Commissioner Cunningham spoke of a fence at S. 28th and S. A1A that blocks the vehicular views when trying to egress on A1A. Commissioner Cunningham inquired when we will have the complete study on fees to maintain and pay for all the work we are doing.

Commissioner Cooley reported on the TDC Meeting.

b. Public Comments. Rich Phelan wants the public to have access to the City Manager's responses to Commissioner Sherman's questions. Melanie Thompson asked if the city is watching how they are building Veranda Bay. Mr. Martin responded they are part of the City now, the Building Department and Code Enforcement.

11. **Adjournment**. Motion by Commissioner Sherman to adjourn the meeting at 8:42 p.m.

Staff Report

City Commission Regular Meeting

May 14, 2026

To:	City Commission
From:	Penny Overstreet
Meeting Date:	May 14, 2026
Item Name:	Consider a change to the contract with American Janitorial Inc. for a 3% increase or $1,493.88 annually or $124.49 monthly, retroactive to May 01, 2026 (start date of the final one-year renewal option).

Background:

The City Commission awarded the Janitorial Services bid contract to American Janitorial Inc., in April 2023. The contract was for an initial twenty-four months and options for two (2) one (1) year extensions. Over the life of the contract, the City has added services which include additional cleaning of the pier restrooms in the peak usage months, and the addition of a bi-weekly cleaning of the Community Center after the MOU with Salty Church expired.

The Commission is under no obligation to increase the contract. The increases to minimum wages, fuel and cleaning supplies have been a pain point for many companies. Staff does not feel the 3% increase is unreasonable, which equates to an additional $124.49 per month.

The City intends to distribute a package soliciting bids for Janitorial Services in early 2027, so we are set with coverage of service at the end of the contract in April 2027.

Fiscal Impact:

The request is an increase of $1,493.88 annually. A budget amendment may be necessary at fiscal year-end to cover the increase. This expense is budgeted within the Facilities Maintenance Department.

Staff Recommendation:

Staff does not feel the 3% increase is unreasonable, which equates to an additional $124.49 per month.

Attachments:

1. City of Flagler Beach updated pricing request
2. City of Flagler Beach Extension 26
3. AJI Contract

To whom it may concern:

I hope this message finds you well. We truly appreciate the opportunity to provide janitorial services for your facilities and value the partnership we have built with you.

I am writing to formally request a 3% increase in our contract, effective upon renewal on May 1, 2026. Over time, we've experienced steady increases in supply costs, equipment expenses, insurance, wages and most recently, fuel. Our priority has always been to absorb as much of that impact as possible, but in order to continue providing the level of service and reliability you expect, a modest increase has become necessary. This is so that we can continue delivering the consistent, high-quality service you expect—and to properly support and retain our team members—we must align our pricing with current market conditions.

This adjustment will allow us to:

- Maintain dependable staffing levels
- Use quality cleaning products and well-maintained equipment
- Continue meeting compliance and safety standards
- Provide the level of detail and responsiveness your facility requires

We remain committed to delivering reliable, professional service and open communication. If you would like to review the updated pricing structure or discuss options, I would be happy to schedule a time to go over it with you.

Thank you again for your continued trust and partnership. We look forward to continuing to serve you.

Ryan Strem
Chief Sales Officer
American Janitorial Inc.

American Janitorial, Inc. (AJI)
P.O. Box 2534

4/14/2026

City of Flagler Beach

Service Description	Current Monthly Pricing	Updated Monthly Pricing
City Hall	$887.70	$914.33
Wickline	$887.70	$914.33
Wickline Outdoor	$466.04	$480.02
Library	$665.78	$685.75
Police	$776.74	$800.04
Pier Restrooms	$466.04	$480.02
Wickline Addition	$285.00	$285.00
Total	$4,435.00	$4,559.49

Agreed & Accepted:

_____
Signature

_____
Printed Name

City of Flagler Beach

P.O. Box 70 • 105 South Second Street

Flagler Beach, Florida 32136

Phone (386) 517-2000

March 27, 2026

Mr. Thomas Donehoo, COO
American Janitorial, Inc.
P.O. Box 2534
Umatilla, Florida 32784

Re: 12 Month Extension Janitorial Contract

Dear Mr. Donehoo,

The City of Flagler Beach wishes to extend the existing contract for a twelve-month period as defined in Section 5 of the April 2023 contract. This is the last extension before the contract ends in April 2027.

If in agreement, please sign and return an electronic copy of the second page of this letter to my attention.

Sincerely,

Penny Overstreet, CMC
City Clerk

Twelve-Month Extension
Contract Agreement for Janitorial Services
Project Number FB-23-2202

Per Section 5 of the April 2023 Contract, both parties wish to extend the contract for an additional twelve-months.

City
City of Flagler Beach
Attn: City Clerk
P O Box 70
Flagler Beach, FL 32136

Contractor
American Janitorial, Inc., (AJI)
Attn: Thomas Donehoo
P.O. Box 2534
Umatilla, FL 32784

Penny Overstreet, City Clerk

Thomas Donehoo, COO

03/27/2027
Date

4/16/2026
Date

City of Flagler Beach

P.O. Box 70 • 105 South Second Street
Flagler Beach, Florida 32136
Phone (386) 517-2000 • Fax (386) 517-2016

Contract Agreement for Janitorial Services

Project Number FB-23-2202

This contract is entered into on ~~March~~ April 3, 2023, by and between the City of Flagler Beach, whose address is 105 South 2nd Street, Flagler Beach, FL, 32136, hereinafter called "**CITY**" and American Janitorial, Inc., (AJI) whose address is 87 North Central Avenue, Umatilla, FL, 32784, hereinafter called "**CONTRACTOR.**"

WHEREAS, CONTRACTOR was awarded a competitive bid by the City Commission at their meeting of March 09, 2023 and the **City** desires to enter into a two (2) year contract with the **Contractor**; and

WHEREAS, the City has the option to extend this contract for two (2) additional twelve (12) month extensions for a total of four years for satisfactory performance; and

WHEREAS, CONTRACTOR has performed their duties in a highly satisfactory manner;

WITNESSTETH: That the **CITY** agrees with the **CONTRACTOR** as follows:

1. **CONTRACTOR** agrees to furnish all labor, equipment, and skill necessary to complete the work in a satisfactory manner as set forth in the Scope of Work (attached as Exhibit "A" of this Agreement) of the Request for Bids, Bid Number FB-23-2202, and Addendum No. 1 and No. 2.

2. **CONTRACTOR** agrees to commence work under this contract April 16, 2023.

3. **CONTRACTOR** agrees to invoice **CITY** at the end of each calendar month for services rendered.

4. This Contract is for a period of twenty-four months at an annual rate of $49,800. The **CITY** periodically will request at a minimum of two-weeks in advance notice the CONTRACTOR to provide janitorial services for special events or stripping and waxing of floors at an agreed upon rate of $ 30.00 per hour for which services are requested and rendered.

5. This contract may be renewed by **CITY** and **CONTRACTOR** for two (2) additional twelve (12) month extensions if both parties are in agreement.

6. Requirements and Expectations of **Contractor**, American Janitorial, Inc. (AJI)
   a) Furnish all labor, equipment (except as provided by **City**), supervision, and transportation

b) Allow periodic inspections for quality insurance. **City** shall notify **Contractor** of deficiencies in writing.
c) Supply a list of all employees. All must pass a criminal background check and those working in the Police Station must provide a complete set of fingerprints.
d) Be courteous, neat in appearance, and wear visible identification or uniform.
e) Establish a weekly work schedule and submit it to the **City** for approval.
f) Do not remove or consume property belonging to **City** employees.
g) Restrict access to **City** buildings to **Contractor** employees only.
h) Remove cleaning or paper supplies belonging to the **City** from **City** buildings.
i) Do not smoke in **City** buildings.
j) The **City** will issue keys, but do not duplicate.
k) Secure all doors and windows upon exiting. Turn off lights, except for night-lights.
l) Items listed in the attached Exhibit "A" Scope of Work taken from Bid Package FB-23-2202.

7. Changes in Work. **City** has the right to increase or decrease the Scope of Work during the contract period. Promptly after notification of a change, **Contractor** will submit an itemized estimate of any costs or time increases or savings it foresees as a result of the change. No additions or changes to the work shall be made except upon written request of the **City** and the **City** shall not be liable to **Contractor** for any increased compensation without such written order.

8. Insurance.
   a) **Contractor** shall maintain Worker's Compensation Insurance sufficient to secure benefits to the Florida Worker's Compensation Law for all its employees
   b) **Contractor** shall maintain General Liability Insurance covering property and bodily damage in the amount of $1,000,000 per occurrence.
   c) **Contractor** shall maintain automobile liability insurance for its owned vehicles.
   d) **Contractor** shall provide Certificates of Insurance naming the **City** as an Additional Insured and Certificate Holder.
   e) All binders, policies or certificates of insurance shall provide for at least 10 days' notice form insurers to the **City** of any cancellation or amendment to any of the insurance policies.

9. Independent **Contractor**. Parties intend and understand that **Contractor** shall be independent. The **City** will not be liable for, nor obligated to pay sick leave, social security or other tax that may arise as an incident of employment or any other benefit of employment. **Contractor** will pay all income tax and any other taxes due. **City** understands it is not the exclusive user of the **Contractor**'s services, who may perform professional work for other parties during the term of this contract.

10. Modification. The Agreement constitutes the entire agreement between the parties. Except with the written consent of both parties, neither party may alter or modify this Agreement.

11. Notices. Notices, requests, demands or other communications regarding this Agreement shall be written and delivered or mailed to:

City	**Contractor**
City of Flagler Beach	American Janitorial, Inc., (AJI)
Attn: City Clerk	Attn:
P O Box 70	P.O. Box 2534
Flagler Beach, FL 32136	Umatilla, FL 32784

12. Severability. If a competent court of law determines any section or portion of this Agreement to be unlawful, such determination shall not affect the remaining terms and conditions of the Agreement.

ATTEST: CITY OF FLAGLER BEACH

Penny Overstreet
City Clerk
Date: 4-3-2023

CITY

Rick McFadden, Acting City Manager
City of Flagler Beach

Date: 4-3-2023

CONTRACTOR

Jason Lay, CEO
American Janitorial, Inc. (AJI)

Date: 3 APR 2023

Attachments:

Exhibit A: Scope of Work

Exhibit B: Bid Package and Addenda

Exhibit C: Contractors Complete Bid Submission

EXHIBIT "A"
SCOPE OF WORK

Properties

Facility	Number of Bathrooms	Location
City Hall	~~5~~ 6 amended in Addenda No. 1 & 2	105 South Second Street
Police Department	2 locker rooms w/ shower stalls and toilets; 1 shower stall w/ toilet, 1 public	204 South Flagler Avenue
Library	5 (three-inside, two outside)	315 South 7th Street
City Pier	2	215 South Ocean Shore Blvd (SR A1A)
Wickline center	3	800 S. Daytona Avenue

Facilities Schedule

City Hall, Police Department, Wickline Center and Library (interior): 5 times / week, Monday through Friday.
Pier bathrooms once per day seven days per week.
Library outside bathrooms, five (5) times / week, Monday, Wednesday, Friday, Saturday and Sunday.
City Hall, Clean exterior windows one (1) time per month. Police, Library, and Wickline Center windows to be cleaned six (6) times per year.

Duties

1. Bathrooms. Clean and disinfect facilities, including countertops, sinks, stall partitions, toilets, and urinals. Damp mop and sterilize floors.
2. Kitchen. Disinfect sink, countertop, and tabletop. Wipe down appliances.
3. Exterior glass doors are to be clean and streak-free. Remove hand smudges from foyer and commission doors.
4. Drinking Fountains. Clean and remove water spots, stains and smudges.
5. Furniture. Dust as needed at bookcases, windowsills, and blinds. Do not include desks unless requested. Do not dust Museum displays unless requested. Remove cobwebs under furniture, in corners and doorways.
6. Carpets. Vacuum all carpeted areas. Move lightweight (less than 30 pounds) objects such as chairs, waste cans, etc.
7. Hard floors. Sweep as needed and mop weekly to maintain a dust and dirt-free state.
8. Refill paper and soap supplies as needed. (City to provide supplies.) Do not exchange toilet paper rolls until completely gone. Provide a spare roll instead.

City Pier Schedule

Pier Bathrooms: 1 time / daily, 7 days a week, including holidays.

Duties

1. Clean and disinfect with a diluted bleach solution, including countertops, sinks, stall partitions, toilets, and urinals.
2. Damp mop daily.
3. Sterilize floor once per week. This may be necessary more often in the summer months.
4. Refill paper and soap supplies as needed. (City to provide supplies.) Do not exchange toilet paper rolls until completely gone. Provide a spare roll instead.

Miscellaneous Duties

1. Lock up buildings.
2. Turn off lights not in use and turn down air conditioner / heater after working hours.
3. Do not leave flammable rags or hazardous chemicals in buildings.
4. Report leaky faucets, toilets, broken lights, etc.

American Janitorial, Inc. (AJI)
P.O. Box 2534
Umatilla, FL 32784
(352) 669-1441

July 5, 2023

City of Flagler Beach
Pier Restrooms - 215 South Ocean Shore Blvd

Service	Days/Week	Additional Cost Per Month	Additional Cost Per Year
Additional Service at 1PM Daily	7	$466.04	$5,592.48

NOTES:
Service shall comport with terms and scope of work provided by the City in Bid Number: FB-23-2202
Price quoted is an additional cost per month to clean the restrooms daily at 1PM.

Agreed & Accepted:

Signature

Penny Overstreet
Printed Name

July 7, 2023
Requested Start Date for Service

American Janitorial, Inc.
(AJI)
P.O. Box 2534
Umatilla, FL 32784

3/25/2026

City of Flagler Beach - Wickline Addition

700 S. Daytona Ave.

Service		Square Feet	Frequency	Cost Per Month
Option 1	Addition to Contract	4,360	1 day/week	$285.00
Option 2	Addition to Contract	4,360	5 days/week	$965.00

Notes

1) Sales tax not included in price, if applicable
2) Service will comport with terms and scope provided by county in FB-23-2202
3) The scope for the cleaning service would be the same as it is for the Wickline Building Department

Agreed & Accepted:

Signature

Patti King, Mayor
Printed Name

CITY OF FLAGLER BEACH FLORIDA

Staff Report

City Commission Regular Meeting

May 14, 2026

To:	City Commission
From:	Dale Martin, City Manager
Meeting Date:	May 14, 2026
Item Name:	Appointment of Planning and Architectural Review Board Members

Background:

Three of the Seats are at term. Four applications were received. Please score the applicants with 1 being your best candidate. The three persons receiving the lowest scores will be selected to a three-year term.

Although not necessary, it may be worth considering "standardizing" the terms and appointments of official City boards and commissions (such as the Planning and Architectural Review Board). The City Code requires that the seven members of the Planning and Architectural Review Board be residents of the City and serve three-year terms, with no more than three terms expiring in one year. As can be observed, current terms on the Planning and Architectural Review Board expire in February and May.

I suggest that the pending three appointments to the Planning and Architectural Review Board expire on December 31, 2029. The term scheduled to expire in May, 2027, as well as one of the terms scheduled to expire in February, 2028, should both be appointed for terms to expire on December 31, 2030. The final two terms scheduled to expire in February, 2028 should both be appointed for terms to expire on December 31, 2031. If accepted, the City Commission would consider appointments each year at the December City Commission Regular Meeting for terms to begin on January 1.

Fiscal Impact:
NA

Staff Recommendation:
NA

Attachments:
1. Carlos A Application 04.17.26
2. Rick B Application 04.26.26
3. Paul M Application 04.21.26

4. Sean S. Application
5. Lisa S Application 03.17.26
6. Richrd W. Application
7. PARB Member List 03272026
8. Scoring Sheet for PARB Revised 05-12-2026

Colleen Kuhn

From: noreply@civicplus.com
Sent: Friday, April 17, 2026 2:27 PM
To: Colleen Kuhn; Penny Overstreet
Subject: External - Online Form Submittal: Advisory Board and Committee Application Form

Caution: This email originated from outside the organization. Do not click or open attachments unless you recognize the sender and know the content is safe.

Advisory Board and Committee Application Form

First Name	Carlos
Last Name	Aragon
Street Number	2627 S Daytona Ave
Street Name	*Field not completed.*
Street Type	*Field not completed.*
P.O. Box	*Field not completed.*
City	FLAGLER BEACH
State	FL
Zip	32136
Phone Number	3057966055
Cell Phone	3057966055
Email Address	caragon1@icloud.com
Occupation	Certified Florida Home Inspector
Number of Years as a Resident	9
How many Commission Meetings have you attended?	1
Are you registered to vote in Flagler County	Yes

Please describe your professional and/or volunteer experience which best qualifies you for your selection to the board(s) or committee(s).	45 years in construction related professions.

Please check all boxes of the Committees you would like to serve.

Boards and Committees	Planning and Architectural Review Board
Have you served on a City Board or Committee in the past?	No

Email not displaying correctly? View it in your browser.

CITY OF FLAGLER BEACH
ADVISORY BOARD AND COMMITTEE APPLICATION FORM

(Please fill out form completely)

Name: RICK BELHUMEUR **Date:** 4/26/26

Physical address: 1015 S. FLAGLER AVE

Mailing address: _____

Home phone: _____ **Daytime phone:** 386-503-5030

Fax: _____ **E-Mail:** RBELHUMEUR@ICLOUD.COM

Occupation: PROPERTY MGMT

Number of years of City residence: 12 **Own:** ✓ **Rent:** _____

Are you registered to vote in Flagler County? Yes ✓ **No** _____

Identify the board(s) or committee(s) to which you request appointment:

PARB

Please describe your professional and/or volunteer experience or background which best qualifies you for selection to the board(s) or committee(s): EXPERIENCE ON MULTIPLE BOARDS & COMMITTEES INCLUDING FLAGLER BEACH PARB 2015-16 9 YEARS AS CITY COMMISSIONER BUILT 12 HOMES IN FLAGLER BEACH, FAMILIAR WITH L.D. CODE

How many City Commission/board meetings have you attended in the last 2 years? ALL OF THEM

Have you ever served on a City advisory board or committee in the past?

Yes ✓ **No** _____

If yes, please describe: CITY PLANNING BOARD - TPO CAC. COMMITTEE, TPO BOARD, TPO EXECUTIVE BOARD, COUNTY PARKS BOARD COUNTY AFFORDABLE HOUSING COMM., FRIENDS OF A1A

RBel

Signature

Please return this application to the City Clerk, P.O. Box 70, 105 S. 2nd Street, Flagler Beach, Florida 32136

Colleen Kuhn

From: noreply@civicplus.com
Sent: Monday, April 20, 2026 6:58 PM
To: Colleen Kuhn; Penny Overstreet
Subject: External - Online Form Submittal: Advisory Board and Committee Application Form

Caution: This email originated from outside the organization. Do not click or open attachments unless you recognize the sender and know the content is safe.

Advisory Board and Committee Application Form

First Name	Paul
Last Name	Mykytka
Street Number	*Field not completed.*
Street Name	*Field not completed.*
Street Type	*Field not completed.*
P.O. Box	*Field not completed.*
City	Flagler Beach
State	FL
Zip	32136
Phone Number	9376726567
Cell Phone	*Field not completed.*
Email Address	paul.mykytka@gmail.com
Occupation	Civil Engineer
Number of Years as a Resident	3
How many Commission Meetings have you attended?	Many
Are you registered to vote in Flagler County	Yes

Please describe your professional and/or volunteer experience which best qualifies you for your selection to the board(s) or committee(s).	Current PARB Member

Please check all boxes of the Committees you would like to serve.

Boards and Committees	Planning and Architectural Review Board
Have you served on a City Board or Committee in the past?	Yes
If yes, please describe.	Current PARB Member

Email not displaying correctly? View it in your browser.

Colleen Kuhn

From: noreply@civicplus.com
Sent: Saturday, May 9, 2026 10:15 AM
To: Colleen Kuhn; Penny Overstreet
Subject: External - Online Form Submittal: Advisory Board and Committee Application Form

Caution: This email originated from outside the organization. Do not click or open attachments unless you recognize the sender and know the content is safe.

Advisory Board and Committee Application Form

First Name	Sean
Last Name	Scarth
Street Number	2210
Street Name	*Field not completed.*
Street Type	South daytona
P.O. Box	*Field not completed.*
City	Flagler beach
State	Fl
Zip	32136
Phone Number	954 444 6186
Cell Phone	954 444 6186
Email Address	Sscarth@designsbyrands.com
Occupation	Commercial builder
Number of Years as a Resident	7
How many Commission Meetings have you attended?	30
Are you registered to vote in Flagler County	Yes

Please describe your professional and/or volunteer experience which best qualifies you for your selection to the board(s) or committee(s).	*Field not completed.*

Please check all boxes of the Committees you would like to serve.

Boards and Committees	Planning and Architectural Review Board
Have you served on a City Board or Committee in the past?	No

Email not displaying correctly? View it in your browser.

CITY OF FLAGLER BEACH
ADVISORY BOARD AND COMMITTEE APPLICATION FORM

(Please fill out form completely)

Name: Lisa Smith **Date:** 3/17/2026

Physical address: 311 N 11th Street, Flagler Beach, FL 32136

Mailing address: 311 N 11th Street, Flagler Beach, FL 32136

Home phone: _____ **Daytime phone:** 386-931-1903

Fax: _____ **E-Mail:** lisa@lisapsmith.com

Occupation: Real Estate Broker

Number of years of City residence: 25 **Own:** X **Rent:** _____

Are you registered to vote in Flagler County? Yes X **No** _____

Identify the board(s) or committee(s) to which you request appointment:
Planning and Arch Review Board

Please describe your professional and/or volunteer experience or background which best qualifies you for selection to the board(s) or committee(s): Work daily with land development code for Flagler Beach in Real Estate Sales, New Home and Commercial Permitting. Prior jobs include land development of Commercial and Residental PUD, HOA and Condo Management, Restaurant Management Currently serve as Treasurer of Flagler County Association of Realtors and Serve on the Finance Committee for Stellar MLS. I hold a Florida RE Brokers License and DBPR License for Construction Financial Resp Officer

How many City Commission/board meetings have you attended in the last 2 years? 10 in person, watch remainder online

Have you ever served on a City advisory board or committee in the past?
Yes X **No** _____

If yes, please describe: Currently serve on PARB

Lisa P Smith
Signature

Please return this application to the City Clerk, P.O. Box 70, 105 S. 2nd Street, Flagler Beach, Florida 32136

CITY OF FLAGLER BEACH
ADVISORY BOARD AND COMMITTEE APPLICATION FORM
(Please fill out form completely)

Name: Richard Ware **Date:** 5/6/2026

Physical address: 1335 N Daytona Ave; Flagler Beach, FL

Mailing address: "

Home phone: (407) 353-6918 **Daytime phone:** same

Fax: — **E-Mail:** warerp@yahoo.com

Occupation: Retired Marriage and Family Therapist

Number of years of City residence: 6 months **Own:** ✓ **Rent:** —

Are you registered to vote in Flagler County? Yes ✓ **No** —

Identify the board(s) or committee(s) to which you request appointment:
Planning and Architectural Review Board

Please describe your professional and/or volunteer experience or background which best qualifies you for selection to the board(s) or committee(s): 3 college degrees: Psychology, Sociology, Marriage and Family Therapy. A lifetime "Therapist" assisting people that were experiencing "difficulties." And, I'm a native Floridian.

How many City Commission/board meetings have you attended in the last 2 years? 1

Have you ever served on a City advisory board or committee in the past?
Yes ✓ **No** —

If yes, please describe: Personnel Advisory Review Board: January 14, 2026. City of Flagler Beach.

Signature

Please return this application to the City Clerk, P.O. Box 70, 105 S. 2nd Street, Flagler Beach, Florida 32136

Planning & Architectural Review Board

Members

Seat One Term 02/26/22 – 02/25/28

Scott Chappuis

343 N. 11th St.

Flagler Beach, Florida 32136

386-295-0705

scottc@grandlivingrealty.net

Seat 6 Term 05/09/23 – 05/09/26

Appointed to complete term 06.26.2025

Paul Mykytka

351 Palm Circle

Flagler Beach, FL 32136

937-672-6567

paul.mykytka@gmail.com

Seat Two Term 02/26/22 – 02/25/28

Suzie Johnston

1776 N. Central Ave

Flagler Beach, FL 32136

386-338-4110

JohnstonSuzie01@gmail.com

Seat Seven Term 05/26/24 – 05/25/27

Joann Soman

1313 N. Oceanshore Blvd.

Flagler Beach, FL 32136

305-778-2885

joann@raiseyoursales.com

Seat Three Term 02/26/22- 02/25/28

Barbara Revels

804 Pal Street

Flagler Beach, FL 32136

386-931-5570

brevels@coquina.net

Seat Four Term 05/09/23 – 05/09/26

Lisa Smith

311 N. 11th Street

Flagler Beach, FL 32136

386-931-1903

lisa@lisapsmith.com

Seat Five Term 05/09/23 – 05/09/26

William "Boudie" Estberg (resigned 11.05.2025)

Belhumeur appointed 03/26/2026 to complete term

Rick Belhumeur

1015 S. Flagler Avenue

Flagler Beach, FL 32136

386-503-5030

rrsofc@att.net

REVISED 05-12-2026

Planning & Architectural Review Board

Score Sheet for 3 Seats with Term expiring May 09, 2026

Please rank each member 1-6, with 1 being the highest score. The applicants receiving the three (3) lowest scores will be selected. Incomplete scoring sheets will be returned to you.

Applicant						
Alphabetical Order	Mayor	Cooley	Cunningham	Santore	Sherman	Spradley
Carlos Aragon						
Rick Belhumeur						
Paul Mykytka						
Sean Scarth						
Lisa Smith						
Richard Ware						

PLEASE MARK YOUR SELECTIONS AND RETURN TO CLERK AFTER APPLICANTS ARE INTERVIEWED.
Incomplete score cards will be returned.

Staff Report

City Commission Regular Meeting

May 14, 2026

To:	City Commission
From:	Dale Martin, City Manager
Meeting Date:	May 14, 2026
Item Name:	Resolution 2026-37. A Resolution by the City Commission of the City of Flagler Beach, Florida, approving an application to the Florida Inland Navigation District Waterways Assistance Program for improvements to Custer Park; providing for conflict and providing for an effective date.

Background:

The City Commission previously appointed a Parks Ad Hoc Committee to review the conditions of City parks and recommend improvements. A comprehensive list of improvements for each park was discussed at the June 5, 2024, Ad Hoc Parks Committee (see attached). The Ad Hoc Parks Committee continued to operate, reviewing and recommending the playground improvements at Wickline Park. Following that effort, the Ad Hoc Committee was disbanded and subsequently an official Parks Committee was appointed (and remains in operation today).

Custer Park, located on the western bank of the Matanzas River (Atlantic Intracoastal Waterway) just south of SR 100 (Moody Boulevard), had several recommended improvements. An area resident (and former City Commissioner), Ken Bryan, suggested an application to the Florida Inland Navigation District (FIND) to assist with funding for Custer Park improvements. Additional discussions were conducted and assistance provided by Flagler County FIND Commissioner Randy Stapleford (CPT, USN, Ret). An application for Custer Park improvements was submitted for consideration to the FIND Waterways Assistance Program on March 30, 2026. A copy of the application is attached.

FIND staff conducted a technical review of the City's application and required additional documentation to support and complete the application. A resolution of support from the City Commission is one of the required documents.

Fiscal Impact:

The proposed project cost is $50,000, of which 50% will be the responsibility of the City. If awarded, appropriate funding will be included in next year's budget.

Staff Recommendation:

Staff recommends approval of Resolution 2026-37.

Attachments:

1. 2026-37
2. Ad Hoc Parks Committee 06052024
3. WAP 2026 Application - Attachment 1
4. Attorney Cert letter for FIND Grant

RESOLUTION 2026-37

A RESOLUTION BY THE CITY COMMISSION OF THE CITY OF FLAGLER BEACH, FLORIDA, APPROVING AN APPLICATION TO THE FLORIDA INLAND NAVIGATION DISTRICT WATERWAYS ASSISTANCE PROGRAM FOR IMPROVEMENTS TO CUSTER PARK; PROVIDING FOR CONFLICT AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Flagler Beach is interested in carrying out the following described project for the enjoyment of the citizenry of and the State of Florida:

Project Title: Flagler Beach's Custer Park Kayak/Fishing Area
Total Estimated Cost: $50,000
Brief Description of Project: At Custer Park, a kayak launch will be installed in addition to other park amenities and improvements, including, but not limited to picnic tables, playground equipment, and shoreline vegetation/beach maintenance.

AND Florida Inland Navigation District financial assistance is required for the program mentioned above;

NOW THEREFORE, BE IT RESOLVED by the City of Flagler Beach that the project described above be authorized;

AND, BE IT FURTHER RESOLVED that the City of Flagler Beach make application to the Florida Inland Navigation District in the amount of $25,000 (50% of the actual cost of the project) on behalf of the City of Flagler Beach;

AND, BE IT FURTHER RESOLVED by the City of Flagler Beach that it certifies to the following:

1. That it will accept the terms and conditions set forth in FIND Rule 66B-2 F.A.C. and which will be a part of the Project Agreement for any assistance awarded under the attached proposal.

2. That it is in complete accord with the attached proposal and that it will carry out the Program in the manner described in the proposal and any plans and specifications attached thereto unless prior approval for any change has been received from the District.

3. That it has the ability and intention to finance its share of the cost of the project and that the project will be operated and maintained at the expense of the City of Flagler Beach for public use.

4. That it will not discriminate against any person on the basis of race, color or national origin in the use of any property or facility acquired or developed pursuant to this proposal, and shall comply with the terms and intent of the Title VI of the Civil Rights Act of 1964, P. L. 88-352 (1964) and design and construct all facilities to comply fully with statutes relating to accessibility by persons with disabilities as well as other federal, state and local laws, rules and requirements.

5. That it will maintain adequate financial records on the proposed project to substantiate claims for reimbursement.

6. That it will make available to FIND if requested, a post-audit of expenses incurred on the project prior to, or in conjunction with, request for the final 10% of the funding agreed to by FIND.

Upon motion duly made and carried, the foregoing Resolution was accepted by the City Commission of the City of Flagler Beach this 14th day of May, 2026.

CITY OF FLAGLER BEACH, FLORIDA

PATTI KING, MAYOR

ATTEST:

PENNY OVERSTREET, CITY CLERK

PARKS AD-HOC COMMITTEE MEETING MINUTES

Wednesday, June 05, 2024 at 5:30 PM

Silver Lake Park, Silver Lake Park, N. Daytona Avenue and N. 17th Street Flagler Beach, FL 32136

PRESENT: Bob Cunningham, Eric Corpening, Tim Davis, Fred Ferrara, Quentin Parker
EX-OFFICIO MEMBERS: City Manager Dale Martin, CRA Executive Director Caryn Miller
GUEST: Daryl Reynolds

1. **Call the meeting to order:** Bob Cunningham called the meeting to order.
2. **New Business**
   a. **Silver Lake Park**: Quentin Parker was the member representative for Silver Lake Park. He suggested the following changes to be considered for Silver Lake Park.
      - Garbage Cans and possibly more pick-ups
      - Exercise Equipment needs replacement
      - Exercise Trail needs to be cleared and resurfaced
      - New Signage
      - Boards on the Walkout need to be replaced
      - Walking Trail was overgrown
      - Trash can by the playground
      - New playground equipment
      - Sun Shade for the playground area or possibly a cover of the picnic table
      - Muddy trails, possibly putting down gravel or recycled glass
      - Possibly changing the closing from 11:00 pm to dusk

      Oher suggestions included:
      - Water filling stations

   b. **Palmetto Park:** Fred Ferrara was the member representative for Palmetto Park. He suggested the following changes to be considered for Palmetto Park.
      - Shade structure
      - Trash Cans
      - Clearing the Brazilian Peppers
      - Picnic table
      - Playground equipment replacement
      - Fishing dock/pier

      The Committee was greeted by a neighbor, Mr. Timmons, who had replaced the swing set equipment and had started painting the swing set. He was concerned about the playground equipment for climbing because it shows some rust and some loose bolts.

   c. **Custer Park:** Eric Corpening was the member representative for Custer Park. She suggested the following changes to be considered for Custer Park.

- Changing the speed limit to 25 or to put up a signage “children at play” or some sort of calming (striping)
- Stop Sign
- Shade Structure
- Brazillian Pepper removal
- More playground equipment
- Cover for picnic table
- Walk-out pier
- Kayak Launch

3. **Adjournment:** Motion by Erica Corpening to adjourn the meeting at 6:30 p.m.

Respectfully submitted

Kate Settle, MMC
Deputy City Clerk

WATERWAYS ASSISTANCE PROGRAM

APPLICATION PACKAGE

Part 2. Attachment E

Florida Inland Navigation District

FY 2026-2027

WATERWAYS ASSISTANCE PROGRAM

APPLICATION PACKAGE

Part 2. Attachment E

The following attachments E-1 through E-6, in addition to the requirements of items 7 through 9 of the application checklist, constitute your formal application.

SUBMIT THE APPLICATION INFORMATION IN THE ORDER LISTED ON THE CHECKLIST.

Applications must be received by the District by 4:30 p.m. on March 30, 2026.

Application Submission:

Electronic copies -(2 separate attachments per instructions):

Attachment 1: Items 1-8, and Attachment 2: Items 9-11

Electronic submission via email to:

CKelley@aicw.org

(pdf file size 15MB or less)

Application must be received by the deadline, no exceptions.

Attachment E - Applicant Tips Sheet

(Mistakes Common to the application process and how to avoid them)

SCHEDULING

The new application is available by January each year, and District funding is available AFTER October 1st of each year. Applicants should plan their schedule to avoid commonly missed deadlines: Application due -- 30th of March; Property control/Technical sufficiency items – 18th of May, Permits – 21st of September. (Staff suggestion: Begin to secure property control and permits PRIOR to applying for funding.)

PROPERTY CONTROL VERIFICATION

Please have your attorney complete and sign the form in the application verifying applicant property control. In the case of leases or management agreements, please forward a copy to the District well in advance of the deadline to verify consistency with our program rules. (Staff suggestion: Resolve this requirement outside the application "window".)

PROJECT COSTS ELIGIBILITY

Please note the eligible project costs in Rule Section 66B-2.008, F.A.C. If you are not sure about an item's eligibility, ask! Note: Any ineligible cost, including in-house project management and administration, is also not eligible for an applicant's match. Make sure you have delineated your required minimum cost-share on the project cost estimate. (Staff suggestion: If you have questions about the eligibility of an item, work up a mock cost-sheet and send it to our office well before the deadline.)

COST-SHARE

Although the applicant must provide a minimum of 50% of the total project costs (25% for eligible public navigation dredging), there is no specific requirement to split each item. (Staff suggestion: You may want to organize project elements in a certain manner for easier accounting.)

PRE-AGREEMENT EXPENSES

Rule 66B-2.005(3), F.A.C. requires any activity in the submitted project cost estimate occurring PRIOR to October 1st to be considered as pre-agreement expenses. The Board's past philosophy has been to fund only those projects that require District funding assistance to be completed. It is best to avoid pre-agreement expenses if possible. Note: Pre-agreement expenses must be limited to 50% or less of the total project costs, and they are eligible for only ½ of the original District funding. (Example: A project with a total cost of $200,000 is Board-approved for one-half construction PRIOR to October 1st. In this case, District funding will be limited as follows: Only 50% of the $100,000 project cost prior to October 1st is eligibleas project expenses (i.e. $50,000). Then only ½ of the eligible project expenses ($50,000) are eligible for District funding assistance (i.e. $25,000).

SUBMITTED MATERIALS & JUNE PRESENTATION

The Board must review and evaluate every application and each year we receive about 90 applications for consideration. The final product for the Board's review is two 8-1/2" x 11" spiral-bound notebooks containing the essential information for the application. NOTE: Make sure your final submitted material is the same material you will be presenting to the Board at our June meeting. This will avoid confusion and strengthen your presentation. (Staff suggestion: Limit the submitted materials to the requested information, in the required format and make sure it is consistent with your June presentation. Do not submit additional material at the June presentation!)

ELECTRONIC SUBMISSIONS

Grant applications are ONLY being accepted by email. Grant applications shall be submitted via email as two (2) pdf attachments (15mb max size and see attachment instructions on the next page). Make sure to label your pdf attachments with the applicant and project title. You will receive a confirmation email letting you know that your application has been received. Email your completed application to CKelley@aicw.org

Applications must be received by the District by 4:30 p.m. on March 30, 2026.

ATTACHMENT E-1
Waterways Assistance Program FY2026
Applicant Checklist

Project Title:	Flagler Beach's Custer Park Kayak/ Fishing Area
Applicant:	Dale Martin, City Manager

This checklist and the other items listed below in items 1 through 11 constitute your application. The required information shall be submitted in the order listed.

Electronic copies (2 separate PDF files per instructions – PDF File 1: Items 1-8, PDF File 2: Items 9-11) shall be emailed (15mb maximum file size) to CKelley@aicw.org. Applications must be received by the deadline, no exceptions.

		YES	NO
1.	District Commissioner Review (prior to March 4th) (***NOTE*: For District Commissioner initials ONLY!) (District Commissioner must initial the yes line on this checklist for the application to be deemed complete)**	RJS	____
2.	Application Checklist Attachment E-1 (Form No. 25-10, 2 pages) **(Form must be signed and dated)**	◉	○
3.	Application and Evaluation Worksheet Attachment E-2 (Form No. 25-15) **(First Page of Form Must be Signed)**	◉	○
4.	Project Cost Estimate Attachment E-3 (Form No. 25-20, 1 page) (**Must be on District form)**	◉	○
5.	Project Timeline Attachment E-4 (Form No. 25-25, 1 page)	◉	○
6.	County/City Location Map	◉	○
7.	Project Boundary Map	◉	○
8.	Clear and Detailed Site Development Plan Map	○	◉

Continued on Next Page

	YES	NO
9. Official Resolution Form Attachment E-5 (Form No. 25-30, 2 pages)(Resolution must be on District Form and includes items 1-6)	○	◉
10. Attorney's Certification (Land Ownership) Attachment E-6 (Form No. 25-35, 1 page)	○	◉
11. Copies of all Required Permits: ACOE, DEP, WMD (Requirement of Construction & Dredging Projects)	○	◉

The undersigned, as applicant, acknowledges that Items 1 through 11 above constitutes a complete application and that this information is due in the District office no later than 4:30 PM, March 30, 2026. By May 18, 2026, my application must be deemed complete (except for permits) or it will be removed from any further consideration by the District. I also acknowledge that the information in Item 11 is due to the District no later than September 21, 2026. If the information in Item 11 is not submitted to the District office by September 21, 2026, I am aware that my application will be removed from any further funding consideration by the District.

Dale Martin	City Manager
Print Liaison Name	Title
Dale L. Martin Digitally signed by Dale L. Martin Date: 2026.03.30 14:14:02 -04'00'	Mar 30, 2026
Liaison Signature	Date

FIND OFFICE USE ONLY

Date Received: _____

Local FIND Commissioner Review _____

All Required Supporting Documents: _____

Applicant Eligibility: _____

Project Eligibility _____ Available Score: _____

Compliance with Rule 66B-2 F.A.C.: _____

_____

Eligibility of Project Cost: _____

ATTACHMENT E-2

Waterways Assistance Program FY2026

Application and Evaluation Worksheet

Local Sponsor:	Department:
Project Title: Flagler Beach Custer Park Kayak/Fishing Area	Use “Phase I” for Design Projects. Use “Phase II” for Construction if you received FIND funding for Phase I Work.
Project Director: Dale Martin	Email: dmartin@cityofflaglerbeach.com
Grant Liaison: (If Different from Director) Dale Martin	Email: dmartin@cityofflaglerbeach.com
Mailing Address: 105 S. 2nd Street	
City: Flagler Beach	Zip Code: 32136
Phone Number: (386) 517-2000 Ext.222	
Project Address: Custer Park, Palm Drive, Flagler Beach Florida 32136	
Requested FIND Funding:	$25,000
Eligible Matching Funds Amount:	$25,000
Match Percentage:	50%
Total Project Costs:	$50,000
Applicant’s Funding Source:	General Fund revenues

Dale L. Martin Digitally signed by Dale L. Martin Date: 2026.03.30 14:11:28 -04'00'

Applicant Signature Certifying the Above Information

Dale L. Martin, City Mgr.

Print Name

Project Summary: Maximum 200 Words

Marian Custer Park was established in March1981 when the land on the ICW was donated by Benjamin Custer in memory of his wife Marian Custer.

In recent years, the park has become a popular spot where residents and visitors gather to fish, wade, picnic, and launch kayaks. The park which is on the ICW has a great view from the south and north but is in need of refurbishment and enhanced amenities to make it safer and more aesthetically appealing. Eliminating invasive plants, improving the shoreline area for users, and creating a more user-friendly environment would significantly increase the use and appreciation of the Intracoastal Waterway.

A similar project was proposed two years ago immediately under the Moody Boulevard bridge, but issues with the land records for the State property (SR 100 right-of-way) were not able to be resolved, leading to this revised application being submitted.

1. Priority Category:

a) Choose one priority category of this project from the application instructions based upon the predominant cost of the project elements.

Public waterfront parks and boardwalks & associated improvements.

b) Explain how the project fits into this priority category

While Custer Park is a small park within minimal amenities (one picnic table, one swing set), the park is very popular to area residents as well as visitors. The shallow water allows for wading to launch kayaks, fish, or swim.

c) Explain how the project relates to the District's Waterways and the mission of the Florida Inland Navigation District.

This project enhances and encourages the use and appreciation of the ICW with more opportunities for residents and visitors to use a space that is easily accessible for year-round enjoyment.

2. Ownership of Project Site:

Own ☑ Leased ☐ Other ☐

If leased or other, please describe lease or terms and conditions:

3. Has the District previously provided assistance funding to this project or site?

Yes ☐ No ☑

4. If yes, please list the project name, number and funding amount received:

5. What is the current level of public access in terms of the number of boat ramps, boat slips and trailer parking spaces, linear feet of boardwalk (etc.) if applicable?

The park is located on Palm Drive which is off of SR 100 on the west side of the ICW near the bridge. Currently, limited parallel parking is available next to the park, but additional parking is available on Palm Drive within close proximity of Custer Park. Kayaks are normally transported on vehicle roof racks which minimize the use of trailers.

6. How many additional ramps, slips, parking spaces or other access features will be added by this project, and what is the approximate number of registered vessels estimated to use the constructed project?

No additional parking will be added for this project.

7. Public Usage & Benefits:

a) What public access or navigational benefit to the District's waterways will result from this project? How will this project enhance public access to the District's waterways, and what specific navigational benefits will it provide to the community?

Although public access is currently available the enhancements and improvements will likely increase the usage of the park directly on the ICW. The navigational benefit will be to kayakers and scullers who launch their vessels for fishing and exercise.

b) What is the current demand for public access or navigation facilities in the area, and how does this project address unmet needs or improve upon existing facilities?

The growth of the area has increased significantly which has created a huge demand for locations to have access to the ICW for recreational enjoyment of the natural spaces. Although small, the park will help address the needs of many who do not have the resources to go to the beach, piers, or use a boat. The park also provides a place to relax and enjoy the views of vessels and wildlife that inhabit the area.

c) How does the project fit within regional or local maritime management plans, public access initiatives, or comprehensive plans, and how does it contribute to broader public usage goals?

This project fits within the maritime management plans by providing public access for those who visit the Flagler Beach area and looking for an alternative to the ocean to enjoy the water.

d) Has the local Sponsor implemented or plans to implement any boating access, speed zone, commercial access or other restrictive use in the area of this site?

A Flagler County boat ramp is located on the opposite side of the ICW, with its associated "No Wake" restrictions.

8. Fees & Maintenance:

Are there any fees associated with the use of this facility? Yes ☐ No ☑

If answered Yes:

a) List or provide a fee schedule.

No fees will be associated with this park/facility.

b) Provide a listing of the fees charged by similar facilities, public and private, in the project area.

N/A

c) Pursuant to Rule 66B-2.004(11), if there are any fees, please explain how these fees are tracked and what they are used for.

N/A

d) Clearly demonstrate how the project will continue to be maintained and funded after initial funding is completed.

The City currently owns maintains the park and will continue to operate and maintain the park to high standards. The City's annual budget includes an appropriation for park operations and maintenance.

9. Please list all Environmental Resource Permits required for this project:

Agency	Y/N	Date Applied	Date Received
Water Management District	?		
Dept of Environmental Protection	?		
USACE	?		

10. a) Construction

This question is to be answered **only** if this application is for a **Construction** project.

In the summary box at the bottom of this page, please address each of the bullet points listed below to maximize your score for this competitive grant application.

PERMITTING:

- Have all required environmental permits been applied for? (USACE, DEP and WMD) If permits are NOT required, explain why not.
- Detail any significant impediments that may have been identified that would potentially delay the timely issuance of the required permits.
- For Phase I design, permitting, and engineering projects, please provide a general cost estimate for the future Phase II construction work.

CONSTRUCTION TECHNIQUES:

- What is the design life of the project and proposed materials?
- What considerations, if any, have been made for storm surge and hurricane impacts in the design and life span of this project?

Construction Project: Maximum 200 Words (Address all bullet points above)

The project is currently under review by the Flagler Beach staff to determine if any permits are required. The FIND will be notified as soon as requirements are defined.

10. b) Environmental Education

This question is to be answered **only** if this application is for an Environmental Education project.

In the summary box at the bottom of this page, please address each of the bullet points listed below to maximize your score for this competitive grant application.

DILIGENCE:

- Who is the primary target audience or user group for the project and how were they identified?
- How have the needs of the target audience been evaluated and met?
- How many people will the program serve on an annual basis? What will be the measurable results?
- Describe the materials and project deliverables to be produced by this project.
- Describe the plan for dissemination of the materials produced through the project,

EXPERIENCE & QUALIFICATIONS:

- Please briefly describe the qualifications of the program administrator(s), including prior experience, and areas of expertise.
- What previous projects of this nature have been completed by the program manager?

PROJECT GOALS:

- What are the long-term goals of this project as it relates to the ICW?
- What is the expected duration/frequency of this program?

Environmental Education Project: Maximum 400 Words (Address all bullet points above)

N/A

10. c) Law Enforcement and Boating Safety Projects

This question is to be answered **only** if this application is for Law Enforcement and Boating Safety projects.

In the summary box at the bottom of this page, please address each of the bullet points listed below to maximize your score for this competitive grant application.

WATERWAY RELATIONSHIP:

- Describe how the project will enhance boating access, safety, or enforcement efforts on the waterway, and address the identified needs or benefits for public safety.

EXPERIENCE & QUALIFICATIONS:

- List the personnel tasked with the implementation of this project, their qualifications, previous training and experience.

DELIVERABLES:

- Describe the project deliverables and why this particular law enforcement vessel, equipment or facility improvements was selected or are necessary.

AREA OF COVERAGE

- What is the range or area of coverage for this project?

Law Enforcement and Boating Safety Project: Maximum 200 Words (Address all bullet points above)

N/A

10. d) Inlet or Public Navigation

This question is to be answered **only** if this application is for an Inlet or Public Navigation dredging project.

In the summary box at the bottom of this page, please address each of the bullet points listed below to maximize your score for this competitive grant application.

WATERWAY RELATIONSHIP:

- Will the project inhibit sediment inflow into, or reduce the dredging frequency of the Intracoastal Waterway channel?
- How does the project directly benefit the Intracoastal Waterway channel?
- Identify any long-term sedimentation problems and briefly discuss any methods or activities that will address these issues.

PUBLIC ACCESS

- Describe in brief detail how the project will enhance public access to or from the Intracoastal Waterway? List the upstream publicly accessible facilities with improved access because of this project.

BENEFICIAL PROJECT ELEMENTS:

- Describe any economic benefits to be realized by implementing this project.

PROJECT MAINTENANCE:

- When was this area last dredged? What is the expected frequency of future dredging? Where will the dredged material be relocated to?

Inlet or Public Navigation Project: Maximum 200 Words (Address all bullet points above)

NA

10. e) Beach Renourishment

This question is to be answered **only** if this application is for a Beach Renourishment project.

In the summary box at the bottom of this page, please address each of the bullet points listed below to maximize your score for this competitive grant application.

WATERWAY RELATIONSHIP:

- Describe how the District and other navigation interests will benefit from the implementation of this project.

VIABILITY:

- Is the project site defined as critically eroded area by a statewide beach management plan?
- Cite the quantifiable rate of erosion in this area.
- Is the project an important component of an overall beach management effort?

PUBLIC BENEFITS:

- Are there quantifiable public benefits demonstrated by the project?
- Is there adequate public access to the project area? Please describe location and amount.

PROJECT FUNDING:

- Describe any assistance funding from other sources.
- Clarify the availability of long-term funding for this project.

Beach Renourishment Project: Maximum 200 Words (Address all bullet points above)

N/A

11. Disaster Relief

This question is to be answered **only** if this application is for repairs/construction of waterways facilities damaged by a declared natural disaster.

In the summary box at the bottom of this page, please address each of the bullet points listed below to maximize your score for this competitive grant application.

STORM DAMAGE EVALUATION:

- List the State of Emergency declaration order or proclamation & the name and date of the storm/event. [Pursuant to State of emergency declared under Chapter 252, F.S.]
- Describe the extent of the damage that was caused due to the storm/event and any Construction/Resiliency Improvements planned for the project.
- What is the current status of your FEMA paperwork for the project?

PROJECT FUNDING:

- Describe the other funding mechanisms and financial assistance that will be applied to defray the reconstruction costs or damage repair

Disaster Relief Project: Maximum 200 Words (Address all bullet points above)

N/A

ATTACHMENT E-3

Waterway Assistance Program FY2026

PROJECT COST ESTIMATE

(See Rule Section 66B-2.005 & 2.008 for eligibility and funding ratios)

Project Title:	Flagler Beach's Custer Park Kayak/Fishing Area
Applicant:	

Project Elements *(Please list the MAJOR project elements and provide general costs for each one.)*	**Total Estimated Cost**	**Applicant's Cost** (To the nearest $50)	**FIND Cost** (To the nearest $50)
Survey/design	$ 5,000	$ 2,500	$ 2,500
Kayak launch equipment	**$ 40,000**	$ 5,000	$ 5,000
Park amenities	**$ 5,000**	$ 2,500	$ 2,500

****TOTALS =**	$ 50,000	$ 10,000	$ 10,000

ATTACHMENT E-4

Waterways Assistance Program FY2026

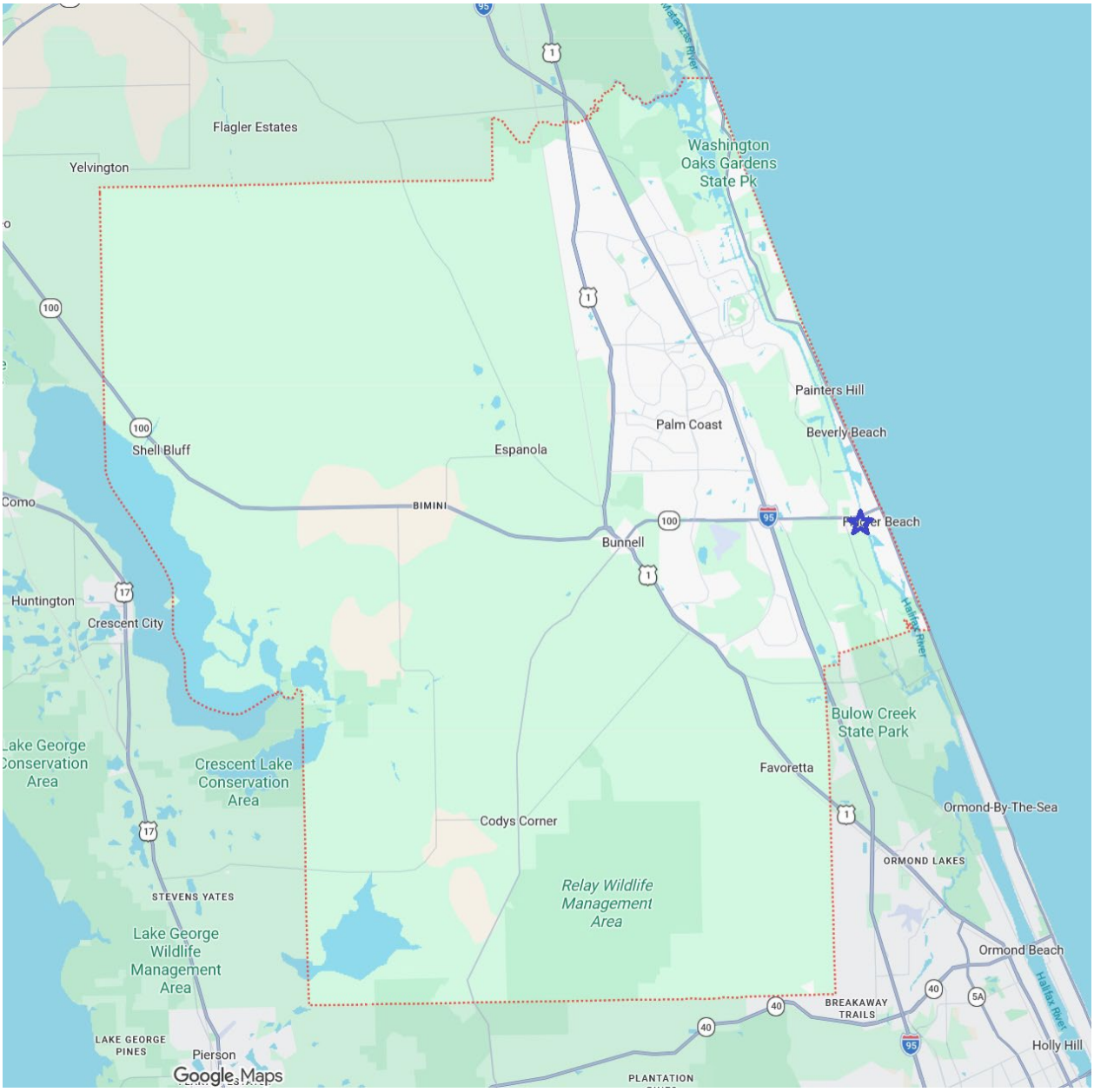
PROJECT TIMELINE

Project Title:	Flagler Beach's Custer Park Kayak and Fishing Area
Applicant:	City of Flagler Beach

The applicant is to present a detailed timeline on the accomplishment of the components of the proposed project including, as applicable, completion dates for: permitting, design, bidding, applicant approvals, initiation of construction and completion of construction. NOTE: All funded activities must begin AFTER October 1st or be consistent with Rule 66B-2.005(3) - Pre-agreement expenses.

Survey/design efforts would be anticipated to be completed within 120 days of award. Construction would then be anticipated to be completed with another 180 days.

County/City Location Map



Project Boundary Map

Custer Park parcels (3) are highlighted with yellow boundary, south of Moody Boulevard (SR 100; AICW 810.7) and located on the banks of the Matanzas River (Atlantic Intracoastal Waterway). Flagler County-owned Betty Steflick Park and boat ramp are depicted opposite of the Custer Park parcels.

Site photographs

ATTACHMENT E-6

ATTORNEY'S CERTIFICATION OF TITLE

(See Rule 66B-2.006(4) & 2.008(2) FAC)

OFFICE OF THE CITY ATTORNEY
SHEPARD, SMITH, HAND & BRACKINS, P.A.
2300 Maitland Centery Parkway, Suite 100
Maitland, Florida 32751
(407) 622-1772

May 11, 2026

To WHOM IT MAY CONCERN:

I, D. Andrew Smith, III, the Attorney for the City of Flagler Beach, Florida, hereby state that I have examined copies of the deeds from Benjamin L. Custer to the City conveying fee simple title to the following described property:

Lots 8 and 9, Block 1, PALM HARBOR SUBDIVISION, as recorded in Plat Book 5, Page 21, Public Records of Flagler County, Florida.

And,

Lot 6, Block 1, PALM HARBOR SUBDIVISION, as recorded in Plat Book 5, Page 21, Public Records of Flagler County, Florida.

I have also examined a document showing that this property is listed on the tax rolls as belonging to the City. Finally, I have also examined such documents and records as necessary for this certification.

This property is what is now called "Flagler Beach Custer Park".

I Certify that the City does in fact own this property.

Sincerely,

D. Andrew Smith, III
Attorney, City of Flagler Beach, Florida

Staff Report

City Commission Regular Meeting

May 14, 2026

To:	City Commission
From:	Dale Martin, City Manager
Meeting Date:	May 14, 2026
Item Name:	Resolution 2026-36. A Resolution by the City Commission of the City of Flagler Beach, Florida, approving a proposal from Moffat & Nichol to complete survey, design, and permitting activities in support of the City's Beachwalk Project in an amount not to exceed $178,100; providing for conflict and providing for an effective date.

Background:

Approximately two years ago, the City Commission endorsed an application to the Flagler County Tourist Development Council (TDC) to seek funding support for a Pier enhancement project designated as the Beachwalk Project. As conceived, the Beachwalk was composed of three phases: Phase I- reconfiguration of the A-frame facilities (restrooms, radio station, former bait shop); Phase II- construction of the Promenade, a 4,000 square foot open-air deck immediately south of the Pier's A-frame facilities; Phase III- re-construction of the oceanfront boardwalk from approximately S. 3rd Street to S. 7th Street. The City was awarded approximately $750,000 from the TDC for the project which was to be matched with a similar $750,000 contribution from the City (the grant was specifically related to Phases I and II. The estimated cost for each phase was approximately $1,300,000.

After preliminary review, the Department of Environmental Protection (DEP) has indicated that the Beachwalk Phases I and II will require additional dune construction- the profile of the required dune is to match the dunes constructed by the United States Army Corps of Engineers (USACE) in 2024. The federal project for that effort only went as far north as S. 6th Street; the Flagler County effort associated with the USACE effort was constructed to a lesser profile from S. 6th Street to N. 7th Street. An estimate provided by Mr. Gabriel Perdomo (Moffatt & Nichol, the Beachwalk Project design engineer) was that the additional dune construction would cost $300,000. Given the additional dune construction requirement and the related delay, the City Commission subsequently withdrew the Beachwalk Project from TDC consideration, returning the $750,000 award (the award was for a reimbursement, so no funds had been transferred). As a result, the Beachwalk Project, as originally conceived, was suspended.

In light of the aforementioned circumstances, the City Commission is presented an opportunity to re-visit the Beachwalk Project with a proposal from Mr. Perdomo to proceed with the survey, design, and permitting for the necessary dune construction. Consider the following:

- Mr. Edgar Fernandez has been working with State officials to re-purpose a portion of the State funds provided for the Pier Reconstruction Project to support the Beachwalk Project. The State has allocated $4,500,000 for the City's required 12.5% contribution for the Pier Project. Using a conservative final construction cost estimate of $16,000,000, the City's contribution would be $2,000,000, significantly less than the $4,500,000 provided. The State funds, though, if not utilized for the Pier Project, are required to be returned to the State (a loss of $2,500,000 to the City). Mr. Fernandez' efforts have been with State legislators and State departmental officials to re-allocate the $2,500,000 for the Pier-related Beachwalk Project. A key consideration for that request is that the original State appropriation was based upon the role of the Pier related to "tourism" and that the Beachwalk Project would further support the tourist economy in Flagler Beach. With the *possibility* of securing the $2,500,000 State funding combined with the $750,000 currently budgeted for the Beachwalk Project, the City would have $3,250,000 available for the Beachwalk Project. That funding would be sufficient for the survey/design/permitting ($180,000), the dune construction ($300,000), and Phases I and II of the Beachwalk ($2,700,000): total current estimate, $3,180,000, leaving a small margin of revenues ($70,000).
- DEP officials have directed the City to pursue dune reconstruction grants (a 50%/50% program) for additional funding to reduce the estimated $300,000 dune cost.
- Phase III of the Beachwalk Project (the boardwalk) has been proposed to be included as part of the FDOT SUN Trail effort currently under review and as part of the City's recent application to the Volusia-Flagler Transportation Planning Organization.

Given those conditions, the City Commission is requested to consider the proposal from Moffatt & Nichol for survey, design, and permitting for the required dune construction to support the Beachwalk Project.

Fiscal Impact:

The funds for the subject proposal would be drawn from the Pier Fund (a portion of the $750,000 previously budgeted for the Beachwalk Project).

Staff Recommendation:

Staff recommends approval of Resolution 2026-36.

Attachments:

1. 2026-36 Beachwalk
2. 2026-03-23 Flagler Beachwalk - Dune Renourishment Services Proposal DRAFT

RESOLUTION 2026-36

A RESOLUTION BY THE CITY COMMISSION OF THE CITY OF FLAGLER BEACH, FLORIDA, APPROVING A PROPOSAL FROM MOFFAT & NICHOL TO COMPLETE SURVEY, DESIGN, AND PERMITTING ACTIVITIES IN SUPPORT OF THE CITY'S BEACHWALK PROJECT IN AN AMOUNT NOT TO EXCEED $178,100; PROVIDING FOR CONFLICT AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City Commission approved the concept and submission of the proposed Beachwalk Project for funding assistance from the Flagler County Tourist Development Council (Resolution 2024-53); and,

WHEREAS, the Project was subsequently awarded grant funding from the Flagler County Tourist Development Council (TDC) in the amount of approximately $750,000, which was matched with a similar amount from the City; and,

WHEREAS, during the process of permitting for the Beachwalk Project, State agencies required the construction of a dune similar in profile to the dune constructed by the United States Army Corps of Engineers in 2024. The necessary dune construction created a delay for the Project, substantial enough that the resulting schedule would not meet TDC grant conditions, so the grant award was returned to the TDC and the Project paused for re-consideration; and,

WHEREAS, Mr. Edgar Fernandez, on behalf of the City, has worked with State officials and agencies to accept a change of scope for State funding originally allocated for the Pier Project to be applicable for the Beachwalk Project; and,

WHEREAS, the change of scope would provide for sufficient funding to complete the survey, design, and construction of the dune and the first two phases of the Beachwalk Project;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF FLAGLER BEACH, FLORIDA AS FOLLOWS:

SECTION 1. The City Commission approves the Moffat & Nichol proposal dated March 23, 2026 for the survey, design, and permitting associated with the Beachwalk Project in an amount not to exceed $178,100.

SECTION 2. Funding for the aforementioned effort will be drawn from the Pier Fund, specifically the funds appropriated for the City’s anticipated match for the original TDC grant award.

SECTION 3. If the effort to revise the scope of the State funding is not successful, the Moffat & Nichol survey, design, and permitting efforts will be immediately suspended.

SECTION 4. All Resolutions and parts of Resolutions in conflict with this Resolution are hereby repealed.

SECTION 5. This Resolution shall become effective upon execution.

Upon motion duly made and carried, the foregoing Resolution was accepted by the City Commission of the City of Flagler Beach this 14th day of May, 2026.

CITY OF FLAGLER BEACH, FLORIDA

PATTI KING, MAYOR

ATTEST:

PENNY OVERSTREET, CITY CLERK

moffatt & nichol

501 East Kennedy Boulevard, Suite 1910
Tampa, FL 33602
Tel (813) 258-8818
www.moffattnichol.com

March 23, 2026

City of Flagler Beach
105 S. 2nd Street
Flagler Beach, Florida 32136

Attn: Dale Martin, City Manager

Subject: **Flagler Beach Dune Renourishment Engineering Design and Environmental Permitting Services Proposal DRAFT**

Dear Mr. Martin:

Moffatt & Nichol (M&N) is pleased to submit this proposal to provide surveying, field investigation, coastal engineering design, and environmental permitting services for reconstruction of the dune system along the City of Flagler Beach shoreline between the Pier and South 7th Street. To proceed with the proposed expansion of the Beachwalk restroom building and construction of a new promenade, FDEP has determined that the existing frontal dune within the Beachwalk project area is too narrow to meet regulatory requirements, which prohibit construction of new structures that are not sufficiently landward of a stable primary dune under F.A.C. 62B-33.005(9). Because the recent County nourishment project did not reconstruct the dune in this reach, the proposed restroom expansion and promenade would encroach on the dune in its current condition and cannot be permitted. As a result, a new primary frontal dune must first be constructed, vegetated, and successfully established for 12 months before FDEP will approve a CCCL permit for the Beachwalk project.

The proposed engineering design and environmental permitting services to reconstruct the dune system using a typical section and vegetation planting plan similar to the recent U.S. Army Corps of Engineers (USACE) beach nourishment template includes:

- Topographic and beach profile surveying
- Existing dune and vegetation field assessment
- Coastal engineering design of the reconstructed dune template
- Preparation of environmental permit applications
- Construction drawings and technical specifications

The scope of services will be performed under the following tasks:

- Task 1 – Field Work and Data Collection
- Task 2 – Preliminary Engineering and Schematic Design
- Task 3 – Environmental Permitting
- Task 4 – Final Design and Construction Documents

Task 1 – Field Work and Data Collection:

Objective

Field work will include collection of site data necessary to support coastal engineering design and environmental permitting for the dune reconstruction project.

Scope

Topographic and Beach Profile Survey

A licensed surveyor will perform a topographic survey and beach profile survey of the project corridor extending from the Flagler Beach Pier south to approximately South 8th Street. Surveying will include:

- Beach and dune elevations.
- Existing dune crest and toe elevations.
- Shoreline location.
- Existing improvements and utilities within the project area.

Site Assessment

M&N coastal engineers will perform a site visit to document existing conditions including:

- Extent of dune erosion and storm impacts.
- Areas where dune reconstruction is required.
- Existing beach access points and infrastructure.
- Photographic documentation of site conditions.

Dune Vegetation Assessment

In support of the dune planting plan, a reconnaissance-level assessment of the existing dune vegetation community will be performed to identify:

- Native dune vegetation.
- Invasive or nuisance vegetation.
- Areas suitable for dune plantings.

Deliverables

- Existing Conditions Survey (by surveyor).
- Site Assessment and Existing Conditions Memorandum.

DRAFT

Task 2 – Preliminary Engineering and Schematic Design

Objective

This task includes development of the preliminary coastal engineering design for the dune reconstruction project.

Scope

Dune Reconstruction Design

M&N will develop a preliminary engineering design for the reconstructed dune system using and considering:

- Existing and new survey data from Task 1.
- Permit conditions from the recent USACE and Flagler County Reach 1 beach nourishment project.
- The USACE Flagler County Shore Protection Project dune template and vegetation plan.

The preliminary design will define:

- Dune crest elevation.
- Dune toe location.
- Cross-section geometry.
- Estimated sand volumes required for reconstruction.

Dune Vegetation Planting Plan

A dune planting plan will be prepared consistent with standard Florida dune restoration practices and consistent with the USACE beach nourishment project. The planting plan will include:

- Planting zones across the dune cross section
- Recommended species mix
- Planting density and spacing

Permit Drawings

Schematic design drawings will be prepared and submitted as permit drawings that include existing conditions, proposed dune template, typical cross sections, vegetation planting plan, and construction limits.

Opinion of Probable Construction Cost

An opinion of probable construction cost will be prepared based on estimated fill volumes and typical construction methods.

Deliverables

- Preliminary dune design drawings (plan and typical section)
- Schematic Design / Environmental permit drawings (11x17)
- Preliminary opinion of probable construction cost

DRAFT

Task 3 – Environmental Permitting

Objective

M&N will prepare and process environmental permits required for the dune reconstruction project.

Scope

Permitting Strategy

M&N will review the proposed project relative to applicable environmental regulations and coordinate with regulatory agencies to determine the appropriate permitting pathway.

Permits anticipated to be required may include:

- Florida Department of Environmental Protection (FDEP) Coastal Construction Control Line (CCCL) Permit.
- State Lands authorization for placement of sand within the beach-dune system.
- Local approvals from the City of Flagler Beach.

Permit Application Preparation

M&N will prepare environmental permit application packages including:

- Permit application forms.
- Signed and sealed permit drawings.
- Supporting technical documentation.

Agency Coordination

Following submittal, M&N will coordinate with regulatory agencies during permit review. Services include:

- Responding to agency requests for additional information (RAI).
- Coordination meetings with regulatory agencies, as necessary.
- Preparation of revised drawings to address agency comments.

Deliverables

- Environmental permit application packages.
- Agency comment response documentation.
- Final permit drawings.

DRAFT

Task 4 – Final Design

Objective

This task includes preparation of final engineering drawings and technical specifications for construction of the dune reconstruction project.

Scope

- M&N will prepare final design drawings including:
  - Dune fill plan
  - Construction limits
  - Dune cross sections and profiles
  - Dune vegetation planting plan
  - Construction access details
- Technical specifications will be prepared for the project including:
  - Summary of Work
  - Environmental Protection
  - Beach Fill Placement
  - Measurement and Payment
  - Contractor Quality Control
- Construction quantities will be calculated and summarized to support contractor bidding.

Deliverables

- 90% Construction Drawings
- 100% Signed and Sealed Construction Drawings
- Technical Specifications
- Final Opinion of Probable Construction Cost

DRAFT

Dependencies

The scope and fee provided in this proposal assume the following:

- The project will utilize the typical dune section developed for the USACE Flagler County Shore Protection Project.
- The project will consider the construction access location developed for the USACE Flagler County Shore Protection Project located at S 6th Street. Evaluation or development of other construction staging and access areas is not included.
- This proposal assumes an upland sand fill transported to the site via dump truck. No offshore dredging is included.
- No placement seaward of the mean high-water line will be proposed.
- No federal permits or BOEM approvals/leases for offshore borrow sand are anticipated to be required.
- The City will coordinate with the County and USACE to obtain available project information including prior nourishment permits, plans, and survey data.
- The permitting process will proceed without third-party objections or contested hearings.
- The City will coordinate public outreach and stakeholder coordination, if required by permitting agencies.
- The City will be responsible for obtaining all required property rights, easements, and access agreements necessary to construct the project.
- The City will be responsible to confirm of legal ownership boundaries and resolution of any title issues within the project limits.
- Execution of all required permit applications and certifications by the City, as applicant.
- The City will provide payment of all agency application and review fees.

Exclusions

The following services are not included in this scope:

- Offshore borrow area investigation or dredging design.
- Sediment compatibility testing or geotechnical sampling.
- Cultural resource investigations.
- Biological resource surveys.
- FEMA or disaster funding support.
- Construction administration or resident engineering services.
- Construction monitoring or post-construction reporting.
- Preparation of bid documents beyond technical specifications.
- Legal support or expert testimony related to permitting.
- Acquisition, negotiation, or documentation of temporary or permanent easements, property rights, or rights of entry.
- Real estate coordination with private property owners or governmental entities.

DRAFT

Schedule

The anticipated duration for the services described in this proposal is approximately six to nine months, assuming environmental permits are issued within typical agency review durations.

Fee

Professional engineering fees for the services described above will be provided on a lump sum basis and invoiced monthly on a percent complete basis.

Task	Description	Fee
1	Field Work and Data Collection	$37,500
2	Preliminary Engineering and Schematic Design	$44,800
3	Environmental Permitting	$39,200
4	Final Design	$56,600
	Total Fee:	**$178,100**

M&N appreciates this opportunity to remain involved in supporting the City's beachfront revitalization projects. If you have any questions about this proposal, please do not hesitate to contact me at (813)695-9562 or gperdomo@moffattnichol.com.

Sincerely,

MOFFATT & NICHOL

Gabriel Perdomo, PE
Senior Project Manager

DRAFT

Staff Report

City Commission Regular Meeting

May 14, 2026

To:	City Commission
From:	Dale Martin, City Manager
Meeting Date:	May 14, 2026
Item Name:	Parking Management Request for Qualifications

Background:

Parking management has been presented as a consideration to the City Commission as far back as 2013 (see the attached Parking Workshop presentation). An Ad Hoc Parking Committee was subsequently created (and included current Vice Chair Commissioner Scott Spradley) and presented a report (April 15, 2015; attached). The City's Ten-Year Strategic Plan, crafted in 2022, included a goal to develop a system for paid parking for non-residents. This goal was again informally supported at the City Commission's April 1, 2026 Strategic Planning/Goal-Setting Workshop (April 1, 2026).

A document titled "A Guide to Implementing Paid Parking" was distributed to the Mayor and City Commissioners on May 1 (separate from this agenda documentation due to its length [170 pages]).

Parking management efforts are scheduled to be discussed at the May 11 Community Redevelopment Agency Advisory Board meeting. Comments from that board will be shared at the May 14 City Commission Regular Meeting.

A proposed Request for Qualifications is attached to more formally begin the development of a paid parking system for non-residents.

Fiscal Impact:

The cost to retain a parking management consultant will be determined as part of the review and selection process

Staff Recommendation:

Staff seeks direction and support to proceed with the proposed Request for Qualifications to develop a system of paid parking for non-residents.

Attachments:

1. City of Flagler Beach RFQ #0601
2. 2013 Parking Workshop

3. 2015 Ad Hoc Parking Committee Report (less Exhibits)

City of Flagler Beach, Florida

Request for Qualifications (RFQ #26-0601) for Parking Operations & Enforcement Services

Issue Date: June 1, 2026
Submission Deadline: July 2, 2026

---

1. Purpose

The **City of Flagler Beach ("City")** invites qualified firms to submit **Statements of Qualifications (SOQs)** to provide comprehensive **parking operations, parking enforcement, technology integration, revenue management, customer service, and reporting services** for approximately **400 parking spaces** comprising beachfront, on-street, and City-owned off-street parking lots within the City Community Redevelopment Area (in general, N. 9th Street to S. 9th Street and Flagler Avenue to Oceanshore Boulevard [SR A1A]).

This RFQ will be used to determine a shortlist of the most qualified Respondents for potential contract negotiations.

---

2. Background

Flagler Beach is a coastal community with significant tourism and local parking demands. The City owns and manages a variety of parking assets that require professional oversight, enforcement, and modern technology for efficient operations and customer satisfaction.

---

3. Scope of Services

Respondents should demonstrate the ability to provide the following services:

3.1 Parking Operations & Customer Service

Oversight of daily parking operations (beachfront, on-street, off-street lots).

- Implementation and management of parking payment systems (meters, pay-by-app, pay-by-plate).
- Customer service plan for users of all parking facilities.

3.2 Parking Enforcement

- Enforcement of City parking ordinances, including issuance of citations and compliance monitoring.
- Use of technology for enforcement (e.g., electronic citation devices, License Plate Recognition, where appropriate).
- Coordination with City staff and law enforcement to address compliance issues.

3.3 Technology Integration & Reporting

- Proposal for parking technology systems, integration plan, data reporting dashboards, and analytical tools to support City objectives.
- Preparation of regular utilization, revenue, and enforcement reports.

3.4 Revenue Management

- Secure, auditable revenue collection, reconciliation, and timely remittance procedures.
- Transparent financial reporting with monthly and annual summaries.

---

4. Minimum Qualifications

Respondents must demonstrate:

- A minimum of ten (10) years of experience in municipal parking operations and enforcement.
- Demonstrated experience implementing and managing parking technology solutions.
- Ability to provide references from at least three (3) public sector engagements.
- Compliance with all applicable local, state, and federal regulations.

---

5. Submission Requirements

All SOQs must be received by the deadline listed above and include:

- **Cover Letter** with contact information.
- **Company Profile** and Florida business license information.
- **Relevant Experience** narrative including largest and or most complex parking operations experience as well as experience with at least one similarly-sized (5,000- 10,000 population) city.
- **Key Personnel Resumes** highlighting municipal and public parking experience.
- **References** from public sector clients.
- **Veteran-Owned Preference Documentation (if applicable):** See Section 7.

Please submit ten (10) original copies and 1 electronic copy (provided in MS Word or .pdf on a “flash” or thumb” drive). Late or incomplete submissions will not be accepted.

---

6. RFQ Questions & Addenda

All questions concerning this RFQ must be submitted in writing to the City’s Utility Billing Supervisor by the date listed in the Schedule Addendum. Any changes as well as responses to questions regarding this RFQ will be issued as a formal Addendum and posted to the City’s website and additionally provided electronically to all respondents.

7. Veteran-Owned Preference

To qualify for preference points, Respondents must include the following documentation:

A business is eligible to be considered **Veteran-Owned** if:

- **At least 50% of the business is owned by one or more U.S. military veterans**, and
- A **Principal** (an individual owning **at least 25% of the business**) is a veteran.

Documentation required to confirm Veteran-Ownership include:

1. Organizational documents (Articles of Incorporation/Operating Agreement) indicating ownership percentages.
2. Proof of veteran status (e.g., DD-214 or comparable documentation) for veteran owner(s).
3. Identification of principal owners and their ownership percentage.

Incomplete or missing documentation will result in **no preference points** awarded in this category.

8. Evaluation & Selection Process

An Evaluation Committee (composition to be determined) will score responsive SOQs based on the following criteria. The Evaluation Committee will then recommend qualifying Respondents (not to exceed four) to present their qualifications/plan to the City Commission. The City Commission will then rank the Respondents and direct City staff to enter into contract negotiations with the Respondents in the ranked order. If negotiations with the highest-ranked Respondent are unsuccessful, negotiations will continue with the second-ranked Respondent (then third and fourth, if necessary).

9. Scoring Matrix

Category	Max Points
1. Relevant Experience	15
2. Operations & Enforcement Plan	25
3. Technology Integration & Reporting	20
4. Key Personnel Qualifications	10
5. Veteran-Owned Business Preference	5
6. References & Past Performance	10
7. Community Engagement Plan	15
Total Possible Points	**100**

Minimum Threshold: Respondents must achieve **at least 75 points** to be considered for further review or negotiation.

10. Contract Term & Conditions

The selected Respondent will negotiate a contract with the City, including defined service levels, insurance requirements, indemnification, performance metrics, and an initial term of five (5) years with City renewal options. All City and Florida statutory requirements will apply and additional provisions may be required (negotiated).

11. Miscellaneous

- The City reserves the right to accept or reject any or all SOQs, waive informalities, or re-advertise.
- All responses become public records in accordance with Florida law.
- Costs incurred in responding to this RFQ are the sole responsibility of the Respondent.

12. Schedule

Category	Max Points
1. Request for Qualifications published	Jun 1, 2026
2. Formal site visit (optional)	Jun 12, 2026
3. Questions due	Jun 19, 2026
4. Request for Qualifications due	Jul 2, 2026
5. Evaluation Committee review	Jul 16, 2026
6. City Commission presentations	Aug 11, 2026
7. City Commission consideration	Sep 10, 2026

Evaluation Committee Scoring Worksheet

Use this worksheet to score each SOQ.

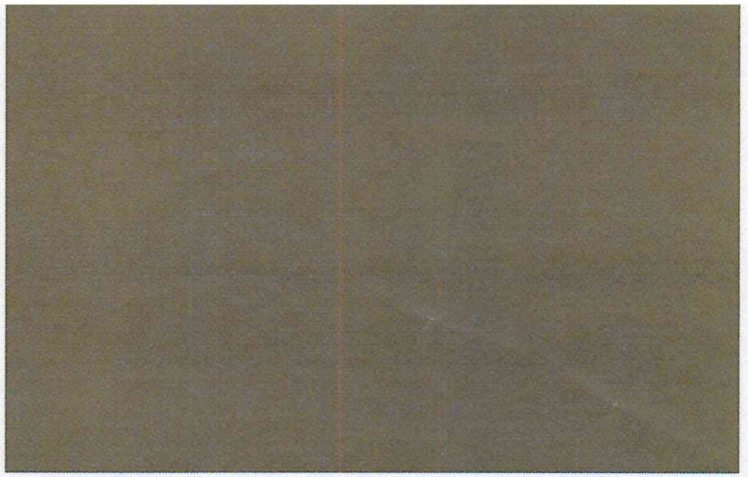
Respondent: _____

Evaluator: _____

Date: _____

Category	Max Points	Score	Notes
Relevant Experience	15	_____	
Operations & Enforcement Plan	25	_____	
Technology Integration & Reporting	20	_____	
Key Personnel Qualifications	10	_____	
Veteran-Owned Business	5	_____	
References & Past Performance	10	_____	
Community Engagement Plan	15	_____	
Total Score	**100**	_____	

Evaluator Comments:



Parking Workshop

January 31, 2013

FLAGLER
Moody
Parking
Additional Capacity
Paid Revenue

The Need For Additional/Paid Parking

Why?

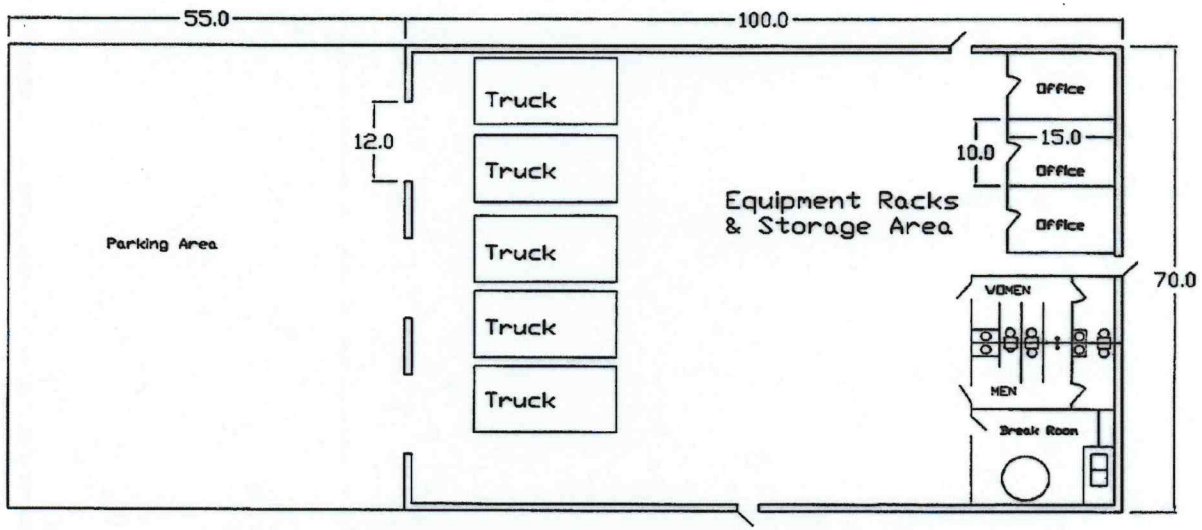
- Parking capacity is a real issue
- To promote pedestrian traffic (Streetscaping Investment) – Adequate parking is a necessity
- Identified as a 2012/2013 FY Strategic Goal (Parking Fees) & (Move Public Works/Steel Building)
- Goals support direction of "Generating Additional Revenue" and "Economic Development"

The Need For Additional/Paid Parking

Why Now?

- Our City has been "discovered"
- A source of new/additional City Revenue
- Means of maintaining/increasing our City's level of services – Beach Costs, Pier, Police, Fire, Sanitation and Maintenance
- Limited Space East of ICW
- Storm Mitigation – "Recovery

Proposed T & D /Maintenance Building at WWTP Complex



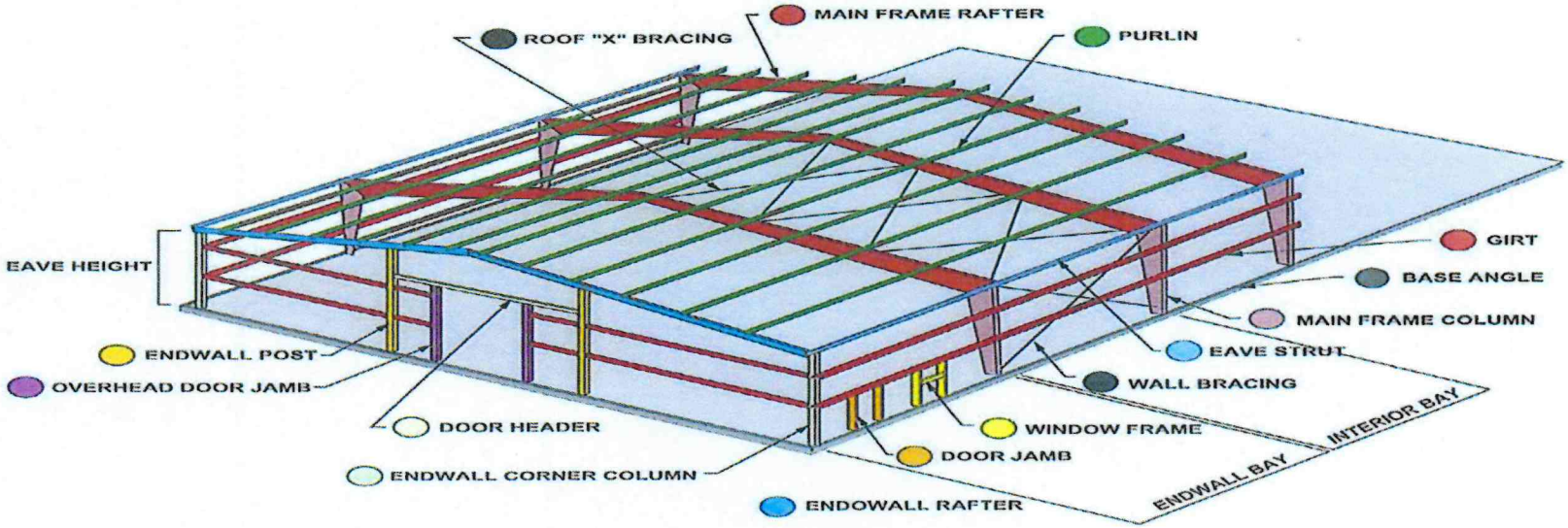
Hobby/Storage

Office/Storage

STRUCTURAL DESIGN

Along with your building materials and blueprints, all customers receive a construction manual and instructional DVD. Rhino buildings feature an easy bolt-together design that many do-it-yourself buyers appreciate.

Rhino's all bolt together design ensures these buildings fit the right way. Rhino is well known as having the most helpful customer service team in the industry. They will help you at every step of the way. Rhino can also provide names of erection contractors in many areas of the country.



New T&D/Maintenance Building at the Waste Water Treatment Plant Complex

Task	Description	Units	No.	Unit Price	Total Price
	1. General Requirements	LS		5,000	$5,000
	2.Plans & Architectural	LS		4,000	$4,000
	3.Bonding	LS		3,500	$3,500
	4.Survey & Geo Testing	LS		7,500	$7,500
	5.City Permitting	LS		1,000	$1,000
	6.Site Preparation	LS		10,000	$10,000
	7.Florida Power & Light	LS		5,000	$5,000
	8.SJRWMD Permit	LS		5,000	$5,000
	9. Soil & Erosion Control	LS		1,000	$1,000
	10.Concrete 70' X 100" X 6'	SY	778	40	$31,120
	11. Steal Building: inc. 3 OH doors w/operators, 4 per door, insulation, electric outlets and bay lights, utilities & fixtures and interior walls	LS		75,750	$75,750
	12.Erection	LS		25,000	$25,000
	13.Parking Base 70' X 55'	SY	444	15	$6,660
	14. Asphalt	Ton	48	90	$4,320
	15. Demo of Maint., T&D and S. 4th Street	LS		16,000	$16,000
Total					**$200,850**

Paid Parking How Could It Work?

- New parking technology offers numerous options: (space #, tag #, pay – by - phone)
- Paid approach to discourage residential right-of-way parking.(Central, Daytona, Flagler)
- One parking fee throughout City ?($1.00 per hour?)
- Graduated parking fee – East/Beach at A1A /South Central higher fee vs. Daytona and Flagler Avenues. (1.00 per hr. - .75¢ - .50¢) or ($1.00per hr. - .50¢ - no charge) ?
- Flagler Beach residents – parking pass at no or minimum yearly charge?
- Offer yearly pier pass holders same rate as Flagler Beach residents?
- Design approach that incorporates merchant participation – vouchers, reimbursement for parking?
- Begin paid approach in center of city; encouraging parking "turnover" ?
- Following "center" implementation; consider extending paid parking along A1A?
- Consider "trolley" or "tram" to move people from South Flagler to "center city" and between 5th Street's North/South?

DIGITAL
PAYMENT TECHNOLOGIES

PRODUCT SHEET

Multi-Space Pay Station

Public and private parking operators are realizing the benefits of multi-space pay stations: increased revenue, reduced operational costs, and superior customer service, to name just a few. Consumers also enjoy the added convenience, diverse payment options, and ease of use provided by pay stations. LUKE II is a highly secure, flexible pay station suitable for on- and off-street deployments. LUKE II fulfills customer service expectations and delivers superior performance and significant contributions to operators' top and bottom line.

LUKE II Features for Consumers

- Range of convenient payment options, such as coins, bills, credit cards, smart cards, value cards, campus cards, coupons, and Pay-by-Phone
- Contactless payments for rapid parking transactions
- Extend-by-Phone service provides expiry reminders and the ability to add time via mobile phone
- Large color screen that is easy to read
- Prompts in multiple languages
- Ability to pay for parking or add time using any pay station in the system
- Coin escrow refunds consumers' money upon a cancelled transaction
- 38-key full alphanumeric keypad for easy license plate entry
- Easily recognizable design identifies machine as a parking pay station

LUKE II Features for Parking Operators

- Separate maintenance and collections compartments for enhanced security
- Theft-resistant design to protect coins, bills, and internal components
- Enhanced locking mechanism and electronic lock support for added security
- PCI compliant and PA-DSS validated system ensures credit card data security
- Pay-and-Display, Pay-by-Space, and Pay-by-License Plate on the same pay station
- Remote configuration of rates and policies saves time and money
- Integration with leading parking technology partners for a complete solution
- Flexible rate structures and diverse payment options can increase revenue
- Reduced maintenance and collections costs
- Real-time credit card processing to reduce processing fees and eliminate bad debt
- Real-time reporting and alarming
- Complete audit trail and rich analytics

Digital Payment Technologies Phone 888.687.6822 Email info@digitalpaytech.com Web www.digitalpaytech.com

Location	# Spaces	Rate per Hour	Hours Per Day	Days per week	Weeks per year	% Occupancy	Total
Pier/Boardwalk	133	$ 1.00	8	5	48	60	$ 153,216.00
Veterans Park	46	1.00	8	5	48	40	$ 35,328.00
S 2nd Street	36	1.00	8	5	48	40	$ 27,648.00
S 3rd Street	29	1.00	8	5	48	30	$ 16,704.00
S 4th Street	8	1.00	8	5	48	20	$ 3,072.00
S. 4th Street P/L	24	1.00	8	5	48	30	$ 9,216.00
S 5th Street	4	1.00	8	5	48	20	$ 1,536.00
S 6th Street	8	1.00	8	5	48	20	$ 3,072.00
N 2nd Street	36	1.00	8	5	48	20	$ 13,824.00
N 3rd Street	17	1.00	8	5	48	20	$ 6,528.00
S 5th Street P/L	24	1.00	8	5	48	10	$ 4,608.00
Fisherman's Net P/L	39	1.00	8	5	48	40	$ 29,952.00
N 3rd Street P/L	27	1.00	8	5	48	20	$ 10,368.00
N 5th Street P/L	27	1.00	8	5	48	40	$ 20,736.00
S Central Avenue	36	1.00	8	5	48	30	$ 20,736.00
S Daytona Avenue	13	1.00	8	5	48	30	$ 7,488.00
N Central Avenue	24	1.00	8	5	48	10	$ 4,608.00
N Daytona Avenue	12	1.00	8	5	48	0.05	$ 1,152.00
S. Flagler Avenue ROW	30	1.00	8	5	48	0.05	$ 2,880.00
S. Flagler Multi-Modal	75	1.00	8	5	48	10	$ 14,400.00
	648						$ 387,072.00

★ These are if we dem old Maint & Bld Steel Bldg.
549 current spaces
Challenge 60% Occupancy; Possible flexible rates
$1.50 for pier/boardwalk

Ticket Enforcement Revenues

# Spaces # 40% of total	Cost per parking infraction	# of tickets/week	Weeks/Year	Total
259.2	$ 15.00	1.3	48	$ 242,611.20

Total Estimated Parking Revenues $629,683.20

Paid Parking Cost –(Capital)

Each Parking Kiosk

- Cost = $10,305.20
- Set–up Fee = $139.20
- Monthly Fee = $80.00 X 12 months = $960
- Annual Maintenance = 10% cost of unit
  $103.00/unit
  $11,507.40/Kiosk Unit

Minimum #Kiosks (Center City Only)

- 18 Kiosks X $11,507.40 =$207,133 1st year capital cost

Paid Parking Enforcement Costs

- Paid Parking Attendant $24,960/year

Total First year costs **$232,093**

Payback Scenarios

- Revenue without enforcement revenue vs. cost

$387,072/232,094 = 6 month payback

- Revenue with enforcement revenue vs. cost

$629,683/ 232,094 = 4 month payback

Paid Parking: On-going Revenue/Cost

Year	*Revenue	# of Units	Costs of Units	Monthly Fee	Set up Fee	Maint. Cost	Enforce-ment Cost	Total Cost	Net Revenue
1	$387,072	18	185,494	17,280	$2,506	$1,854	$24,960	$232,094	$154,978
2	$387,072	–	–	17,280	–	$1,854	$24,960	$44,094	$342,978
3	$387,072	–	–	17,280	–	$1,854	$24,960	$44,094	$342,978
4	$387,072	–	–	1,7280	–	$1,854	$24,960	$44,094	$342,978
5	$387,072	–	–	17,280	–	$1,854	$24,960	$44,094	$342,978
									***$1,526,890**

* w/out enforcement revenue

Paid Parking Survey

City	Phone Number	Yes/No	No. of Paid Spots	Per Hour Charge	Special Rates for City Residents
Fernandina Beach	904-277-7305	no			
Ponte Vedra	904-575-3369	no			
St. Augustine	904-825-1034	yes	235 on street meters	$1.50	.50¢ hour for St. John's County residents
*Ormond Beach	386-676-3297	yes	?	$1.50	
Daytona Beach	386-671-7983	yes	100 all beachside	$1.25	no
Ponce Inlet	386-236-2150	no			
Satellite Beach	321-773-4407	no			
New Smyrna Beach	386-424-2112	no			

* Paid lots are operated by Church organization(s).

Parking Estimates Along A1A Only

Location	Spaces	Daily Rate	3 Days Per Week	6 Months	Revenues	At 40% Occupancy	Totals
North A1A West Side	394	5	3	72	$141,840	$56,736	$56,736
East Side	555	5	3	72	$199,800.00	$79,920.00	$79,920
A1A South West Side	767	5	3	72	$276,120.00	$110,448.00	$110,448.00
Pier & Boardwalk	133	5	3	72	$47,880.00	$19,152.00	$19,152.00
Total Estimated Revenues							$266,256.00

included in orig 549

add'l

# Spaces # 20% of Total	Cost Per Parking Infraction	Number of Tickets/Per Week	Weeks Per Year 6 Months	Total
369.8	$25.00	1	24	$221,880.00

Total A1A	**$488,136.00**

What Are Other Community's Doing?

Pelican Bay tram driver Tom Cleary navigates the board walk near Pelican Bay's beach access in a brand new solar/electric vehicle on Monday. The Pelican Bay Foundation introduced its new solar-charged tram carts on Wednesday morning. The tram system, which has been in place for decades, transports guests and residents to the community's private beach and recreation areas. The community could cut transportation costs and 22,000 pounds of carbon-dioxide emissions per year with the new vehicles. Photographed Oct. 20, 2010. Aaron Hale/Staff. Naples, Florida

Headlines...

Sarasota

Myrtle Beach to install 82 credit card-capable parking meters

Indiatlantic
250, K Tickets
300
self coin meters
permits for $30

Parking on Sanibel - Permits & Fees

meter Use Agreement
Annual Fee
w/ Business
to Bag certain meters

Jekyll Island Parking Fees Rising

Google

Tybee Island raises parking rates

Hold on tag registration

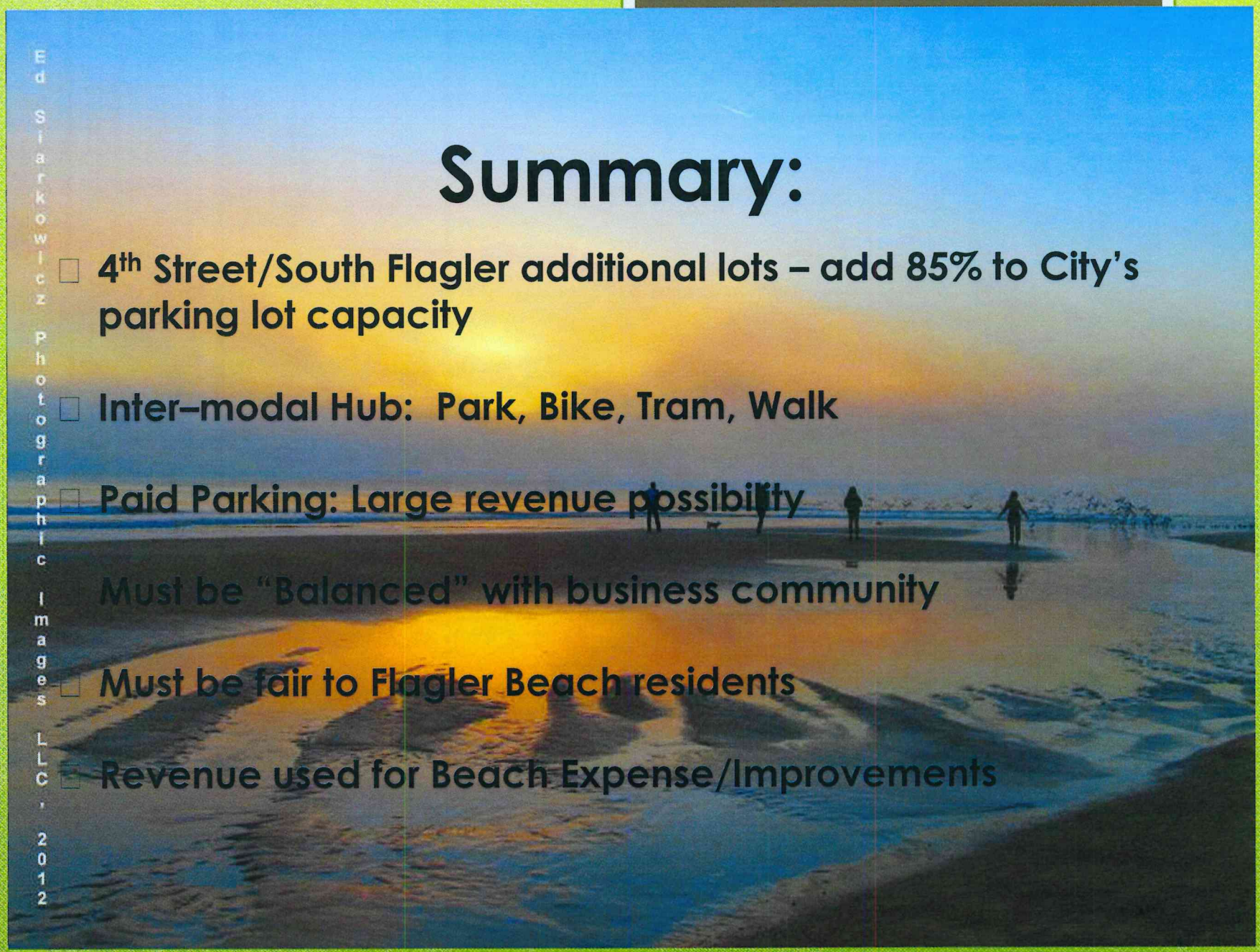
City of Cocoa Beach Approves New Parking Meters

Madeira Beach to modernize parking meters

We are not alone in our parking issues

It doesn't have to be like this….

It could be like this…….



Summary:

- 4th Street/South Flagler additional lots – add 85% to City's parking lot capacity
- Inter–modal Hub: Park, Bike, Tram, Walk
- Paid Parking: Large revenue possibility
- Must be "Balanced" with business community
- Must be fair to Flagler Beach residents
- Revenue used for Beach Expense/Improvements

Next Steps.....

- Decide if we wish to further pursue paid parking?
- Create a "Task Force" to further study: (Members to include; Resident , Business, Public Works Director, Finance Director, 1 Commissioner, and City Manager.)
- Visit/discuss City's with paid parking.
- Investigate alternative "Multi-space" kiosk technology.
- Refine cost/benefit analysis.
- Make final recommendation to Commission by May 30, 2013.
- If ultimate policy is "Yes" make 2013/2014 FY Budget provisions.

Think of the Possibilities…$.$.$.

City of Flagler Beach
Ad Hoc Parking Committee
Final Report and Recommendation

April 30, 2015

Committee Members:

Roseanne Stocker, Chairman
Scott Spradley, Vice-Chairman
Bruce C. Campbell, City Manager
Robert Smith, Public Works Director
Kathleen Doyle, City Finance Director Ex-Officio Member
Linda Provencher, Mayor
Shelley Warner

Administrative Support and Minutes Provided by:
Penny Overstreet, City Clerk

Table of Contents:

		Page(s)
Section I:	**History**	**3-7**
	Timeline	3
	Overview of Work Completed	4
	History of Parking Concerns in Flagler Beach	5-7
Section II:	**Cost of Beach/Pier Maintenance**	**8-10**
Section III:	**Options and Recommendation**	**11-19**
	Explanation of Recommendation Format	11
	General Recommendations	12
	Four Options Regarding Parking and Paid Parking	13-15
	Voting Techniques, Result and Paid Parking Recommendation	16
	Sample Voting Sheet with Criteria	17
	Scoring Sheet from Criteria Vote	18
	Map Pertaining to Options III and IV	19
Section IV:	**Finances**	**20-26**
Section V:	**Public Workshops**	**27**
Section VI:	**Additional Items to Consider:**	**28-30**
	Enterprise Fund	28
	North Side / South Side of SR 100	28
	Parking Incentives & Amnesty Programs	28
	Enforcement	29
	Technology	29
	State Moratorium	29
	Diagonal On-Street Parking:	30
Section VII:	**Exhibits:**	
Exhibit A	Bruce Campbell Power Point of 1/31/13	
Exhibit B	Ad Hoc Parking Committee Power Point Presentation to City Commission of 3/4/14	
Exhibit C	Legislative Alert for HB 7175	
	FTC Statewide Parking Facility Inventory Report prepared as study for HB 7175	
	Confirmation that state will not be going forward with HB 7175	
Exhibit D	Ad Hoc Parking Committee Power Point for Public Workshops 10/21/14 and 10/28/14	
Exhibit E	Support Documentation from Public Input from Public Workshops	
Exhibit F	Recommended bicycle rack styles	
Exhibit G	Power Point Presentation from Digital Payment Technologies and Duncan Solutions	

Timeline

2012-2013 City of Flagler Beach Strategic Priorities Plan includes "Parking Fees" under the goal area of "Fiscal – Generate Additional Revenue."

1/31/2013 City Manager Bruce Campbell makes presentation to City Commission of City of Flagler Beach regarding need to increase parking capacity and the potential for paid parking to support the 2012/2013 Fiscal Year Strategic Goals.
Exhibit A

2/28/2013 City Commission forms the Ad Hoc Parking Committee

4/06/2013 First meeting of Ad Hoc Parking Committee

3/04/2014 Ad Hoc Parking Committee presents Interim Progress Report to City Commission detailing work completed thus far and direction headed. City Commission gives unanimous consensus to continue the direction presented.
Exhibit B

6/20/2014 Governor Scott signs HB 7175, which stated: "From July 1, 2014 – July 1, 2015, no county or municipality can install any parking meters or other parking time-limit devices that regulate designated parking spaces located within or along the right-of-way limits of a state road." During that time, the Florida State Transportation Commission would be collecting data on revenue collected from parking meters and devices installed on state roads.
Exhibit C

10/21/2014 Public workshop held at city hall in round-table discussion format with facilitators and special emphasis on **concerns of businesses** to publicize the work and direction of the Ad Hoc Parking Committee to date and to gain public input regarding all parking concerns.
Exhibit D – presentation

10/28/2014 Public workshop held at city hall in round-table discussion format with special emphasis on **concerns of residents** to publicize the work and direction of the Ad Hoc Parking Committee to date and gain public input regarding all parking concerns.
Exhibit D – presentation

10/31/2014 Florida Transportation Commission releases its "Statewide Parking Facility Inventory" report and recommendations, based on data collected from state-wide municipalities with existing parking meters on state roads.
Exhibit C

4/15/2015 City receives confirmation that the state will not be moving forward with HB 7175

4/30/2015 Ad Hoc Parking Committee makes final report and recommendation
To City Commission of City of Flagler Beach
(**This Document)**

Overview of Work Completed

From April 2013 – April 2015, the Ad-Hoc Parking Committee:

- Conducted 26 public meetings
- Held two public workshops during evening hours
- Made three formal presentations before the City Commission of the City of Flagler Beach
- Met with two technology companies
- Called and/or conducted research on at least a dozen other cities and towns that have paid parking or are in the process of implementing paid parking
- Observed parking patterns in Flagler Beach's downtown corridor at various times of day, counted available/filled spaces on various lots and streets, and made note of weather conditions.
- Met with Police Captain Matt Doughney to discuss enforcement patterns and methods
- Studied various financial models prepared by City Finance Director Kathleen Doyle
- Ad-hoc committee Chairman Stocker attended a meeting in New Smyrna Beach where city staff and officials from county and municipal governments from Flagler, Volusia and St. John's County met to discuss common issues regarding parking capacity, parking fees and parking concerns in general

History of Parking Concerns in Flagler Beach

Flagler Beach's questions about parking capacity have been a topic of conversation at least since the 1980s.

The following text is from the City's Comprehensive Plan written in 1987:

"Substantial demand for beach parking exists in the vicinity of the Flagler Beach Pier and the central business district. This demand is generated from use of the pier, beach, and commercial establishments along S.R. A1A. Currently, parking exists along the S.R. A1A right-of-way on both sides of the pier, at the Pier Restaurant, and along Second Street adjacent to the City Park. As the City, tourism and the County continue to grow, so will the demand for additional beach parking.

In an effort to solve their beach and tourist-related problems, the City has completed a survey of available parking on side roads adjacent to A1A. They have found that there are several hundred street parking spaces that can be designated to solve the parking problem. Use of these spaces would alleviate crowded beach and parking areas in the heart of the City, and business and retailers along A1A will be strengthened."

During the past two decades, Flagler Beach has done its best to carve out additional street parking where possible, and to add municipal parking lots (the city's newest lots include the 8th St. South lot and the 5th St. South). Recently, 30 new parking spaces have been added along South Flagler Avenue between the police station and 7th St. South.

The potential for paid parking in Flagler Beach became a topic of conversation among residents in the early 2000's, some of whom conducted their own research and presented their findings to the city for consideration. However, the Ad-Hoc Parking Committee created in 2013 is the first formal attempt by City of Flagler Beach to tackle the issues and create a plan to meet today's parking needs and plan for future growth.

The formation of the ad-hoc parking committee is related to goals presented in the 2012 City of Flagler Beach Strategic Priorities Plan which included "Parking Fees" under the goal area of "Fiscal – Generate Additional Revenue." The City Commission of the City of Flagler Beach produced for 2012/2013 a "Vision 2020" statement that included, among other goals: "Beach Management: Funding to maintain ecosystem – keeping the playground." It also talked about financial stability, "updating laws to ensure maintaining balance," the "need to manage change," the fact that people still wanted Flagler Beach to "be the way it was," and having visitors share costs.

The same year, then CRA Director Susanne Wilde issued a report that stated, "Parking has long been an issue in the downtown core district. CRA Redevelopment Plan (2008) indicates the need for centralized parking lots, which minimize the use of prime commercial property. The downtown build-out will require additional municipal parking facilities." She recommended a paid parking plan to be rolled out slowly, with an integrated transportation solution involving a trolley.

Today, the City of Flagler Beach has a total residential population of 4522 (2014 – Bureau of Economic & Business Research) and covers approximately 3.8 square miles, or 2.420 acres, of which 1.2 square miles (747 acres) or 31 percent are in water and wetlands. Flagler Beach is located primarily (but not completely) on the barrier island along the Atlantic Coast. The city is approximately 7.5 miles long from north to south and 1.75 miles wide at its widest point from east to west.

Numbers of visitors to our beach, according to data provided by United States Lifesaving Association via Flagler Beach Ocean Rescue (see arc.usla.org) were:

2009	82,000
2010	96,000
2011	104,000
2012	116,000
2013	124,000
2014	136,000

These figures represent a 66% increase in beach visitors since 2009. Flagler Beach's population in 2009 was 5554. Thus, growth in the number of visitors to the beach has far out-paced population growth, which has actually decreased compared with 2009.

In 2014, Flagler County surpassed 100,000 in population (estimated Flagler County population in 2014: 102, 408 – source: http://quickfacts.census.gov).

Year	Flagler Beach	Flagler County	
1970	1,042	4,454	23.39%
1980	2,208	10,913	20.23%
2014	4,522	102,408	4.4%

The figures show that in 1970, Flagler Beach represented over 23 percent of the county's population. By 1980, the ratio had decreased to about 20 percent. Today the ratio stands at 4.4%.

Currently, there are 3381 taxable parcels in Flagler Beach.

Increased population and development trends are also strong to our south and north in Volusia County and St. John's County, both of which are grappling with their own beach parking and management concerns in the face of growing development and increased beach visitors. Paid parking and fees to drive/park on the beach are in place in some areas of St. Johns and Volusia County.

At the same time, Flagler Beach has seen many new restaurants and night-life venues open -- while existing restaurants have been expanding throughout the city, and especially in the downtown area, during the past several years.

The busiest season for visitors to Flagler Beach is March – October. Biketoberfest, Bike Week, Spring Break and summer holidays including July 4, Labor Day and Memorial Day are especially busy times for Flagler Beach due to the increased number of visitors.

With the exception of some parking time limits near the pier and on a limited number of streets downtown, Flagler Beach does not currently have a true parking plan that addresses who parks where nor for how long. Some beachgoers park in the downtown in front of small businesses for multiple hours, which make these spaces unavailable for business customers. Employees of downtown businesses sometimes park for the length of their work-day or work-shift in the most premium parking spaces. Spaces in the most desirable city lots that could be used for visitors and customers are often used by employees.

Creating a master parking plan is complicated – as is the task of managing growth. Visitors are attracted to Flagler Beach because of our pristine, lifeguarded, well-serviced beaches, and because of the wide range of restaurants and night life options, mostly along State Rd. A1A. Visitors come for many of the same reasons many of us choose to live here: The quiet, friendly, hometown atmosphere. Some spend money in our local businesses and restaurants, while others come for the day, bring a cooler, enjoy our services and head home without spending money.

The key questions we face are:

- Where is everybody going to park?
- Who will pay for the increased demand for beach management services and parking capacity/infrastruture in Flagler Beach?
- How do we balance support of local businesses and a strong economy with being able to pay for municipal services – and doing it all without jeopardizing Flagler Beach's unique, friendly, hometown feel that attracts both residents and visitors?

The following findings and recommendation of the Ad-Hoc Parking Committee will not solve every parking challenge faced by the city. The question regarding which parking plan is right for Flagler Beach and whether or not the city should move forward with paid parking is complex and has raised strong opinions on both sides of the issue. Each of the options presented here has its own pros and cons, and any direction the commission may choose to take will certainly need tweaking along the way as issues and new concerns arise. Good communication involving businesses, residents, city staff and elected officials will be key.

Cost of Beach/Pier Maintenance

2014 Annualized Expenses for Beach and Pier: $289,339.80

The following detailed report and comments were prepared by Bob Smith, Director of Public Works

Annualized Expenses for Beach & Pier					4/14/2015
Sanitation Expenses (Annual)					
Sanitation Dept spends minimum 3 hours per day, 6 days per week running beach cans on A1A.					
Hours	Labor	Fuel	Maint.		Total
52 wks x 4 days/wk x 5 hrs/day x $17.78/hr (driver)	$18,491.20	1074.53	3,375.00		**46,064.09**
52 wks x 4days/wk x 5 hr/day x $12.32/hr (helper)	13,520.00				
52 wks x 2 days/wk x 2 hr/day x $17.78 (driver)	5,547.36				
52 wks x 2 days/wk x 2 hr/day x $13/hr (helper)	4,056.00				
	41,614.56				
Landfill Expenses					
Labor					
150 mi/5mpg x 24 trips/yr @2.46/gal		1,771.20			**1,771.20**
2 hr / trip x 17.78/hrx 24 trips/yr	853.44				**853.44**
$273 / tire set annually			273		**273**
Tipping Fees	Tons	Fee			
Fees for trash dump = $42.50 per ton x 12	30.00	42.5			**15,300.00**
Restrooms					
Cleaning	Labor	Fuel	Materials	Utilities	
$120/weekend + holidays (contract)	$6,840.00		5,000.00	21600	**37,570.75**
1.25 hr x 5 day/week x 52 x $12.71/hr (city)	4,130.75				
	10,970.75				
Pier					
Maintenance	Labor	Materials	Insurance	Utilities	
32 hr/wk x $16.53/hr	27,505.92	4340			**31,845.92**
Dunewalks					
Maintenance	Labor	Fuel	Materials		
2 mh x 2 hr/day x 5 days x 52 weeks x $16.53/hr	$17,191.20	975	6,360.00		**24,526.20**
(2 truck@ 6 mi ea x 5 days x 12 mpg 3.75/gal)					
Daily Cleanup					
Hours	Labor $	Fuel	Equipment		
2 x 2 hr x 5 days/wk x $16.53/hr	$17,191.20				**17,191.20**
Lifeguards					
Hours	Labor		Equipment		
Varies	$64,400.00		4,880.00		**69,280.00**
(county contributes $72,500 per year of total $141,780)					
Administration					
Finance Department					**13,751.00**
Special Events - Christmas & July 4th	30,913.00				**30,913.00**
(Police, Fire and PW Overtime)					
TOTAL					**289,339.80**

Parking Committee Narrative

Our City Sanitation Department runs regular residential and commercial trash and re-cycle collection routes seven days per week. Included in the daily routes are emptying the dune walk and pier trash and recycle cans. Four days per week we empty the dune walk cans from city-line to city-line. On Thursdays, Saturdays and Sundays we empty the pier and dune walk cans from N. 10 to S. 10th Streets.
We run the commercial routes on Saturdays and Sundays, which are half days, but pick up the dune cans from N. 10th to S. 10th Streets. Our average truck load of trash weighs approximately 30,000 pounds. Tipping fees at the dump are $42.50/ton. If we assume two truckloads per month of dune walk can trash, that's 60,000 pounds or 30 tons. Therefore, we pay $1275 per month tipping fees for dune beach trash. Additionally, we have employee time and expenses for the trips to Volusia Landfill.

Our Maintenance Department cleans the pier rest rooms on a daily basis except for weekends and holidays. We have an outside cleaning service to clean the rest rooms on weekends and holidays

Pier and Dune Walk maintenance is normally an everyday occurrence. Every morning one man inspects every dune walk on the south end of town and another man inspects the dune walks on the north end of town. Repairs are made as needed at that time. If major repairs are needed, we make plans to do the work. The same situation arises with any work on the pier, inspect daily and repair as needed.

Our Public Works Department performs a daily clean up from N. 10th to S. 10th Streets. This normally includes two employees but sometimes after special events we need more time. That is reflected in the spreadsheet under Special Events.

The cost of Special Events, mainly July 4th and Christmas, takes into consideration the efforts of the Police Department, Fire Department and staff to run the events and safety considerations. We usually request special help form adjacent municipalities for police and fire personnel. Additionally we use staff, volunteers and prison labor to clean afterwards, especially the beach.

The City hires Lifeguards every summer for the obvious health and safety reasons and the County helps by contributing approximately half of our total payroll needs. As the City is being discovered by more and more people, we have had to use our lifeguards more than usual in the off season. This is a trend that is likely to continue in the future.

Parking Recommendation from the Ad-Hoc Parking Committee to the City Commission of the City of Flagler Beach

The Ad-hoc Parking Committee's recommendation is formatted as follows:

- **General Recommendations**:
  This list of recommendations concerns parking items not associated with the question of paid parking. The committee reached consensus on these recommendations.

- **Recommendation Pertaining to Paid Parking:**
  After the public workshops were held in October, 2014, the committee narrowed down its recommendation to the commission regarding paid parking to four options and compiled the pros and cons for each option. On March 3, 2015, two separate votes were conducted on the four options. Details of the options, pros-and-cons, an explanation of the voting methods and the results are presented in this section.

To address parking capacity:

- Build two new parking lots on South Flagler Avenue (at the present site of Public Works) to create 75 new spaces (note: With the 30 new on-street spaces on South Flagler Avenue, this adds 95 spaces to city's parking capacity).
- Remove former Public Works building on 4th St. South and make a new parking lot here to create 29 new spaces.
- Study the viability of a future parking structure in Flagler Beach – identify possible sites (committee discussed parcels north of police station on Flagler Avenue but did not conduct formal study).
- Purchase additional lots throughout the city to be used for parking where appropriate.
- Develop a plan to work closely with businesses on employee parking solutions.
- Develop a plan to work closely with businesses on customer parking solutions, customer incentives, etc.
- Review all existing parking regulations regarding new and expanding businesses.
- Install more bike racks throughout the city and find ways to encourage bicycle use.
  Exhibit G – recommended rack style.

To address enhancing the visitor's experience to Flagler Beach and make it easier for visitors to find parking:

- Improve signage and make all parking signs uniform.
- Install directional signs regarding parking starting from/near Rt. 100 if possible so visitors know which way to turn to find parking (especially the new parking lots).
- Study the viability of a shuttle/trolley (could be golf-cart style) to make the downtown corridor more pedestrian friendly. Explore possible funding through grants.
- Study the viability of a parking plan for special events/holidays that might include parking under the bridge and free transportation to the beach.

Option I:

Take No Action

Pros:
- Aesthetic of the City will remain the same (no kiosks, no additional signage)
- This will satisfy those who feel that parking management and/or paid parking is not in synch with Flagler Beach's unique, eclectic, friendly, hometown feel or would be detrimental to some businesses.

Cons:
- Taking no action means no new stream of revenue for City of Flagler Beach
- Taxpayers continue to cover the costs for non-residents/visitors
- Fails to recognize existing parking challenges
- Challenges will only get worse the longer we do not address them

Option II:

No paid parking in City of Flagler Beach, but create a parking plan with proper enforcement of time-limits where appropriate, all year long. This option includes having time limits on SR A1A to encourage beach goers who will be at the beach for multiple hours to park in the proposed new lots on South Flagler. Institute all general recommendations listed on previous page.

Pros:
- Creates some parking space turnover for businesses
- Some limited revenue for city from enforcement of time-limits
- Aesthetics of the city will remain similar to today (no kiosks, but some added signage)
- This will satisfy those who feel that parking management and/or paid parking is not in synch with Flagler Beach's unique, eclectic, friendly, hometown feel or would be detrimental to some businesses, although some may not like the time-limits.

Cons:
- No significant source of revenue for the city
- Negative stigma for city associated with ticketing visitors for time-limit infractions

IMPORTANT NOTE:
Options III and IV below have paid parking components. In both options, the committee recommends paid parking only 36-weeks per year, with free parking October 15 – February 15, due to the seasonal patterns of visitors to Flagler Beach. Paid parking in the recommendations is from: 8:00 – 8:00 pm, 7 days per week.

Option III:

Paid parking by kiosk in all city parking lots – except the proposed new lots on South Flagler Avenue, which would remain free-of-charge. There is no on-street paid parking in this option. Also included are proper enforcement of on-street time-limits where appropriate, as well as time limits on SR A1A to encourage beach-goers who will be at the beach for multiple hours to park in the proposed new lots on South Flagler. Institute all general recommendations listed on previous page. No annual parking pass for residents of Flagler Beach with this option, since the paid parking would only affect city lots (except for the proposed new lots on Flagler Avenue) and there would be free on-street parking available as well as in the free proposed lots on Flagler Avenue.

Option III	at 35% capacity	at 55% capacity
5-Year Operating Revenue	**$662,640**	**$903,855**
5-Year Operating Gain	**$208,596**	**$417,386**

Fees: Kiosks in municipal lots could be set for smaller fees for those who need to park for a short time. Committee considered $5 for a full day of parking weekdays and $7 for a full day of parking on the weekend to be reasonable.

Pros:
- This is a conservative approach to paid parking in the City of Flagler Beach requiring a small capital investment.
- More revenue than Option II for City of Flagler Beach
- Does not clutter the aesthetics of Flagler Beach and our scenic A1A (for those who don't want to see kiosks).
- Creates parking space turnover for businesses
- Offers options for those who are willing to walk a few blocks and park in the free lots as well as for those who are willing to pay a small fee for a space in a lot closer to the beach.

Cons:
- Less revenue than Option IV for City of Flagler Beach
- May push cars onto streets in residential neighborhoods – so city may have to institute parking zones where only residents who have a sticker can park on certain streets.
- Less revenue to cover administrative costs
- Since we have some paid parking, there could be a greater expectation for a higher level of beach maintenance and services without significant revenue to pay for this.
- Residents of Flagler Beach would have to pay to park in public lots
- Could negatively impact businesses.

Option IV:

Paid parking by kiosk in all city parking lots – except the proposed new lots on South Flagler Avenue, which would remain free-of-charge. Paid on-street parking in downtown corridor on some streets (see Exhibit H: streets marked as blue on map). This option includes proper enforcement of on-street time-limits where appropriate (but not on A1A where those willing to pay for a premium space could do so through the kiosk and identify the amount of time desired). Institute all general recommendations listed on previous page. Annual parking passes for residents of Flagler Beach (at low TBD cost - possibly about $30 annually - just to cover administration costs).

Option IV	at 35% capacity	at 55% capacity
5-Year Operating Revenue	**$3,939,754**	**$6,191,042**
5-Year Operating Gain	**$1,942,333**	**$4,048,872**

Pros:

- Most revenue for city of the four options and most effective parking space turnover for local businesses.
- Offers something for everyone: Free parking lots to the west, reasonably-priced city parking lots with options for beachgoers and visitors to local businesses, and premium paid parking spaces on-street on A1A and other downtown streets.

Cons:

- May push cars onto streets in residential neighborhoods – so city may have to institute parking zones where only residents who have a sticker can park on certain streets.
- Large capital investment
- Solution must be found to challenge of parking needs for employees of downtown businesses.
- Having parking kiosks on A1A and in our downtown is a negative aesthetic factor for some people.
- Some people feel that parking management and/or paid parking is not in synch with Flagler Beach's unique, eclectic, friendly, hometown feel or would be detrimental to some businesses.
- Could negatively impact businesses.

The Vote:

On March 3, 2015 the ad-hoc committee voted by worksheet, assigning a number between 1 and 5 to various criteria regarding the four options. Following that vote, and after discussion regarding how the value of the criteria could be interpreted differently by different people, the committee voted again by a show of hands.

The Results:

The same result was attained through the two voting methods.

- **Worksheet vote:**
  Option IV scored the highest, followed by Option III, Option II and Option I
  Exhibit I: The criteria-based worksheet used in the vote
- **Show of hands vote:**

Option IV	3 votes
Option III	2 votes
Option II	1 vote

The Recommendation Regarding Paid Parking:

Option IV

Proposal	Provide Revenue for City	Risk posed by Capital Outlay	Share costs with visitors	Enhance ability to upgrade beach/visitor services	Enhance visitors' experience	Impact on abutting residential homes	Impact on downtown businesses	Impact on downtown employees	Solve capacity and congestion issues downtown	Effect on Space Turnover	Responsibly plan for today and future	Encourage pedestrian access to downtown	Total
Option I - Do nothing													
Option II - Enforce current plan													
Option III - Paid Muni lots with on street time limits													
Option IV - Paid On-street and Paid Muni													

Proposal	BC	LP	BS	SS	Shelly	RS	Total
Option I - Do nothing	22	15	24	29	31	23	146
Option II - Enforce current plan, time limits	26	34	27	30	26	22	167
Option III - Paid Muni lots with on street time limits	30	36	32	30	33	32	193
Option IV - Paid On-street and Paid Muni	44	46	37	28	34	46	234

Finances

The financial models presented in this document were prepared by City of Flagler Beach Finance Director Kathleen Doyle based upon assumptions directed by the committee. The financial models were intentionally created upon conservative assumptions.

For Option III, models were constructed based on 35% and 55% capacity in all city parking lots except the new lots on South Flagler Avenue.

For Option IV, models were constructed based on 35% and 55% capacity based upon on-street parking on all streets marked in blue and all city parking lots except the new lots on South Flagler Avenue.

The following comments were prepared by Kathleen Doyle, Finance Director:

At the request of the Parking Committee, I created Projected Revenue and Expenditure Statements for the two options. In the presentation, for each option I used the assumptions of the parking areas being used for 55% of the available time, which was the general consensus of the committee. I also included a projection, which shows the parking areas being utilized for only 35% of the time. At the end of each report is a list of the notes and assumptions I used to create the analysis.

Capital Outlay

Option 3
Option 3 would require six (6) Kiosks (1 per parking lot). Startup Capital required in the amount of $107,800 would be borrowed from the General Fund at the beginning of year one for the kiosks and related costs, as well as the needed improvements for all 6 lots. The capital also includes $15,000 for the demolition of the Public Works Building , which is needed to create the South 4th Parking Lot. The Parking Fund would return money to the General Fund during the first four years of operation at a rate of $26,950 per year, which would allow the Parking Fund to keep a positive cash flow for operating expenses. With the purchase of the kiosks, the Parking Fund would also be charged $6,120 annually for fees, support and maintenance related to the operation of the devices.
To repay total Capital Outlay of $138,400 by 2020; each of the 170 parking spaces would need to generate $204 annually.

Option 4
Option 4 would require the purchase of an estimated 61 Kiosks. Startup Capital required in the amount of $867,369 would be borrowed from the General Fund at the beginning of year one for the kiosks and related costs, as well as the needed improvements for the lots. The Parking Fund would return money to the General Fund during the first five years of operation at a rate of $173,474 per year, which would allow the Parking Fund to keep a positive cash flow for operating expenses. With the purchase of the kiosks, the Parking Fund would also be charged $74,790 annually for fees, support and maintenance related to the operation of the devices.
To repay total Capital Outlay of $1,241,319 by 2021; each of the 662 parking spaces would need to generate $375 annually.

CITY OF FLAGLER BEACH

Projected Statement of Revenues and Expenses

Option 3

Paid Parking in Public Lots Only (35% Capacity)

Operating Revenues	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	5 Year Totals
Parking Revenue	$ 83,538	$ 86,044	81,706	84,157	86,682	
Fines and Forfeitures	43,680	44,990	49,140	50,614	52,088	
	$ 127,218	$ 131,035	$ 130,846	$ 134,771	$ 138,770	$ 662,640
Operating Expenditures						
Parking Attendants	$ 41,500	$ 43,575	$ 45,754	$ 48,041	$ 50,444	
Golf Carts for Parking Enforcement	5,000	5,000	-			
Merchant Processing Fees	10,500	10,761	11,071	11,520	11,990	
Purchase 6 Kiosks	12,900	12,900	12,900	12,900		
Set Up Fees	1,200					
Improvements	13,750	13,750	13,750	13,750		
Operating Supplies	2,880	2,938	2,996	3,056	3,117	
Repairs & Maintenance	2,500	3,000	3,000	3,000	3,000	
Annual Maintenance	3,600	4,500	4,500	4,500	4,500	
	$ 93,830	$ 96,423	$ 93,972	$ 96,768	$ 73,051	$ 454,044
Operating Gain (Loss) on Operations	$ 33,388	$ 34,611	$ 36,874	$ 38,003	$ 65,719	$ 208,596

Assumptions and Notes to the Statement:

Operating Revenues

Parking Revenues based on 35%(20% Mon - Thur; 55% Fri - Sunday) capacity 36 weeks annually, 12 hours per day

Parking Lot Rates $5 per day, weekdays; $7 per day weekends

Year 2017-2018 - 3% increase in capacity

Year 2018-2019 - Increase Parking Lots to $6 per day, weekdays; $8 per day on weekends

Year 2019-2020 - 3% increase in capacity

Year 2020-2021 - 3% increase in capacity

Fines & Forfitures - 6 tickets written per day; increase fine to $40 in 2017-18. Increase fine to $45 in 2018-19

This projection includes greater enforcement of the 2-Hour time limits on A1A and throughout the CRA District

Capital Outlay

Kiosks	$ 51,600
Improvements (Start up Capital)	55,000
Set UP Fees	1,200
Maintenance Contract (5 Years)	21,600
Flat Merchant Fees	9,000
Total Capital	$ 138,400

Operating Expenditures

2 Parking Attendants - @27 hours per week $13 per hour plus employer taxes, workers comp

(2 employees will provide 54 hours of service for 84 hours of operation)

Golf Carts Purchase 2 (1 each year). Also the possibility of using bikes or segways could save $$

Merchant Processing Fees - $25 per month plus .13 per transaction for parking lot kiosks

$1.50 fee for Parking Tickets paid by Credit/Debit (factored that 40% would pay by Credit Card)

Purchase 6 Kiosks - Repayment of initial Capital Outlay of $51,600 to General Fund

Set Up Fees - $200 per Kiosk (First Year Only)

Improvements - Repayment of initial Capital Outlay of $55,000 to General Fund (includes the demolition of old Public Works Building to create South 4th parking lot and improving all 6 lots)

Operating Supplies - Ink, Paper for Kiosks ($40 per kiosk per month)

Utilities - NOT NEEDED IF WE GO SOLAR, OPERATES ON BATTERIES

Repairs & Maintenance - for general upkeep of parking areas, batteries for kiosks, etc.

Annual Maintenance - On Kiosks @ $600 per unit Year 1; $750 per unit Years 2 - 5

PROS

Small Capital Outlay $107,800 covered in first four years of operations

Less impact on current administrative staff

Possibility of seeing impact of Paid Parking on community with minimal start up costs

CONS

Could provide small transfers back to General or Sanitation Funds, *but not enough to offset current costs and demands*

Would not provide for Beach Reserve Fund; ***unless*** *we did* ***not*** *transfer for our current costs and demands*

May still need increases to ad valorem tax in future years

CITY OF FLAGLER BEACH

Projected Statement of Revenues and Expenses

Option 3

Paid Parking in Public Lots Only (55% Capacity)

Operating Revenues	*2016-2017*	*2017-2018*	*2018-2019*	*2019-2020*	*2020-2021*	**5 Year Totals**
Parking Revenue	$ 131,274	$ 135,212	128,395	132,247	136,214	
Fines and Forfeitures	43,680	44,990	49,140	50,614	52,088	
	$ 174,954	$ 180,203	$ 177,535	$ 182,861	$ 188,303	$ 903,855
Operating Expenditures						
Parking Attendants	$ 41,500	$ 43,575	$ 45,754	$ 48,041	$ 50,444	
Golf Carts for Parking Enforcement	5,000	5,000	-			
Merchant Processing Fees	16,533	16,975	17,472	18,241	19,047	
Purchase 6 Kiosks	12,900	12,900	12,900	12,900		
Set Up Fees	1,200					
Improvements	13,750	13,750	13,750	13,750		
Operating Supplies	2,880	2,938	2,996	3,056	3,117	
Repairs & Maintenance	2,500	3,000	3,000	3,000	3,000	
Annual Maintenance	3,600	4,500	4,500	4,500	4,500	
	$ 99,863	$ 102,637	$ 100,372	$ 103,489	$ 80,108	$ 486,469
Operating Gain (Loss) on Operations	**$ 75,091**	**$ 77,565**	**$ 77,163**	**$ 79,372**	**$ 108,194**	**$ 417,386**

Assumptions and Notes to the Statement:

Operating Revenues

Parking Revenues based on 55%(45% Mon - Thur; 70% Fri - Sunday) capacity,36 weeks annually, 12 hours per day

Parking Lot Rates $5 per day, weekdays; $7 per day weekends

Year 2017-2018 - 3% increase in capacity

Year 2018-2019 - Increase Parking Lots to $6 per day, weekdays; $8 per day on weekends

Year 2019-2020 - 3% increase in capacity

Year 2020-2021 - 3% increase in capacity

Fines & Forfitures - 6 tickets written per day; increase fine to $40 in 2017-18. Increase fine to $45 in 2018-19

This projection includes greater enforcement of the 2-Hour time limits on A1A and throughout the CRA District

Capital Outlay

Kiosks	$ 51,600
Improvements (Start up Capital)	55,000
Set UP Fees	1,200
Maintenance Contract (5 Years)	21,600
Flat Merchant Fees	9,000
Total Capital	**$ 138,400**

Operating Expenditures

2 Parking Attendants - @27 hours per week $13 per hour plus employer taxes, workers comp

(2 employees will provide 54 hours of service for 84 hours of operation)

Golf Carts Purchase 2 (1 each year). Also the possibility of using bikes or segways could save $$

Merchant Processing Fees - $25 per month plus .13 per transaction for parking lot kiosks

$1.50 fee for Parking Tickets paid by Credit/Debit (factored that 40% would pay by Credit Card)

Purchase 6 Kiosks - Repayment of initial Capital Outlay of $51,600 to General Fund

Set Up Fees - $200 per Kiosk (First Year Only)

Improvements - Repayment of initial Capital Outlay of $55,000 to General Fund (includes the demolition of old Public Works Building to create South 4th parking lot and improving all 6 lots)

Operating Supplies - Ink, Paper for Kiosks ($40 per kiosk per month)

Utilities - NOT NEEDED IF WE GO SOLAR, OPERATES ON BATTERIES

Repairs & Maintenance - for general upkeep of parking areas, batteries for kiosks, etc.

Annual Maintenance - On Kiosks @ $600 per unit Year 1; $750 per unit Years 2 - 5

PROS

Small Capital Outlay $107,800 covered in first four years of operations

Less impact on current administrative staff

Possibility of seeing impact of Paid Parking on community with minimal start up costs

CONS

Could provide small transfers back to General or Sanitation Funds, *but not enough to offset current costs and demands*

Would not provide for Beach Reserve Fund; *unless* we did *not* transfer for our current costs and demands

May still need increases to ad valorem tax in future years

Option III

Parking Lots Only @ $5 per day' weekdays; $7 per day weekends (35% Capacity)

Location	# Spaces	# of Kiosks	Rate per Hour	Hours Per Day	Days per week	Weeks per year	% Occupancy	Total First Year
South 8th P/L	30	1	$ 5.57	12	7	36	35%	$ 14,742
South 6th P/L	39	1	$ 5.57	12	7	36	35%	$ 19,165
South 5th P/L	24	1	$ 5.57	12	7	36	35%	$ 11,794
South 4th P/L	29	1	$ 5.57	12	7	36	35%	$ 14,251
N 5th Street P/L	24	1	$ 5.57	12	7	36	35%	$ 11,794
N 4th Street P/L	24	1	$ 5.57	12	7	36	35%	$ 11,794
	170	6						$ 83,538

Parking Lots Only @ $5 per day' weekdays; $7 per day weekends (55% Capacity)

Location	# Spaces	# of Kiosks	Rate per Hour	Hours Per Day	Days per week	Weeks per year	% Occupancy	Total First Year
South 8th P/L	30	1	$ 5.57	12	7	36	55%	$ 23,166
South 6th P/L	39	1	$ 5.57	12	7	36	55%	$ 30,116
South 5th P/L	24	1	$ 5.57	12	7	36	55%	$ 18,533
South 4th P/L	29	1	$ 5.57	12	7	36	55%	$ 22,394
N 5th Street P/L	24	1	$ 5.57	12	7	36	55%	$ 18,533
N 4th Street P/L	24	1	$ 5.57	12	7	36	55%	$ 18,533
	170	6						$ 131,274

CITY OF FLAGLER BEACH
Projected Statement of Revenues and Expenses

Option #4

Master Parking Plan (Paid Parking Lots & On Street)35% Capacity

Operating Revenues	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	5 Year Totals
Parking Revenue	$ 608,748	$ 627,010	753,925	776,543	815,370	3,581,595
Fines and Forfeitures	60,875	62,701	75,392	77,654	81,537	358,159
	$ 669,622	$ 689,711	$ 829,317	$ 854,197	$ 896,907	$ 3,939,754
Operating Expenditures						
Parking Attendants	$ 62,250	$ 65,363	$ 68,631	$ 68,631	$ 68,631	
Golf Carts for Parking Enforcement	5,000	5,000	-			
Merchant Processing Fees	71,122	72,544	73,995	75,475	76,985	
Lease Payment	116,054	116,054	116,054	116,054	116,054	
Set Up Fees	12,100					
Improvements	55,000	55,000	55,000	55,000	55,000	
Operating Supplies	29,040	29,621	30,213	30,817	31,434	
Repairs & Maintenance	7,500	10,000	10,000	10,000	10,000	
Annual Maintenance	36,300	45,375	45,375	45,375	45,375	
	$ 394,366	$ 398,957	$ 399,268	$ 401,352	$ 403,478	$ 1,997,421
Operating Gain (Loss) on Operations	$ 275,256	$ 290,754	$ 430,049	$ 452,845	$ 493,428	$ 1,942,333

CITY OF FLAGLER BEACH
Projected Transfers Out, Reserves

	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	5 Year Totals
Operating Gain (Loss)	$ 275,256	$ 290,754	$ 430,049	$ 452,845	$ 493,428	$ 1,942,333
Transfers Out						
To the General Fund	$ 225,078	$ 225,078	$ 231,830	$ 238,785	$ 245,949	$ 1,166,720
To the Sanitation Fund	48,196	64,262	66,190	68,175	70,221	317,043
	$ 273,274	$ 289,340	$ 298,020	$ 306,961	$ 316,169	$ 1,483,764
Net Position	$ 1,982	$ 1,415	$ 132,029	$ 145,884	$ 177,259	$ 458,569
Beach Fund Reserve	-	-	50,000	50,000	85,000	185,000
Capital Replacement Reserve	-	-	60,000	60,000	60,000	180,000
Unreserved Fund Balance	1,982	1,415	22,029	35,884	32,259	93,569
Total Reserves	$ 1,982	$ 1,415	$ 132,029	$ 145,884	$ 177,259	$ 458,569

Assumptions and Notes to the Statement:

Operating Revenues

Parking Revenues based on 35%(20% Mon - Thur; 55% Fri - Sunday) capacity 36 weeks annually, 12 hours per day
Street Parking will be $1 per hour. Parking Lots $5 Mon - Thurs; $7 Fri - Sat and Holidays (averaged to $5.87 per hour)
Includes revenue for S 4th StreetParking Lot to come after the new Public Works Building is completed
and the old building is demolished. (Calculated $15,014 for this lot)
Year 2016-2017 - 3% increase in capacity
Year 2017-2018 - Increase Street Parking to $1.25 per Hour; Parking Lots to $6 and $8 per day
Year 2018-2019 - 3% increase in capacity
Year 2019-2020 - 3% increase in capacity

Fines & Forfitures based on 10% of Parking Revenues (Average of 50 tickets written per week @ $35 each in 2016-17)

Operating Expenditures

3 Parking Attendants - @27 hours per week $13 per hour plus employer taxes, workers comp
(3 employees could provide 81 hours of service for 84 hours of operation).
Golf Carts Purchase 2 (1 each year) Replacements could be paid from Capital Reserves in Future years.
Merchant Processing Fees - $45 per month per kiosks on streets; $25 per month plus .13 per transaction for parking lot kiosks
$1.50 fee for Parking Tickets paid by Credit/Debit
Lease Payment - Capital Lease for 61 Kiosks ($8600 each) over 5 Years at 3.75% Interest (Total $580,269)
Calculated # of Kiosks 1 per 8 spaces on Street Parking; 1 for each Parking Lot; 1 per 12 spaces for angled parking
(Could be done as an interfund loan from the General Fund which would keep the interest ($59,970) in the city)
Set Up Fees - $200 per Kiosk (First Year Only)
Improvements - May need to provide bumpers, demolition of PW Building
improve grading on lots; clearly mark spaces sidestreets, provide improvements such as pads to install Kiosks,
signage for kiosk locations. *In future years, we could use the capital replacement reserve*
$275,000 *will need to be borrowed from General Fund for Start up and paid back over 5 years.*
Operating Supplies - Ink, Paper for Kiosks ($40 per kiosk per month)
Utilities - NOT NEEDED IF WE GO SOLAR, OPERATES ON BATTERIES
Repairs & Maintenance - for general upkeep of parking areas, batteries for kiosks, etc.
Annual Maintenance - On Kiosks @ $600 per unit Year 1; $750 per unit Years 2 - 5

TRANSFERS

General Fund - tranfer would offset costs of Finance & Maintenance Departments, the overtime paid to Fire & Police Departments during special events.
Transfers back to the General Fund will take the burden off of property taxes paid by the citizens of Flagler Beach.
Based on the 14/15 property taxes the transfer back to General Fund could save tax payers 8-10% of the amount paid to the City
Sanitation Service - this transfer to the Sanitation Fund would offset costs of garbage collection;

could reduce the need for an annual increase of residential and commercial refuse rates.

Capital Reserve Fund - would restrict this portion of collected revenues annually for future replacements of kiosks or start up capital for future paid parking

Beach Fund Reserve - would restrict this portion of collected revenues annually for beach related projects upon City Commission Approval

Other

For Kiosk Costs information was provided by IPS Group which sells Solar Units
Amount of Capital Outlay for Year 1 is $867,369; amounts to $1310 per parking space.

Capital Outlay

Kiosks	$ 580,269
Improvements (Start up Capital)	275,000
Set UP Fees	12,100
Maintenance Contract (5 Years)	217,800
Flat Merchant Fees (5 Years)	156,150
Total Capital	$ 1,241,319

Total Capital Outlay is $1,241,319 or $1875 per space. Each space must earn $375 annually to replace capital outlay in 5 Years.
Over the five year projection at 35% Capacity; Parking Revenue would generate $3,581,594 or $5,410 per space (based on gross revenues)
Each space would gross $1,082 annuallyin this projection

CITY OF FLAGLER BEACH
Projected Statement of Revenues and Expenses

Option #4

Master Parking Plan (Paid Parking Lots & On Street) 55% Capacity

Operating Revenues	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	5 Year Totals
Parking Revenue	$ 956,603	$ 985,301	1,184,739	1,220,281	1,281,295	5,628,220
Fines and Forfeitures	95,660	98,530	118,474	122,028	128,130	562,822
	$ 1,052,264	$ 1,083,832	$ 1,303,213	$ 1,342,309	$ 1,409,425	$ 6,191,042
Operating Expenditures						
Parking Attendants	$ 62,250	$ 65,363	$ 68,631	$ 68,631	$ 68,631	
Golf Carts for Parking Enforcement	5,000	5,000	-			
Merchant Processing Fees	98,937	100,916	102,934	104,992	107,092	
Lease Payment	116,054	116,054	116,054	116,054	116,054	
Set Up Fees	12,100					
Improvements	55,000	55,000	55,000	55,000	55,000	
Operating Supplies	29,040	29,621	30,213	30,817	31,434	
Repairs & Maintenance	7,500	10,000	10,000	10,000	10,000	
Annual Maintenance	36,300	45,375	45,375	45,375	45,375	
	$ 422,181	$ 427,328	$ 428,207	$ 430,869	$ 433,586	$ 2,142,170
Operating Gain (Loss) on Operations	$ 630,083	$ 656,504	$ 875,006	$ 911,440	$ 975,839	$ 4,048,872

CITY OF FLAGLER BEACH
Projected Transfers Out, Reserves

	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	5 Year Totals
Operating Gain (Loss)	$ 630,083	$ 656,504	$ 875,006	$ 911,440	$ 975,839	$ 4,048,872
Transfers Out						
To the General Fund	$ 225,078	$ 225,078	$ 231,830	$ 238,785	$ 245,949	$ 1,166,720
To the Sanitation Fund	64,262	64,262	66,190	68,175	70,221	333,109
	$ 289,340	$ 289,340	$ 298,020	$ 306,961	$ 316,169	$ 1,499,829
Net Position	$ 340,743	$ 367,164	$ 576,986	$ 604,479	$ 659,670	$ 2,549,043
Beach Fund Reserve	250,000	250,000	375,000	400,000	500,000	1,775,000
Capital Replacement Reserve	60,000	60,000	60,000	60,000	60,000	300,000
Unreserved Fund Balance	30,743	57,164	141,986	144,479	99,670	474,043
Total Reserves	$ 340,743	$ 367,164	$ 576,986	$ 604,479	$ 659,670	$ 2,549,043

Assumptions and Notes to the Statement:

Operating Revenues

Parking Revenues based on 55%(45% Mon - Thur; 70% Fri - Sunday) capacity,36 weeks annually, 12 hours per day
Street Parking will be $1 per hour. Parking Lots $5 Mon - Thurs; $7 Fri - Sat and Holidays (averaged to $5.87 per hour)
Includes revenue for S 4th StreetParking Lot to come after the new Public Works Building is completed
and the old building is demolished. (Calculated $15,014 for this lot)
Year 2016-2017 - 3% increase in capacity
Year 2017-2018 - Increase Street Parking to $1.25 per Hour; Parking Lots to $6 and $8 per day
Year 2018-2019 - 3% increase in capacity
Year 2019-2020 - 3% increase in capacity

Fines & Forfitures based on 10% of Parking Revenues (Average of 90 tickets written per week @ $35 each in 2016-17)

Operating Expenditures

3 Parking Attendants - @27 hours per week $13 per hour plus employer taxes, workers comp
(3 employees could provide 81 hours of service for 84 hours of operation).
Golf Carts Purchase 2 (1 each year) Replacements could be paid from Capital Reserves in Future years.
Merchant Processing Fees - $45 per month per kiosks on streets; $25 per month; plus .13 per transaction for parking lot kiosks
$1.50 fee for Parking Tickets paid by Credit/Debit
Lease Payment - Capital Lease for 61 Kiosks ($8600 each) over 5 Years at 3.75% Interest (Total $580,269)
Calculated # of Kiosks 1 per 8 spaces on Street Parking; 1 for each Parking Lot; 1 per 12 spaces for angled parking
(Could be done as an interfund loan from the General Fund which would keep the interest ($59,970) in the city)
Set Up Fees - $200 per Kiosk (First Year Only)
Improvements - May need to provide bumpers, demolition of PW Building
improve grading on lots; clearly mark spaces sidestreets, provide improvements such as pads to install Kiosks,
signage for kiosk locations. *In future years, we could use the capital replacement reserve*
$275,000 will need to be borrowed from General Fund for Start up and paid back over 5 years.
Operating Supplies - Ink, Paper for Kiosks ($40 per kiosk per month)
Utilities - NOT NEEDED IF WE GO SOLAR, OPERATES ON BATTERIES
Repairs & Maintenance - for general upkeep of parking areas, batteries for kiosks, etc.
Annual Maintenance - On Kiosks @ $600 per unit Year 1; $750 per unit Years 2 - 5

TRANSFERS

General Fund - tranfer would offset costs of Finance & Maintenance Departments, the overtime paid to Fire & Police Departments during special events.
Transfers back to the General Fund will take the burden off of property taxes paid by the citizens of Flagler Beach.
Based on the 14/15 property taxes the transfer back to General Fund could save tax payers 8-10% of the amount paid to the City
Sanitation Service - this transfer to the Sanitation Fund would offset costs of garbage collection;

could reduce the need for an annual increase of residential and commercial refuse rates.

Capital Reserve Fund - would restrict this portion of collected revenues annually for future replacements of kiosks or start up capital for future paid parking

Beach Fund Reserve - would restrict this portion of collected revenues annually for beach related projects upon City Commission Approval

Other

For Kiosk Costs information was provided by IPS Group which sells Solar Units
Amount of Capital Outlay for Year 1 is $867,339; amounts to $1310 per parking space.

Capital Outlay	
Kiosks	$ 580,269
Improvements (Start up Capital)	275,000
Set UP Fees	12,100
Maintenance Contract (5 Years)	217,800
Flat Merchant Fees (5 Years)	156,150
Total Capital	$ 1,241,319

Total Capital Outlay is $1,241,319 or $1875 per space. Each space must earn $375 annually to replace capital outlay in 5 Years.
Over the five year projection at 55% Capacity; Parking Revenue would generate $5,628,220 or $8,502 per space (based on gross revenues)
Each space would gross $1,700 annually in this projection

Option IV

PAID PARKING $1.00 Per Hour (Parking Lots @ Flat Rate of $5 & $7 per day(35% Capacity))

Location	# Spaces	# of Kiosks	Rate per Hour	Hours Per Day	Days per week	Weeks per year	% Occupancy	Total Year One
A1A Parking	176	16	$ 1.00	12	7	36	35%	$ 186,278
North Side Streets	66	8	$ 1.00	12	7	36	35%	$ 69,854
South Side Streets	250	31	$ 1.00	12	7	36	35%	$ 264,600
South 8th P/L	30	1	$ 5.87	12	7	36	35%	$ 15,532
South 4th P/L	29	1	$ 5.87	12	7	36	35%	$ 15,014
South 6th P/L	39	1	$ 5.87	12	7	36	35%	$ 20,192
South 5th P/L	24	1	$ 5.87	12	7	36	35%	$ 12,426
N 5th Street P/L	24	1	$ 5.87	12	7	36	35%	$ 12,426
N 4th Street P/L	24	1	$ 5.87	12	7	36	35%	$ 12,426
	662	61						$ 608,748

PAID PARKING $1.00 Per Hour (Parking Lots @ Flat Rate of $5 & $7 per day(55% Capacity))

Location	# Spaces	# of Kiosks	Rate per Hour	Hours Per Day	Days per week	Weeks per year	% Occupancy	Total Year One
A1A Parking	176	16	$ 1.00	12	7	36	55%	$ 292,723
North Side Streets	66	8	$ 1.00	12	7	36	55%	$ 109,771
South Side Streets	250	31	$ 1.00	12	7	36	55%	$ 415,800
South 8th P/L	30	1	$ 5.87	12	7	36	55%	$ 15,532
South 4th P/L	29	1	$ 5.87	12	7	36	55%	$ 15,014
South 6th P/L	39	1	$ 5.87	12	7	36	55%	$ 20,192
South 5th P/L	24	1	$ 5.87	12	7	36	55%	$ 12,426
N 5th Street P/L	24	1	$ 5.87	12	7	36	55%	$ 12,426
N 4th Street P/L	24	1	$ 5.87	12	7	36	55%	$ 12,426
	662	61						$ 906,309

Considering the complexities of Flagler Beach's parking challenges, the public workshops were held in a round-table, discussion-based format. The ad-hoc parking committee's goal was to gain as much input and knowledge as possible about the ideas, concerns and solutions from citizens. The round-table format helped to create an atmosphere of discussion and gave more time (than the usual 3 minutes) for issues to be explored in depth. Tables of 6-8 attendees were each monitored by a facilitator. Facilitators included local business owners, retired university professors and community leaders. Approximately 50 people were in attendance each evening.

Oct. 21 was advertised to target input from businesses, and Oct. 28 was advertised to target input from residents. However, input from all angles was encouraged each evening. Some citizens attended both public workshops and expressed the same statements/opinions both evenings. All comments were documented, even if they were repeated by the same individual several times.

In studying the information gathered after the two public workshops, the ad-hoc parking committee divided the input into common categories and identified the predominant issues from the two meetings. These were:

Enforcement
Trolley
Kiosks
Passes for residents
Seasons
Special Events
Effect on businesses
General Concerns
Parking structure
Sharing cost of maintenance with visitors
Capacity
Finances
Signage
Employees of downtown businesses
Residential Neighborhoods abutting paid parking zone
Phases
Fisherman / Passes
Time limits / Parking Space Turnover
Administration/Logistics
Incentives/Amnesty
Communications
Alternative Ideas
Review of Ordinances/Land Development Regulations

The ad-hoc parking committee spent several meetings studying the public input to identify new ideas, common concerns and to address as many issues as possible. The list of public comments and how they were categorized is included in this section. Some logistical details, such as how many resident parking passes would be permitted per household and what the exact technology would be if paid parking were to move forward, were discussed by the committee, but not brought to final conclusion. The committee had consensus on not dedicating additional meetings to working out every detail of a paid parking plan before the City Commission of the City of Flagler Beach made its decision regarding whether or not to move forward with paid parking.

See Exhibit E for comments gathered.

Additional Items to Consider:

Enterprise Fund:

Should the City Commission of the City of Flagler Beach choose either Option III or Option IV, the ad-hoc parking committee recommends creation of an enterprise fund for revenue generated from parking. Emphasis should be placed on using the revenue to fund beach services and maintenance; pay for parking infrastructure, future lots and parking-associated costs; and offset costs of growth management in Flagler Beach.

In addition, signage, website verbiage, brochures and "volunteer parking ambassadors" would be helpful in creating public awareness that the fees collected are to enhance beach services, manage parking and buy new lots – with the thought that people will be more willing to pay a fee to park if they know the money is being used to enhance a place they enjoy visiting.

North Side / South Side of SR 100:

The parking challenges north of SR 100 and those south of SR 100 are different, especially along A1A. The committee did not address whether or not parking should continue to be permitted on the east side of A1A. In considering the four options, the committee assumed parking will continue on both sides of A1A.

The committee discussed in detail the special challenges regarding parking capacity north of SR 100. South of SR 100 has more municipal parking lots than the north side of town (the potential for six lots on the south side if the new lots are built), while there are only two municipal lots (4th St. North and 5th St. North) on the north side of town. While the area to the immediate south of SR 100 sees the most beach visitors, the area to the north of SR 100 also attracts beachgoers and is home to several businesses with limited parking options for their customers.

Regardless of which direction the commission chooses, city and business owners must work together on solutions. One possibility discussed by the committee in addition to purchasing more lots, would be to work with churches on the north side of town to possibly lease parking from them during days and hours that parking was not needed for church activities.

Parking Incentives & Amnesty Programs:

There are many examples of cities across the nation that have created innovative programs within their paid parking plans to enhance visitor appreciation, offer forgiveness of first-time violations (St. Petersburg, for example, which forgives first-time violators who can show a receipt from spending $25 or more at an area business), etc. Cities also work with businesses to offer frequent-customer appreciation incentives and other programs to support businesses.

Enforcement:

The viability, cost and effectiveness of enforcement of a paid parking program was discussed at length by the ad-hoc parking committee and was a common theme during the public workshops.

For this reason, the ad-hoc parking committee asked Police Captain Matt Doughney to attend the January 29, 2015 committee meeting where Capt. Doughney answered committee member questions regarding enforcement.

As per Capt. Doughney:
Tire chalking is a viable method of monitoring timed parking areas.
Training of parking monitors could be completed in two days at our police station.
Current police staff could supplement staff hired to monitor parking enforcement (note: Financial models presented in this document include hiring three part-time individuals for Opt. IV and two parking attendants for Opt. III).

Technology:

Committee discussion and financial models assumed any paid parking in Flagler Beach would involve the more modern kiosks, rather than individual meters, should the city move forward in the direction of paid parking.

The ad-hoc parking committee met with two technology companies: T2 Systems (Digital Payment Technologies) and Duncan Solutions, which gave presentations about possible systems to meet the needs of paid parking in Flagler Beach. Modern municipal paid parking in Florida is mostly conducted through kiosks that accept both cash and credit cards. Many offer pay-by-phone options. Municipalities can choose pay-and-display options or kiosks that operate in a way that does not require the user to return to the vehicle after paying at the kiosk. Whichever technology is chosen affects the number of kiosks to be purchased (since if the user does not have to return to the vehicle, a higher ration of kiosk per space can be obtained). Should the City Commission of the City of Flagler Beach choose Option III or Option IV, an RFP would be used to consider various options. For the purpose of the Option IV financial model in this document, the number of kiosks used in the model (61) assumes the user would return to the car (pay-and-display). Fewer kiosks could be needed if a different technology were chosen.

Exhibit G – Power Points from T2 Systems (Digital Payment Technologies) and Duncan Solutions

The June, 2014 State Moratorium - HB 7175

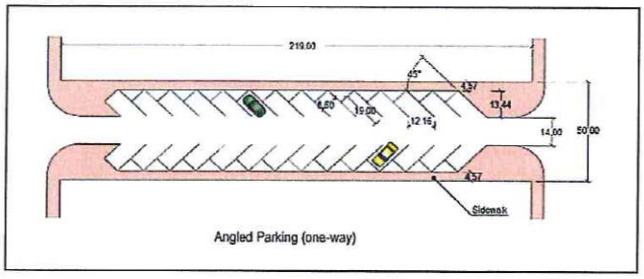
City of Flagler Beach learned in April, 2015 that the State of Florida does not intend to move forward with HB 7175. Thus, it appears that the moratorium put in place by the state last year will be lifted in July and the state has decided that it is not worth it for them to pursue profit sharing with municipalities that have paid parking on state roads.

Information about the proposal and the report generated by the Florida State Transportation Commission are included in this report because of the light it sheds on paid parking in other Florida municipalities (although the financials included only pertain to parking spaces on state roads and not city-wide spaces).

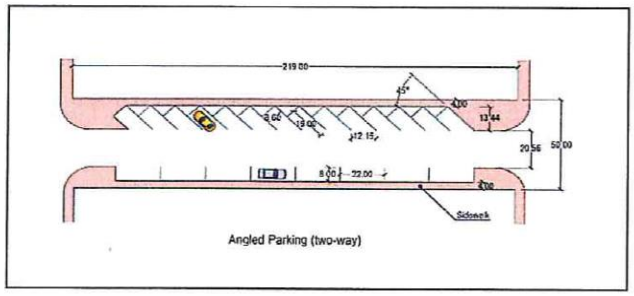
Exhibit C - Legislative Alert - HB 7175
Exhibit F – State of Florida Parking Meter Study

Diagonal On-street Parking:

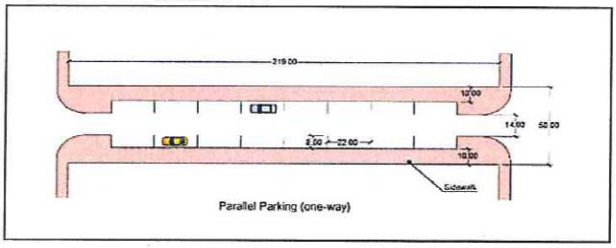
City of Flagler Beach Downtown Design Guidelines feature options for one-way streets with diagonal parking spaces. Consideration of these models could increase parking capacity downtown. Please see diagram on following page from downtown design guidelines.



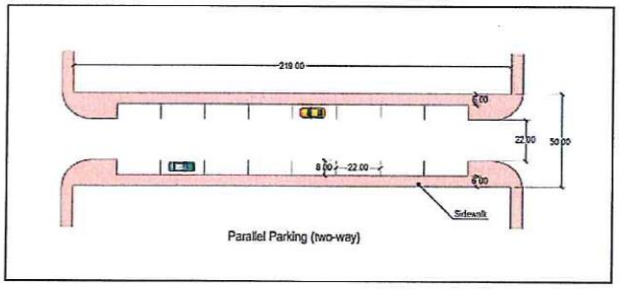
Angled Parking (one-way)



Angled Parking (two-way)



Parallel Parking (one-way)



Parallel Parking (two-way)

Parking configuration alternatives

Parking Design

1. Maximum parking stall dimensions for off-street parking and on-street parking should include the following principles:
   a. Parallel parking space eight (8) by twenty-two (22) feet long constructed of a pervious material approved by the City.
   b. 60 degree or less (one-way) and 90 degree (one-way) parking space should have minimum parking dimensions of 8.6 feet wide by 20 feet long with an aisle width of 18 feet.
   c. 90 degree (two-way) parking should have a minimum width of 8.6 feet by 18 feet. The minimum aisle width in this case should be 22 feet.
   d. One (1) foot continuous concrete strip to separate the adjacent parking space from the traffic way and to maintain the integrity of the asphalt edge of street pavement extending the length of the designated parallel parking strip.
   e. Parking space strips separated by hard-surface material (e.g. concrete, pavers) extending the full width of the parking space per City approval.

3. Shared parking requirements- The use of shared parking shall be encouraged when the development is under the control of a single owner/ developer and contains commercial, retail, office, institutional or public uses.
4. Parking lot design and layout as per Section 5.04.00 Landscaping, Land Development Regulations.
5. Parking should be located so that it does not break the continuity along the sidewalk.

Vehicular Circulation

1. Curb cut access to property from front property line should be minimized and where possible shared parking should be encouraged.
2. Vehicular access should be provided, where possible, from side streets, rear streets, alleys or adjacent properties only.
3. Internal access drives should join together existing public streets and should line up with adjacent private drives.
4. Internal parking lots should connect with adjacent parking lots where possible.

Section VII: Exhibits:

Exhibit A	Bruce Campbell Power Point of 1/31/13
Exhibit B	Ad Hoc Parking Committee Power Point Presentation to City Commission of 3/4/14
Exhibit C	Legislative Alert for HB 7175 FTC Statewide Parking Facility Inventory Report prepared as study for HB 7175 Confirmation that state will not be going forward with HB 7175
Exhibit D	Ad Hoc Parking Committee Power Point for Public Workshops 10/21/14 and 10/28/14
Exhibit E	Support Documentation from Public Input from Public Workshops
Exhibit F	Recommended bicycle rack styles
Exhibit G	Power Point Presentation from Digital Payment Technologies and Duncan Solutions

Staff Report

City Commission Regular Meeting

May 14, 2026

To:	City Commission
From:	Dale Martin, City Manager
Meeting Date:	May 14, 2026
Item Name:	Resolution 2026-39. A Resolution by the City Commission of the City of Flagler Beach, Florida, authorizing the City Manager to serve as the authorizing agent for the City of Flagler Beach for the Florida Department of Emergency Management Hazard Mitigation Grant #4834-116; providing for conflict and providing for an effective date.

Background:

The City has submitted an application to the State of Florida Department of Emergency Management Hazard Mitigation Grant Program for funding available as a result of the impacts of Hurricane Milton. The Florida Division of Emergency Management is requesting to have a resolution on file that delegates signatory authority to the City Manager for this application.

The project will address mitigation for the blocks of South Daytona Avenue from 26th Street to 28th Street. The scope of work will design and construct a swale conveyance system, underground infrastructure, and stormwater retention ponds in various locations along the route. The project plan envisions the following measures (all dimensions and measurements are approximate):

1. Mill and resurface South Daytona Avenue along these two blocks (1,700 LF);
2. Install 30 or more new inlets along the east right-of-way that convey to 18" diameter HDPE pipes;
3. Install 9" deep swales along both the east and west sides of the roadway to convey water to the inlets;
4. Create three retention ponds to retain 2,800 CY of stormwater and filter the absorbed water to comply with the city's MS4 (may likely vary from this number depending on the developing plan);
5. Repair/regrade driveway aprons, add culverts for conveyance, as well as rebuilding rights-of-way to accommodate new infrastructure;
6. Regrade 20' wide utility easement between S. Daytona Avenue and John Bull Street.
7. Ultimately direct all stormwater to the ICW or the wetlands on the west side of the 2600 block of South Daytona Avenue.

Estimated FEMA Share	$1,868,766
City Share	$ 622,922

Total Funding $2,491,688

Fiscal Impact:
N/A

Staff Recommendation:
Staff request the Commission approve Resolution 2026-39 and authorize Mayor to sign same.

Attachments:
1. 2026-39

RESOLUTION 2026-39

A RESOLUTION BY THE CITY COMMISSION OF THE CITY OF FLAGLER BEACH, FLORIDA, AUTHORIZING THE CITY MANAGER TO SERVE AS THE AUTHORIZING AGENT FOR THE CITY OF FLAGLER BEACH FOR THE FLORIDA DEPARTMENT OF EMERGENCY MANAGEMENT HAZARD MITIGATION GRANT #4834-116; PROVIDING FOR CONFLICT AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City Charter for the City of Flagler Beach, Sec. 2.03, provides for the Mayor to serve as the City official designated to represent the City in all agreements with other governmental entities; and,

WHEREAS, the City Charter for the City of Flagler Beach, Sec. 3.04 designates the City Manager as the Chief Administrative Officer of the City; and,

WHEREAS, the City has submitted an application to the State of Florida Department of Emergency Management Hazard Mitigation Grant Program for funding available as a result of the impacts of Hurricane Milton; and,

WHEREAS, the City Commission considers it appropriate for the City Manager to serve as the Authorizing Agent for the proposed application and project; and,

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF FLAGLER BEACH, FLORIDA AS FOLLOWS:

SECTION 1. The City Commission authorizes the City Manager to serve as the Authorizing Agent for Florida Department of Emergency Management Hazard Mitigation Grant Program application #4834-116.

SECTION 2. All Resolutions and parts of Resolutions in conflict with this Resolution are hereby repealed.

SECTION 3. This Resolution shall become effective upon execution.

Upon motion duly made and carried, the foregoing Resolution was accepted by the City Commission of the City of Flagler Beach this 14th day of May, 2026.

CITY OF FLAGLER BEACH, FLORIDA

PATTI KING, MAYOR

ATTEST:

PENNY OVERSTREET, CITY CLERK

Staff Report

City Commission Regular Meeting

May 14, 2026

To:	City Commission
From:	Lupita McClenning, Planner
Meeting Date:	May 14, 2026
Item Name:	Ordinance 2026-06. An Ordinance by 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 (Second [Final] Reading).

Background:

The Planning and Architectural Review Board recommended that the City Commission amend the zoning for +/- 2.94 acres of High Density Residential to Recreation for property located at 3600 S. Central Avenue as it aligns with the City's Comprehensive Plan, the Land Development Code, and the City's vision to maintain the recreational asset without the potential for residential development.

Fiscal Impact:

Recreation and golf courses contribute to the economy through property taxes, by providing jobs and supporting local businesses.

Staff Recommendation:

Staff recommends the City Commission approve the small-scale zoning amendment for +/- 2.94 acres from HDR to Recreation as it aligns with the City's Comprehensive Plan, Land Development Code, and the City's vision to maintain the recreational asset without potential for residential development.

Attachments:

1. 260402 COFB Public Hearing Notice - Ordinance 2026-06 n_a (340327) Flagl
2. 2026-06 Proof 3 runs
3. Ordinance 2026-06_FLUM Amendment - Golf Course

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. 2Nº 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.

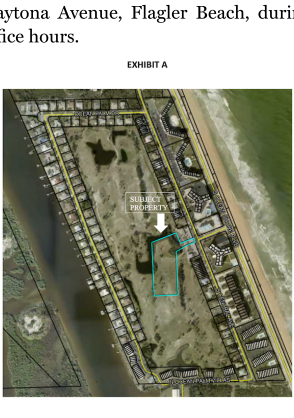
SECOND READING CITY COMMISSION: THURSDAY, MAY 14, 2026, AT 5:30 PM OR SOON THEREAFTER.

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, 2026

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. 2Nº STREET, FLAGLER BEACH, FLORIDA AS FOLLOWS:

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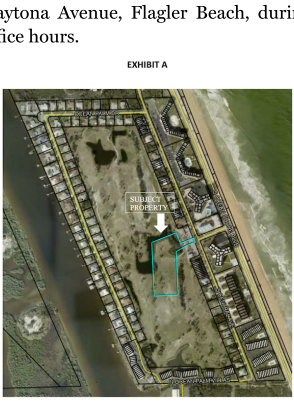
EXHIBIT A



7763-340327
Apr. 2, 16, 2026

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 23RD day of April, 2026.

ADOPTED on second reading after due public notice and public hearing this 14TH day of May, 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.

Staff Report

City Commission Regular Meeting

May 14, 2026

To:	City Commission
From:	Lupita McClenning, Planner
Meeting Date:	May 14, 2026
Item Name:	Ordinance 2026-07. An Ordinance of the City Commission of the City of Flagler 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 (Second [Final] Reading).

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.

The substantial volume of attachments provided to you at first reading were not duplicated in your paper packets. They are available via the Board and Public portal.

Fiscal Impact:

The Mobility Fee is an equitable and simplified one-time payment from new development to mitigate its impact to the City's multi-modal 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:

The City Commission approved Ordinance 2026-07 at First Reading, and no additions or edits have been made or recommended. Staff recommends the City Commission approve Ordinance 2026-07 (Second [Final] Reading).

Attachments:

1. 2026-07 Mobility Fee Ordinance (v2)(DAS rev 033126)
2. FlaglerBeach_2ndReading_04232026
3. CoFB_DRAFT_MobilityFee_TechReport_03272026
4. CoFB_MPMF_StakeholderMeeting^N2_Memo_c
5. CoFB_MPMF_StakeholderMeeting_Memo
6. Flagler Beach Mobility Plan Report DRAFT 03-27-26
7. FlaglerBeach_Stakeholders_03102026

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 July 23, 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

CITY OF FLAGLER BEACH

Mobility Plan & Mobility Fee

2nd Reading of the Ordinance

04.23.2026
Jonathan B. Paul, AICP

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OVERVIEW

MOBILITY PLAN
Guides transportation projects over the next 24 years

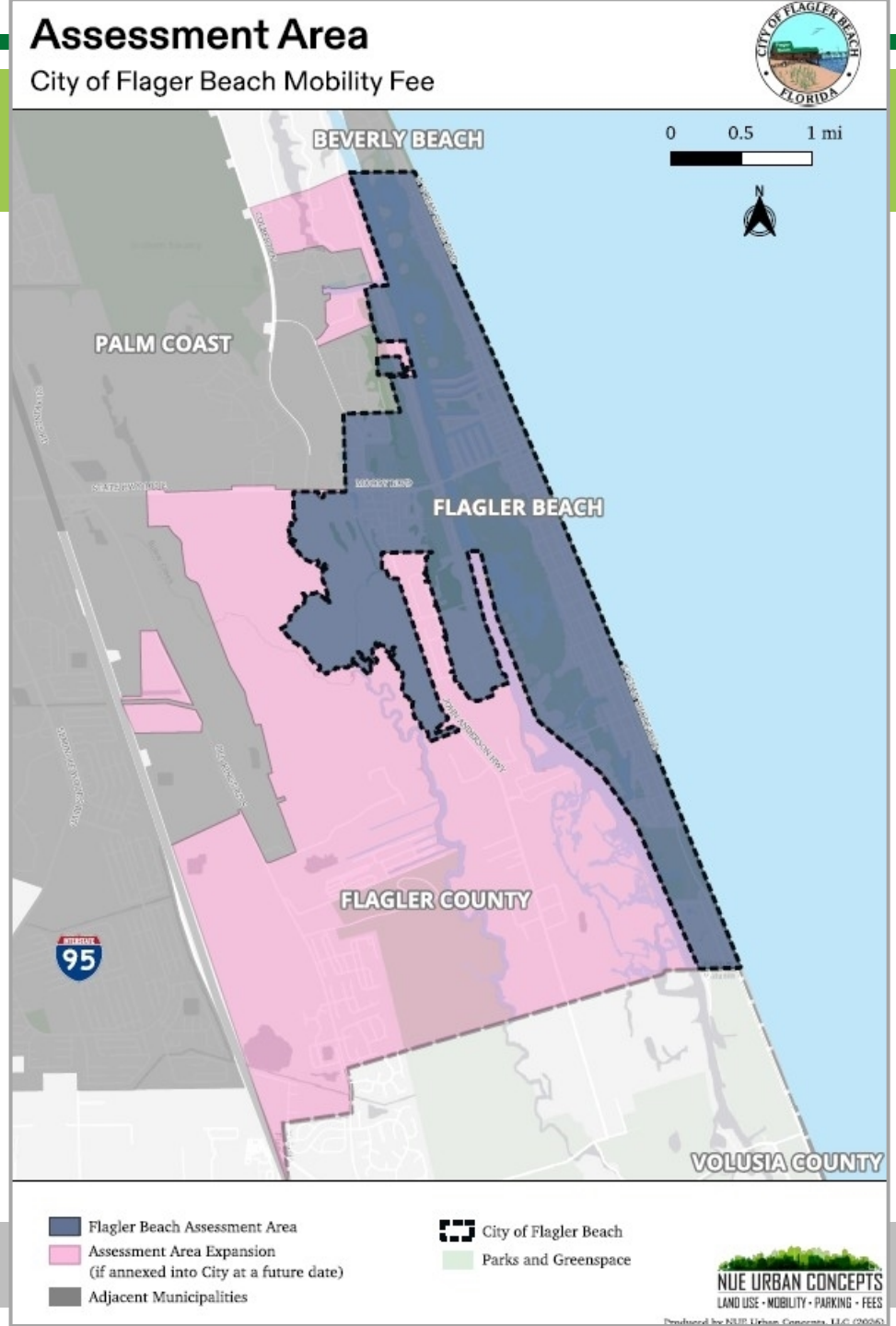
MOBILITY FEE
Fee paid by new development to mitigate its transportation impact

MOBILITY FEE

Paid by New Growth (Development)

Not a Tax

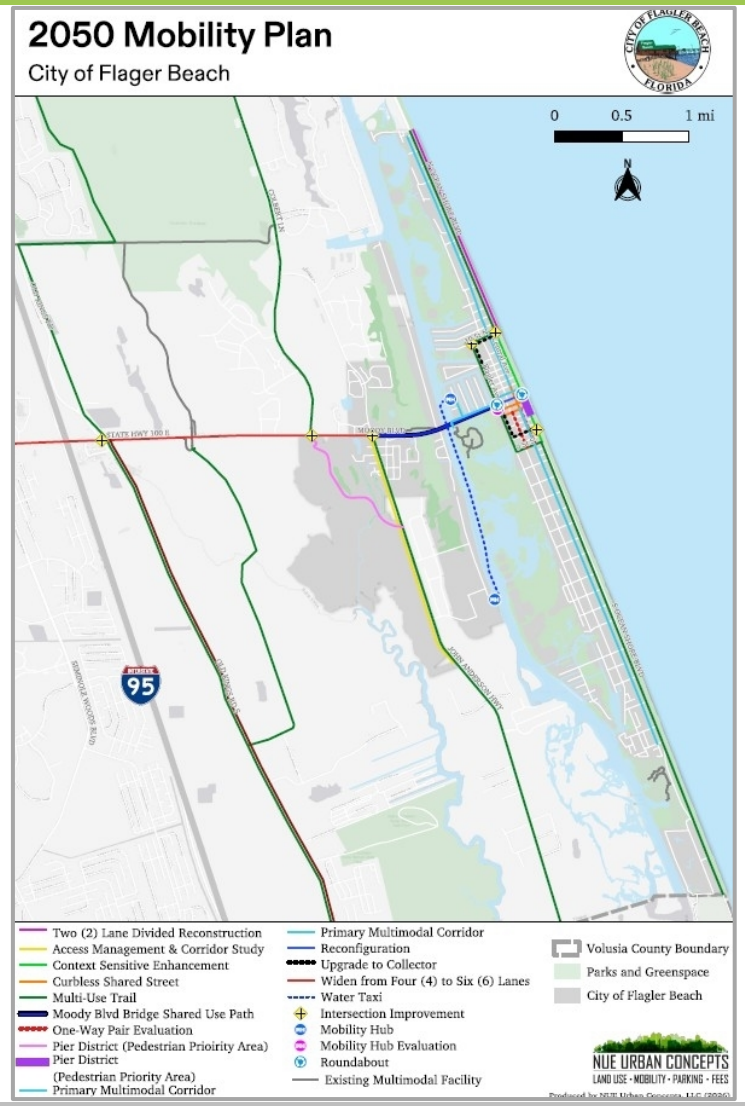
Not Existing Residents

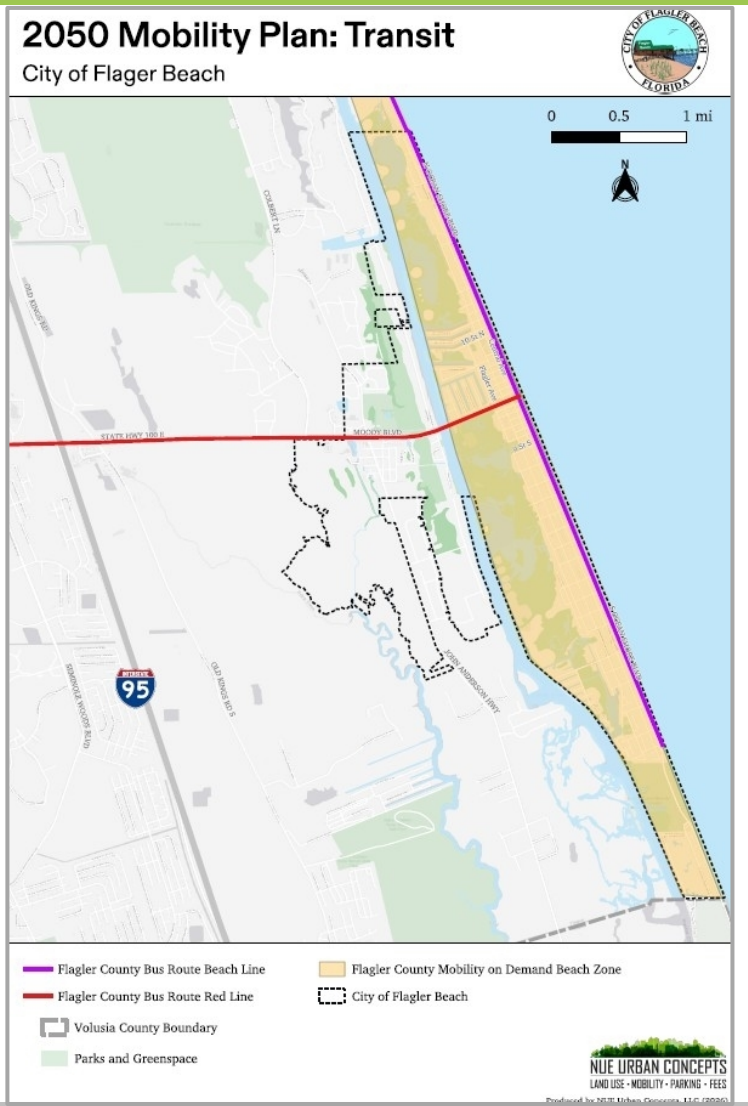


FLAGLER BEACH MOBILITY FEE SYSTEM

- City does not currently have a road/transportation impact fee or mobility fee
- Flagler County does not require Flagler Beach to collect its Transportation Impact Fee
- Only transportation fee collected within Flagler Beach
- Chapter 12 - “IMPACT FEES AND MOBILITY FEES” Sec. 12-11 & 12-12
- Replaces the City’s transportation concurrency system
- Comprehensive Plan amendment

FLAGLER BEACH 2050 MOBILITY PLAN DRAFT





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City of Flagler Beach Mobility Plan Report

APRIL 2026

City of Flagler Beach Mobility Fee Technical Report

APRIL 2026

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FLAGLER BEACH 2050 MOBILITY PLAN

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 1 Corridor Study 1 Mobility on Demand Service 6 Intersection Improvements 2 Mobility Hubs 1 Mobility Hub Evaluation 1 One-Way Pair Evaluation 1 Water Taxi 2 Roundabouts	$263,391,467	1,291,596
Implementation Initiatives	18.00	$15,190,000	56,983
Total	-	$278,581,467	1,348,579

$229,847,467 Anticipated Funding

Attributable Cost $48,734,000

MOBILITY FEE SCHEDULE

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)

Mobility Fee Schedule

(for reference only: details to follow)

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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 [illegible]	$5,994

SINGLE FAMILY RESIDENTIAL EXAMPLE MOBILITY FEE

1,500 sq. ft. Single Family Residential House

Assessed on a per square foot basis

Rate per 1,000 square foot = $2,981

1.5 x $2,981 = **$4,472**

COMMERCIAL EXAMPLE MOBILITY FEE

4,000 sq. ft. Fast Food Restaurant with one (1) drive-thru

Convenience Retail rate = $29,931 per 1,000 square foot

Retail Drive-Through rate = $21,754 per lane

4 x $29,931 = **$119,724**

1 (lane) x $21,754 = **$20,796**

Total Mobility Fee = $140,520

MOBILITY FEE SCHEDULE – RESIDENTIAL & LODGING

RESIDENTIAL	UNIT OF MEASURE	MOBILITY FEE
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

MOBILITY FEE SCHEDULE - INSTITUTIONAL

INSTITUTIONAL	UNIT OF MEASURE	MOBILITY FEE
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

MOBILITY FEE SCHEDULE - INDUSTRIAL

INDUSTRIAL	UNIT OF MEASURE	MOBILITY FEE
Industrial (Assembly, Brewing, Distribution, Fabrication, Flex, Manufacturing, Processing, Storage, Trades, Utilities)	**per 1,000 sq. ft.**	**$1,654**

MOBILITY FEE SCHEDULE - RECREATIONAL

RECREATIONAL	UNIT OF MEASURE	MOBILITY FEE
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

MOBILITY FEE SCHEDULE - OFFICE

OFFICE	UNIT OF MEASURE	MOBILITY FEE
Office (Administrative, Business Service, Clinic, Dental, Medical, Professional Service, Real Estate, Veterinary)	**per 1,000 sq. ft.**	**$7,311**

MOBILITY FEE SCHEDULE – RETAIL

RETAIL	UNIT OF MEASURE	MOBILITY FEE
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

MOBILITY FEE SCHEDULE – ADDITIVE FEES

NON-RESIDENTIAL	UNIT OF MEASURE	EAST MOBILITY FEE
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

COMMENTS & QUESTIONS

Jonathan B. Paul, AICP | Principal

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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
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NUE URBAN CONCEPTS, LLC
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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

Table of Contents

Figures, Tables, & Maps	II
Appendices	III
Executive Summary	IV
Mobility Fee Schedule	V
Introduction	1
Legislative Background	3
Road Impact Fee & Mobility Fee Comparison	9
The Impact Fee Act & Case Law Overview	10
Development of a Mobility Plan & Mobility Fee	18
Growth	19
Vehicle Miles of Travel (VMT)	20
Person Miles of Travel (PMT)	21
City of Flagler Beach Mobility Fee	23
Existing Conditions Evaluation (ECE)	24
Mobility Plan Summary	26
Reasonably Anticipated Funding	27
New Growth Evaluation (NGE)	28
Person Miles of Capacity Rate (PMCr)	29
Person Travel Demand per Use (PTDu)	31
Mobility Fee Assessment Area	34
Mobility Fee Schedule	35
Mobility Fee Comparison	41
Mobility Fee Benefit District	42
Definitions	43
Recommended Next Steps	54
Conclusion	56

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Figures

Figure 1.	Concurrency Cycle	5
Figure 2.	Development of a Mobility Plan & Mobility Fee	18
Figure 3.	Person Miles of Travel Increase (PMTi)	21
Figure 4.	Mobility Plan and Mobility Fee	23
Figure 5.	Existing Conditions Evaluation Factor (ECEf)	25
Figure 6.	New Growth Evaluation Factor (NGEf)	28
Figure 7.	Person Miles of Capacity Rate (PMCr)	29
Figure 8.	Person Travel Demand Per Use (PTDu)	33
Figure 9.	Mobility Fee Calculation	35
Figure 10.	Mobility Fee Schedule Components	36
Figure 11.	FDOT's Context Classification	55

Tables

Table 1.	Projected Growth	19
Table 2.	Growth in Vehicle Miles of Travel (VMT)	20
Table 3.	Increase in Person Miles of Travel (PMT)	22
Table 4.	2026 Existing Conditions Evaluation (ECE)	24
Table 5.	2026 Existing Conditions Evaluation Factor (ECEf)	25
Table 6.	Mobility Plan Summary	26
Table 7.	Reasonably Anticipated Funding Summary	27
Table 8.	New Growth Evaluation Factor (NGEf)	28
Table 9.	Person Miles of Capacity Rate (PMCr)	30

Maps

Map A.	Mobility Fee Assessment Area
Map B.	Mobility Fee Benefit District
Map C.	Mobility Study Area
Map D.	City of Flagler Beach 2050 Mobility Plan
Map D1.	City of Flagler Beach 2050 Mobility Plan (City Scale)
Map D2.	City of Flagler Beach 2050 Mobility Plan (Transit)
Map E.	Trip Length

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Appendices

Appendix A. Florida Commerce Transportation Planning Guidance
Appendix B. Laws of Florida HB 479 (Chapter 2024 – 266)
Appendix C. Impact Fee Act (Florida Statute Section 163.31801)
Appendix D. Traffic Characteristics Data
Appendix E. 2022 National Household Travel Survey Data
Appendix F. Planning Level Cost (PLC) & Person Miles of Capacity (PMC)
Appendix G. City of Flagler Beach 2050 Mobility Plan
Appendix H. Implementation Initiatives
Appendix I. Trip Generation
Appendix J. Person Travel Demand per Use (PTDu)
Appendix K. 2022 National Household Travel Survey Data: Trip Purpose
Appendix L. Mobility Fee Schedule
Appendix M. Bedrooms per Unit by Heated Area in Sq. Ft.
Appendix N. Bedrooms & Household Vehicles
Appendix O. 2022 National Household Travel Survey: Household Vehicles
Appendix P. Mobility Fee Comparison

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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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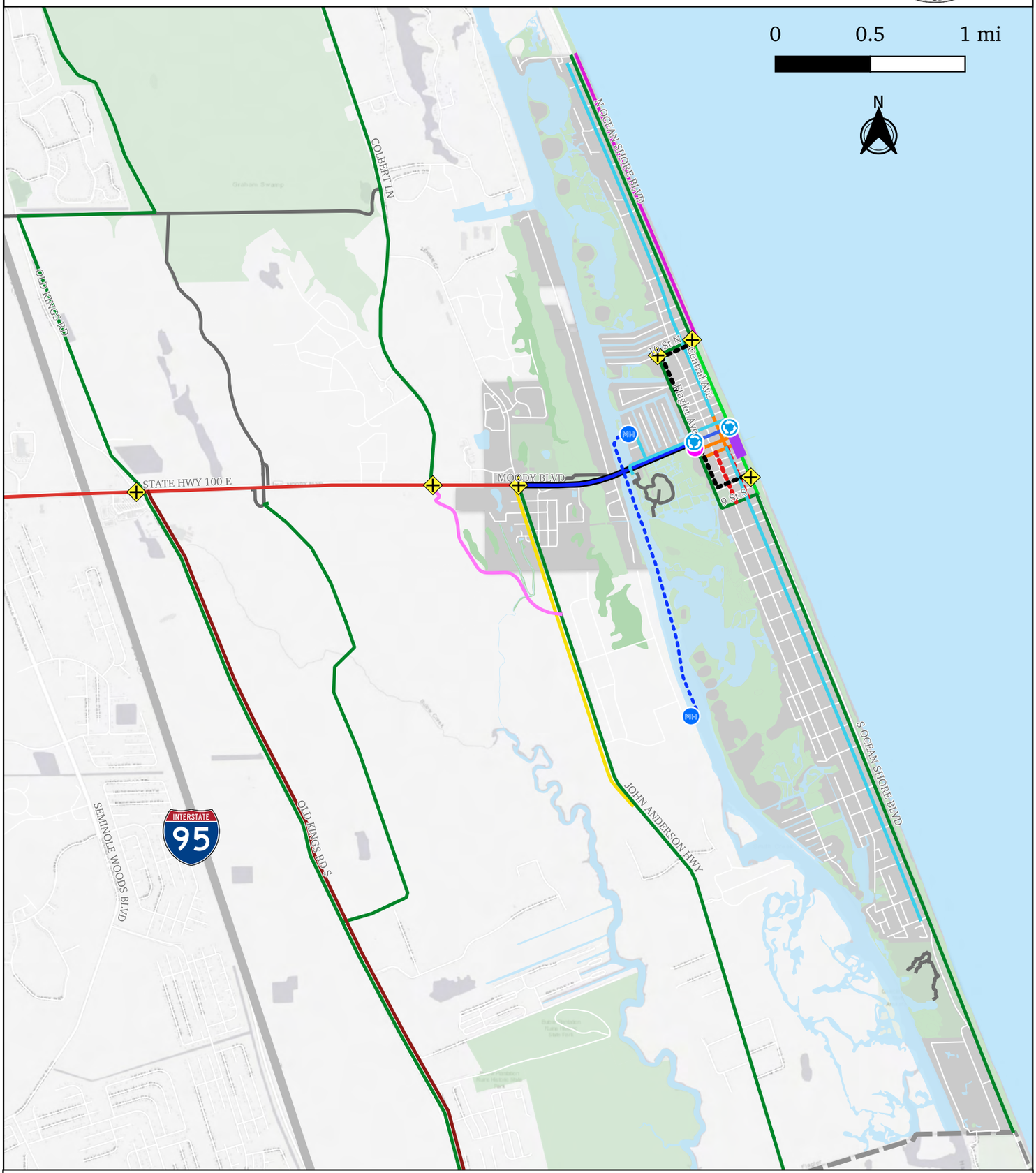
2050 Mobility Plan

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

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

Produced by NUE Urban Concepts, LLC (2026)

CITY OF FLAGLER BEACH

MOBILITY FEE
TECHNICAL REPORT

APRIL 2026

NUE URBAN CONCEPTS
LAND USE · MOBILITY · PARKING · FEES

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 1 Corridor Study 1 Mobility on Demand Service 6 Intersection Improvements 2 Mobility Hubs 1 Mobility Hub Evaluation 1 One-Way Pair Evaluation 1 Water Taxi 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 **(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 11th and 12th 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

Map A.	**Mobility Fee Assessment Area**
Map B.	**Mobility Fee Benefit District**
Map C.	**Mobility Study Area**
Map D.	**City of Flagler Beach 2050 Mobility Plan**
Map D1.	**City of Flagler Beach 2050 Mobility Plan (City Scale)**
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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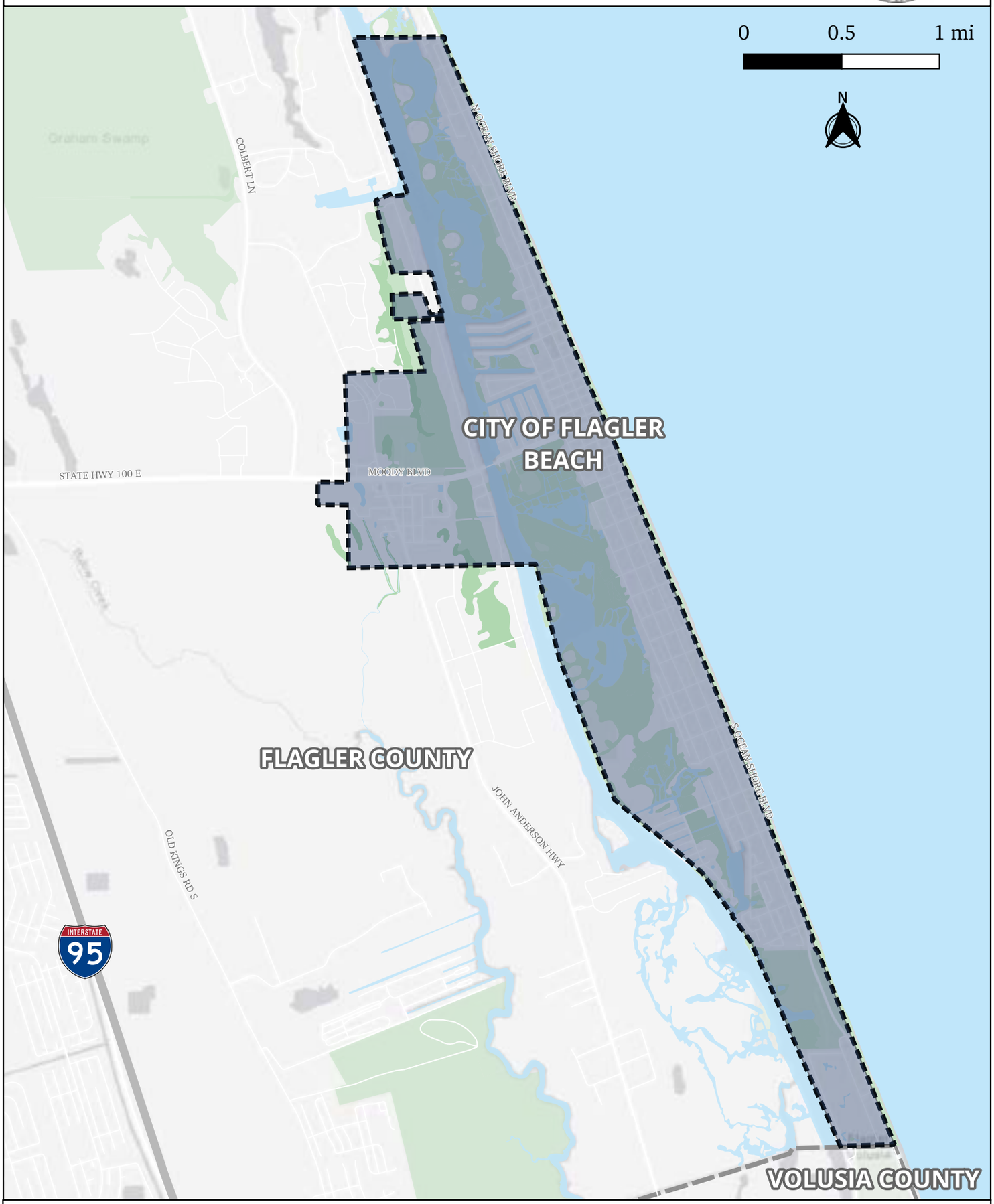
Assessment Area

City of Flager Beach Mobility Fee



AssessmentArea

City of Flager Beach

Parks and Greenspace

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MAP B

Mobility Fee Benefit District

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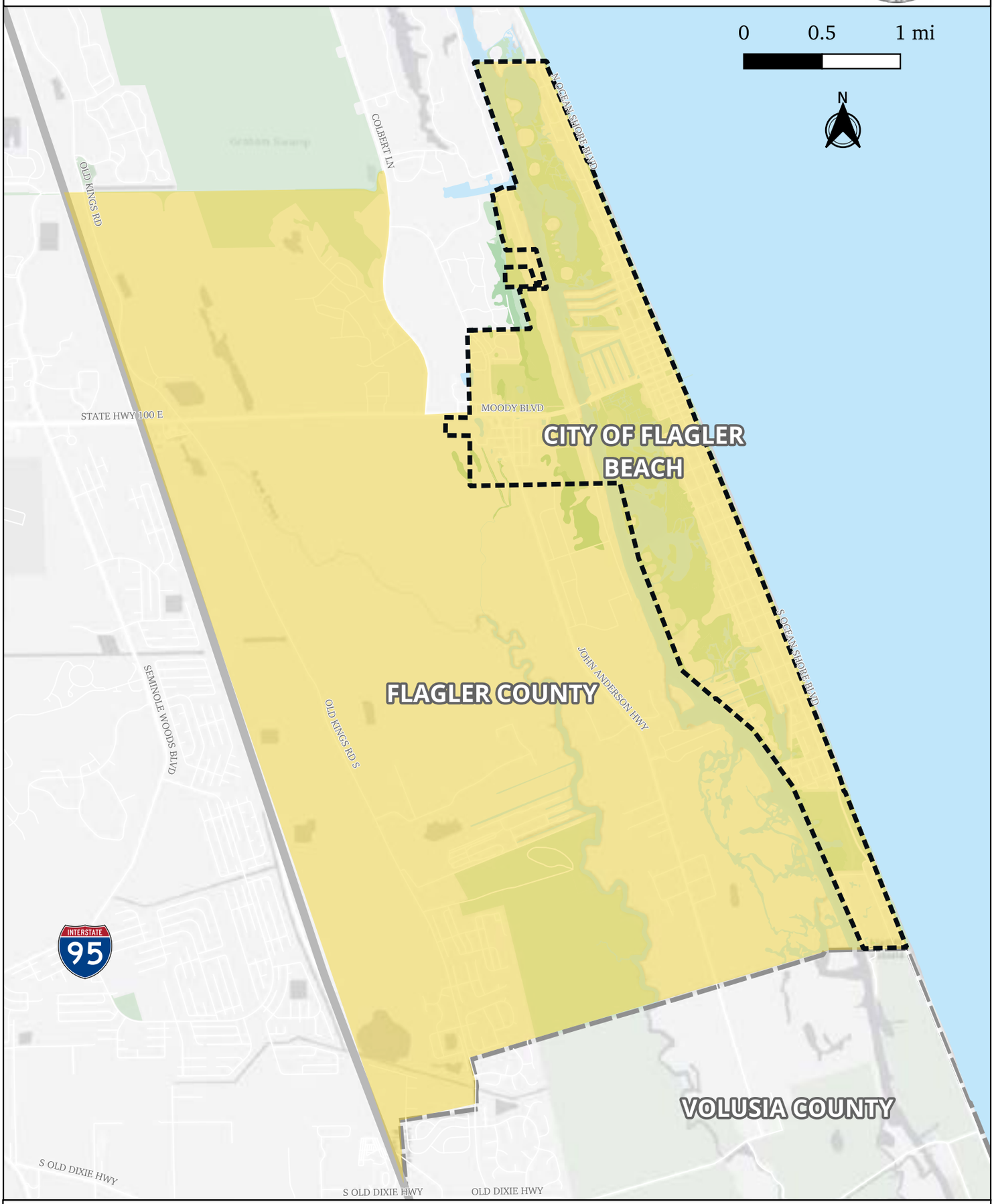
Benefit District

City of Flager Beach Mobility Fee



Benefit District

City of Flagler Beach

Parks and Greenspace

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LAND USE • MOBILITY • PARKING • FEES

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MAP C

Mobility Study Area

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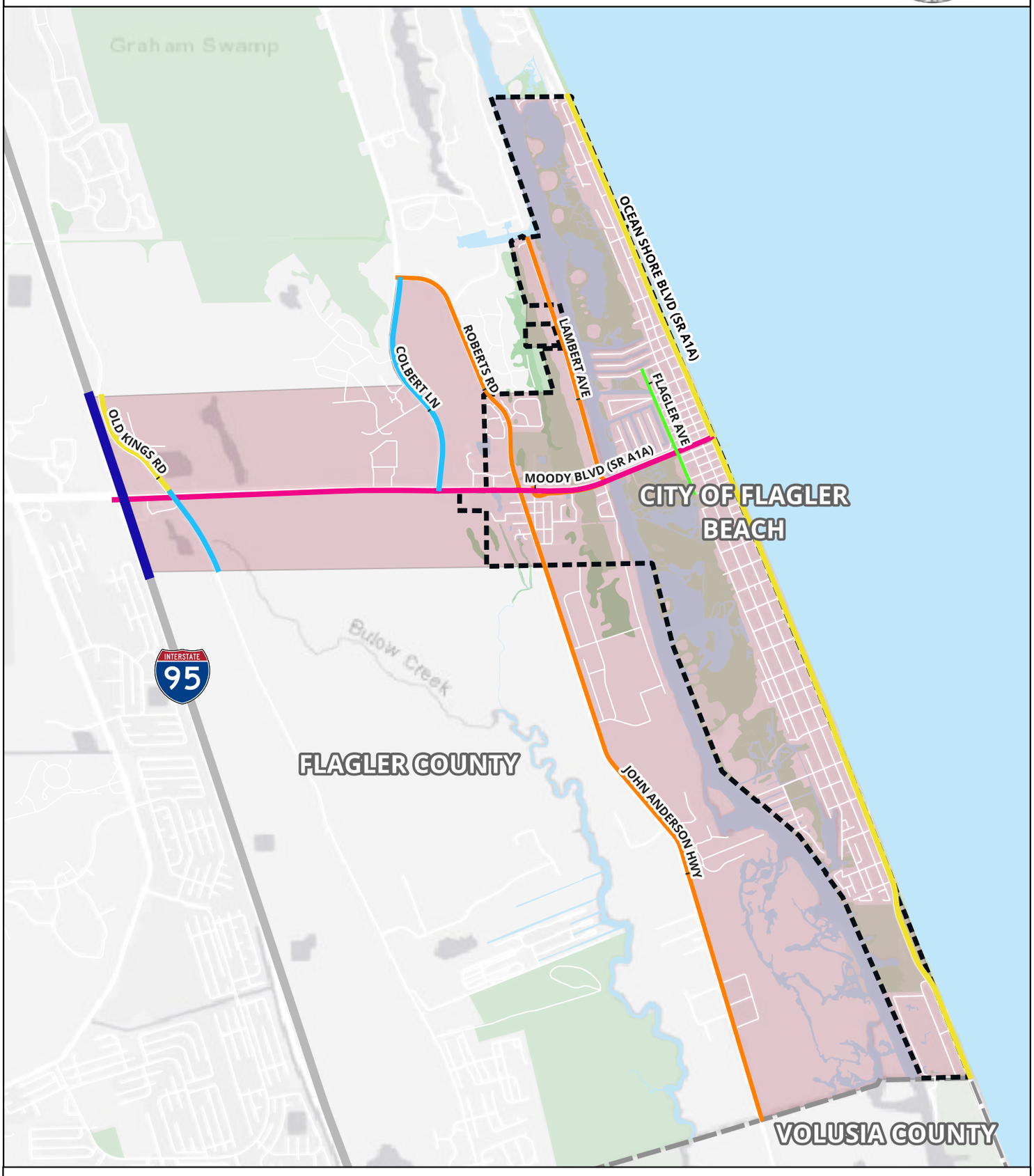
Mobility Study Area & Road Network

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

N

0 0.5 1 mi

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MAP D

City of Flagler Beach 2050 Mobility Plan

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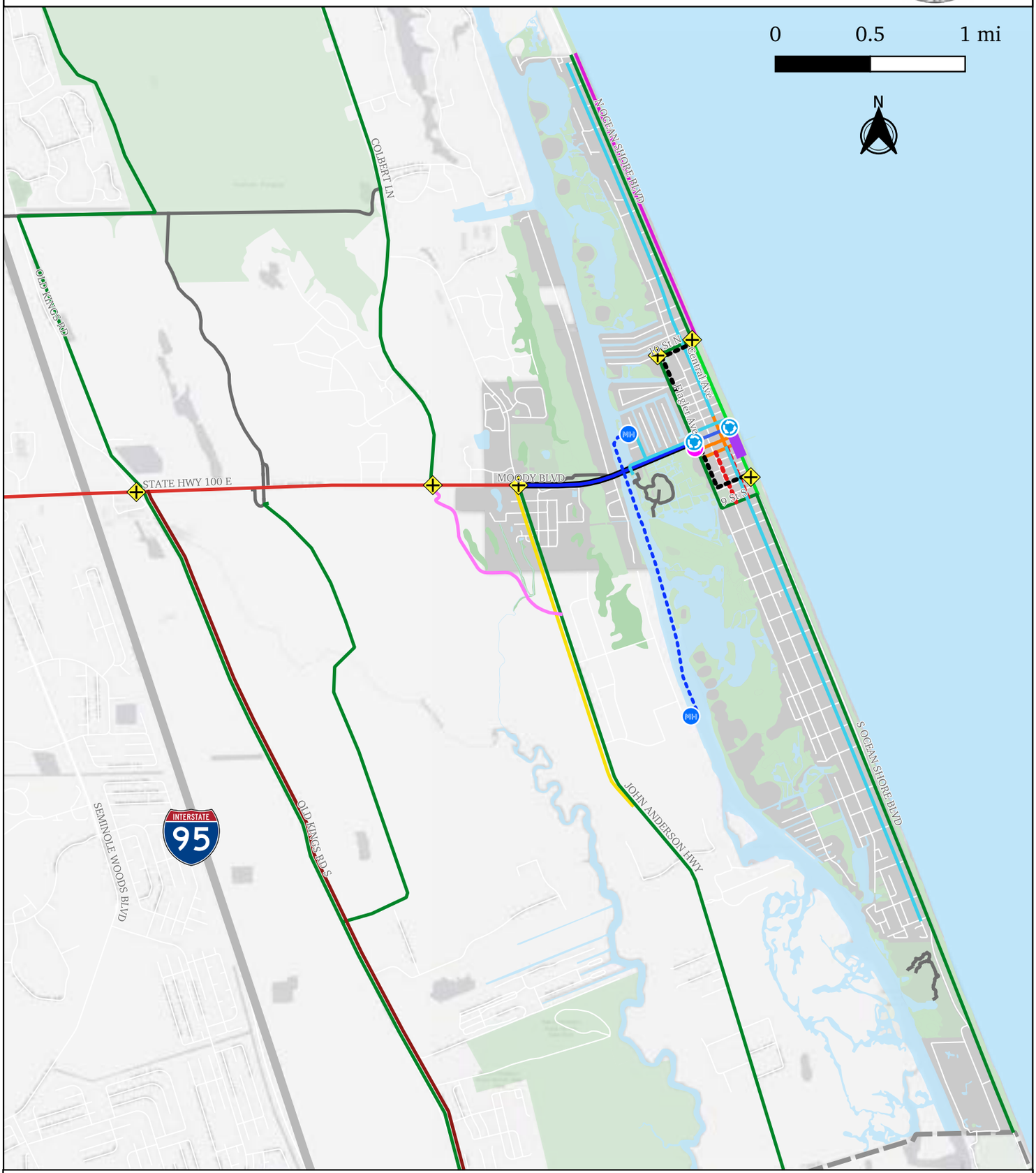
2050 Mobility Plan

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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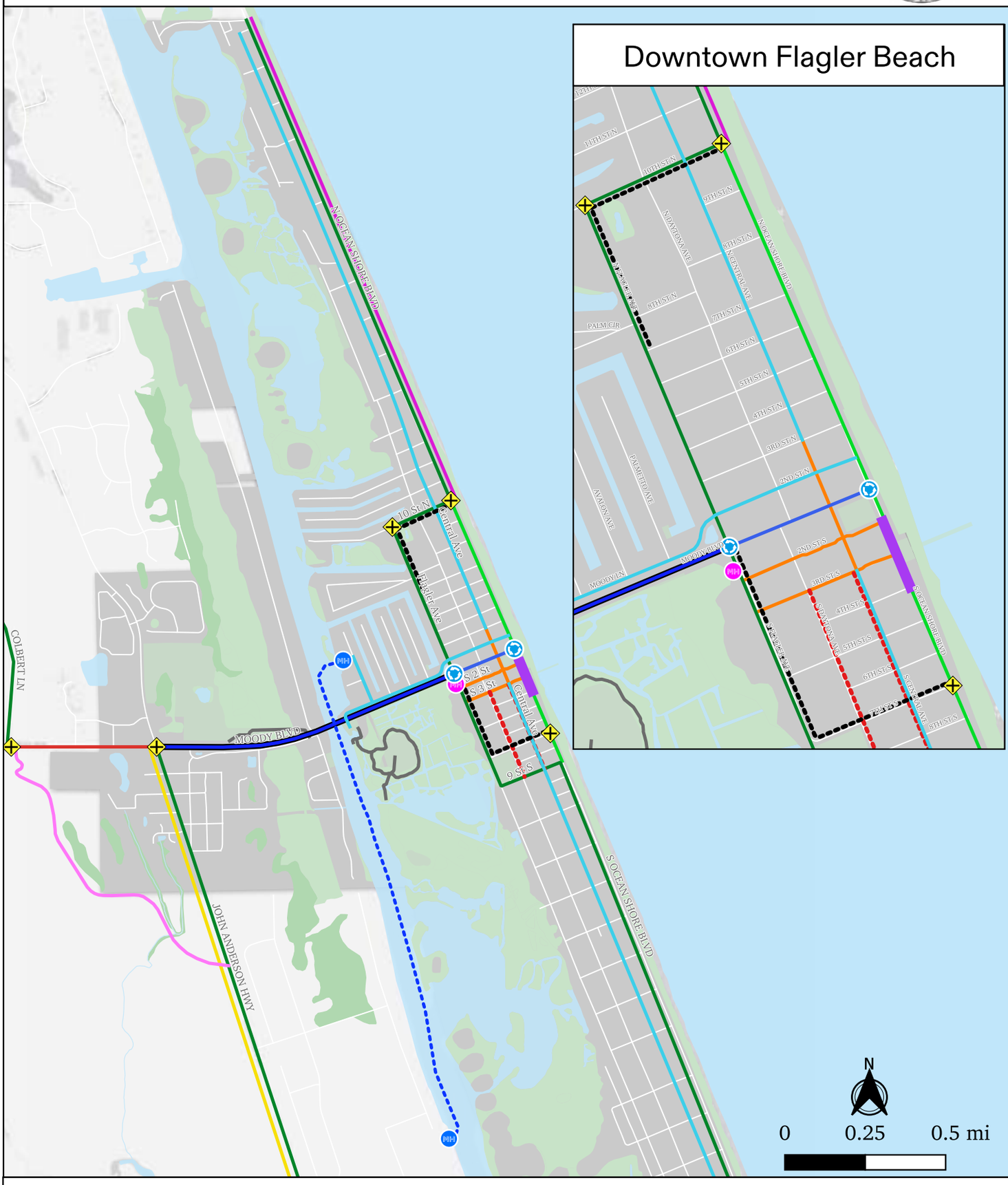
2050 Mobility Plan

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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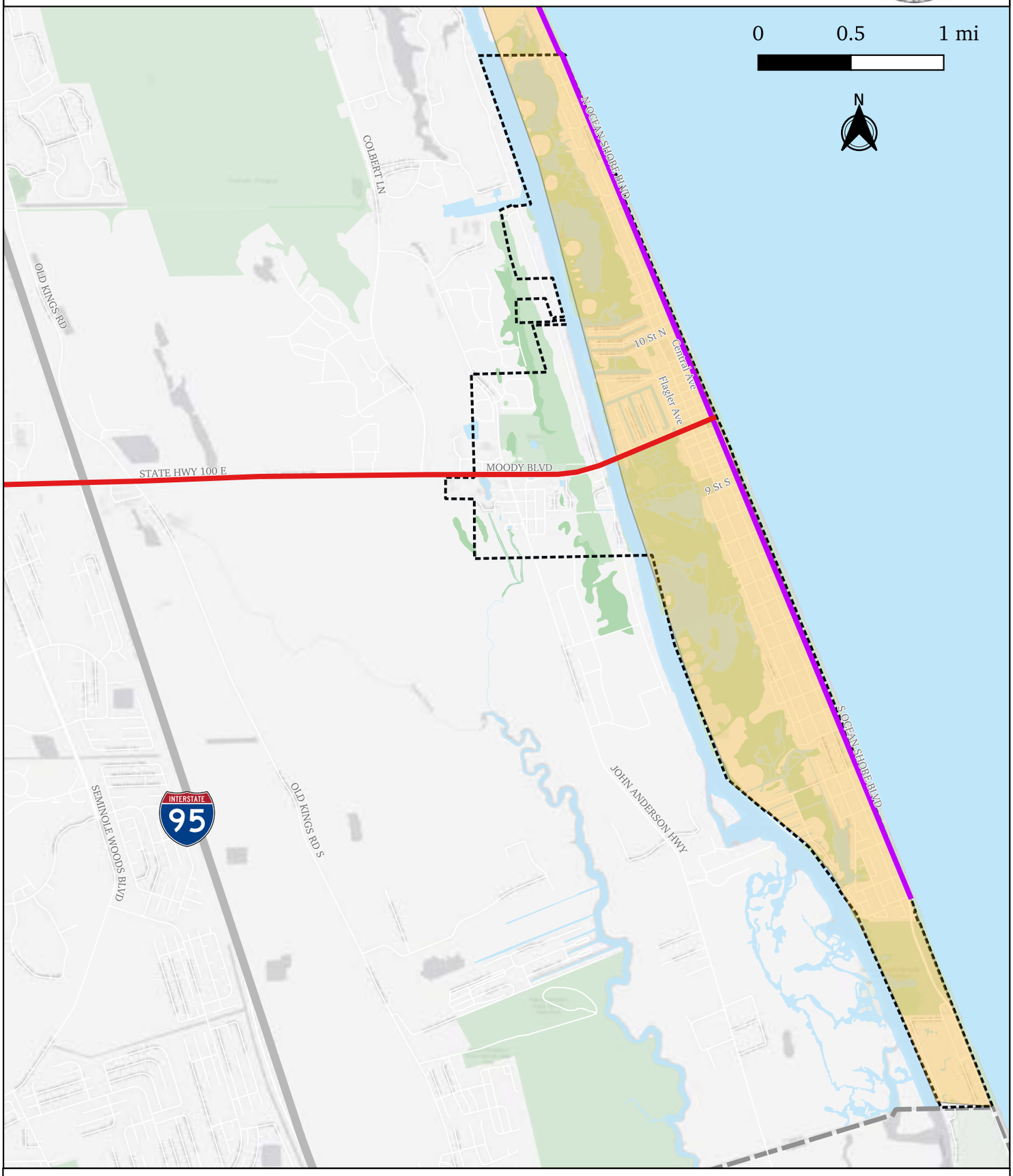
2050 Mobility Plan: Transit

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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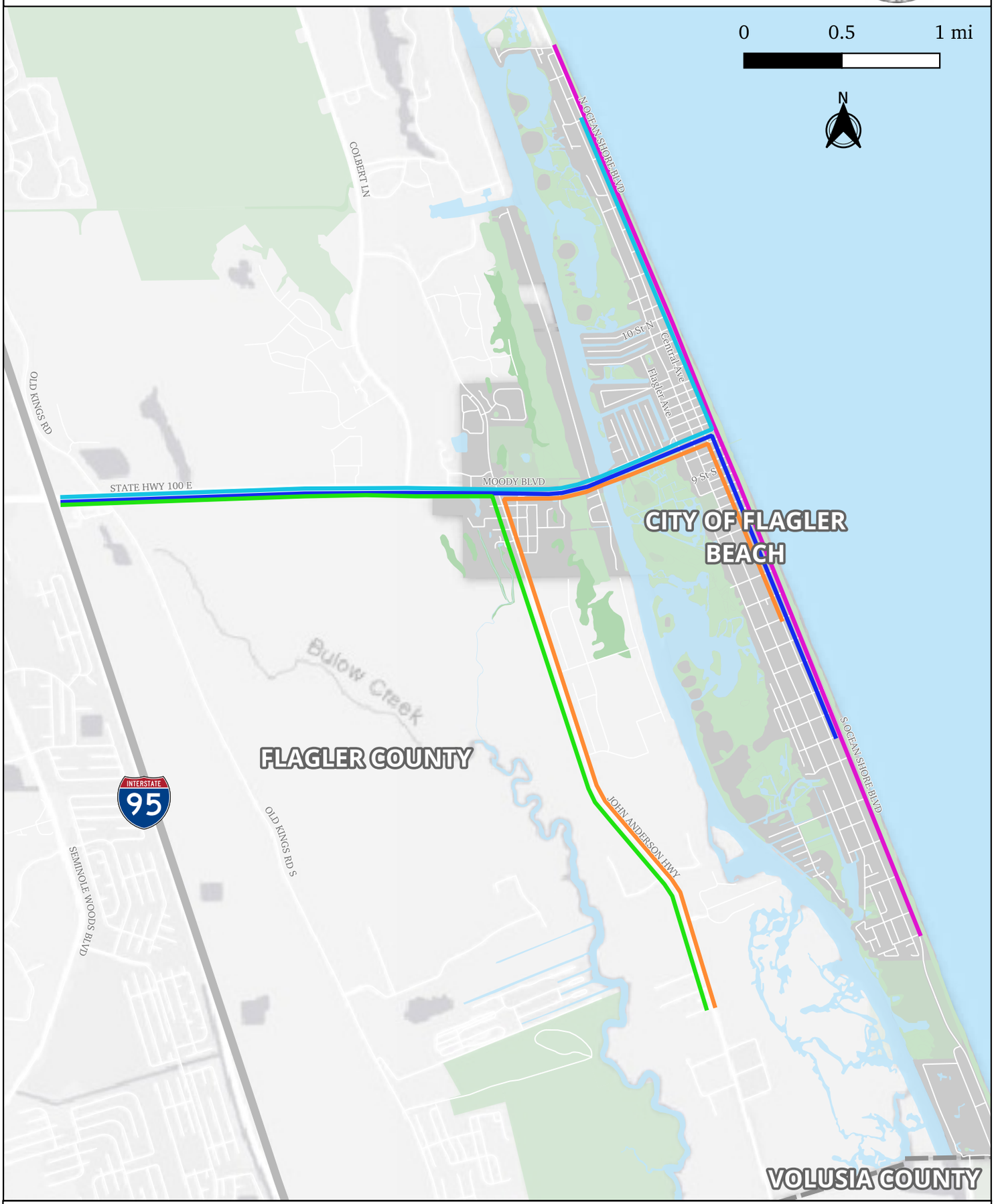
Trip Length: 5 Miles

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

Appendix A.	**Florida Commerce Transportation Planning Guidance**
Appendix B.	**Laws of Florida HB 479 (Chapter 2024 – 266)**
Appendix C.	**Impact Fee Act (Florida Statute Section 163.31801)**
Appendix D.	**Traffic Characteristics Data**
Appendix E.	**2022 National Household Travel Survey Data**
Appendix F.	**Planning Level Cost (PLC) & Person Miles of Capacity (PMC)**
Appendix G.	**City of Flagler Beach 2050 Mobility Plan**
Appendix H.	**Implementation Initiatives**
Appendix I.	**Trip Generation**
Appendix J.	**Person Travel Demand per Use (PTDu)**
Appendix K.	**2022 National Household Travel Survey Data: Trip Purpose**
Appendix L.	**Mobility Fee Schedule**
Appendix M.	**Bedrooms per Unit by Heated Area in Sq. Ft.**
Appendix N.	**Bedrooms & Household Vehicles**
Appendix O.	**2022 National Household Travel Survey: Household Vehicles**
Appendix P.	**Mobility Fee Comparison**

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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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An equal opportunity employer/program. Auxiliary aids and services are available upon request to individuals with disabilities.
All voice telephone numbers on this website may be reached by persons using TTY/TDD equipment via the Florida Relay Service at 711.
Privacy Statement | Accessibility | Legal | Sitemap

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.

CODING: Words stricken are deletions; words underlined are additions.

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

CODING: Words ~~stricken~~ are deletions; words underlined are additions.

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.

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

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.

CODING: Words ~~stricken~~ are deletions; words underlined are additions.

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.

CODING: Words ~~stricken~~ are deletions; words underlined are additions.

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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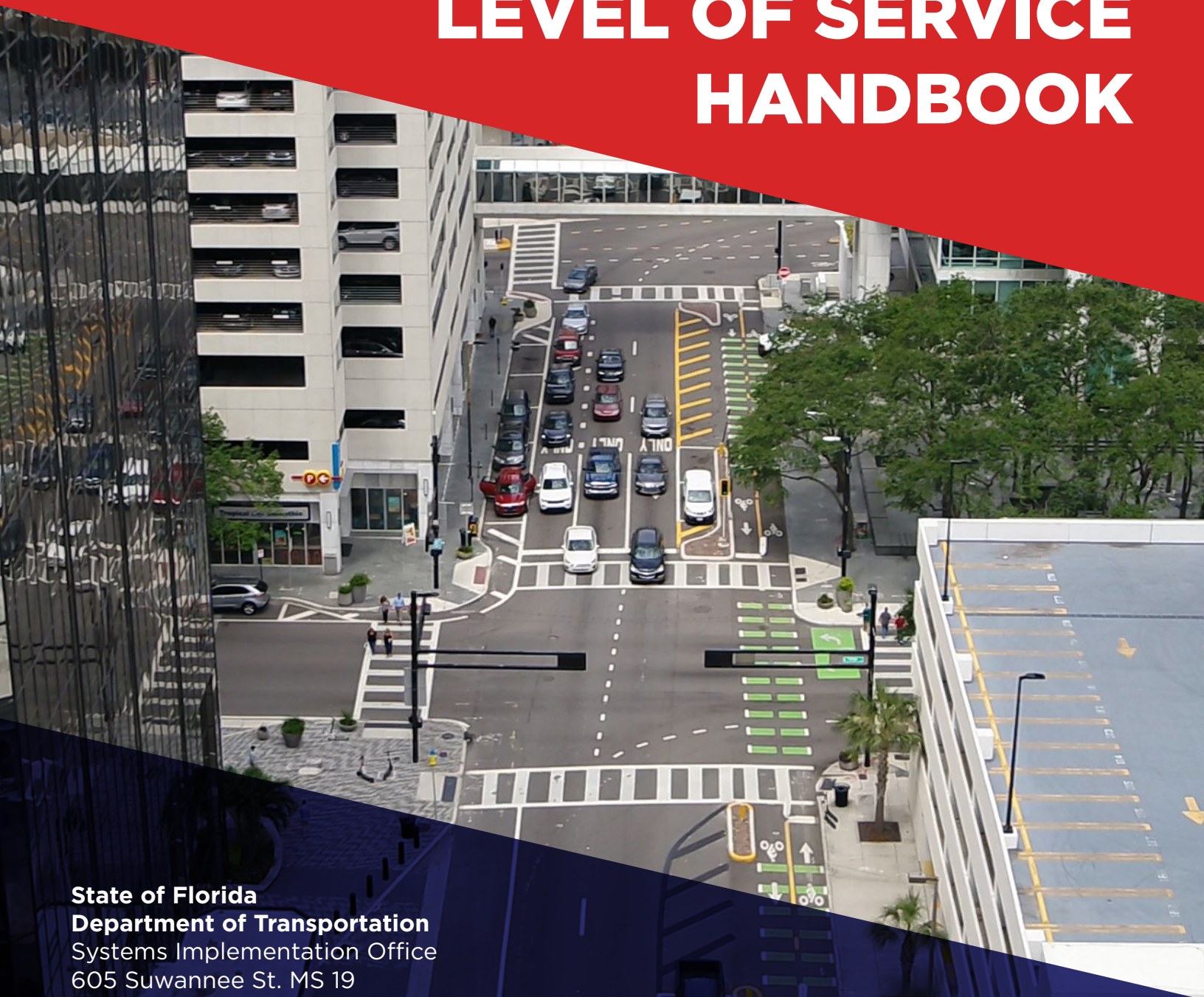
APPENDIX F: PLANNING LEVEL COST AND PERSON MILES OF CAPACITY

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

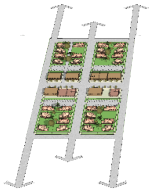
	C3C		C3R	
Planning Analysis Hour Factor (K)	0.09		0.09	
Directional Distribution Factor (D)	0.55		0.55	
Peak Hour Factor (PHF)	0.95		0.92	
Base Saturation Flow Rate	1,950		1,950	
Heavy Vehicle Percent (%)	4		4	
Lane Width	12		12	
Median Type	Non Restrictive (1 lane)	Restrictive (2,3,4 lanes)	Non Restrictive (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

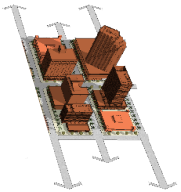
	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900

(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

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%

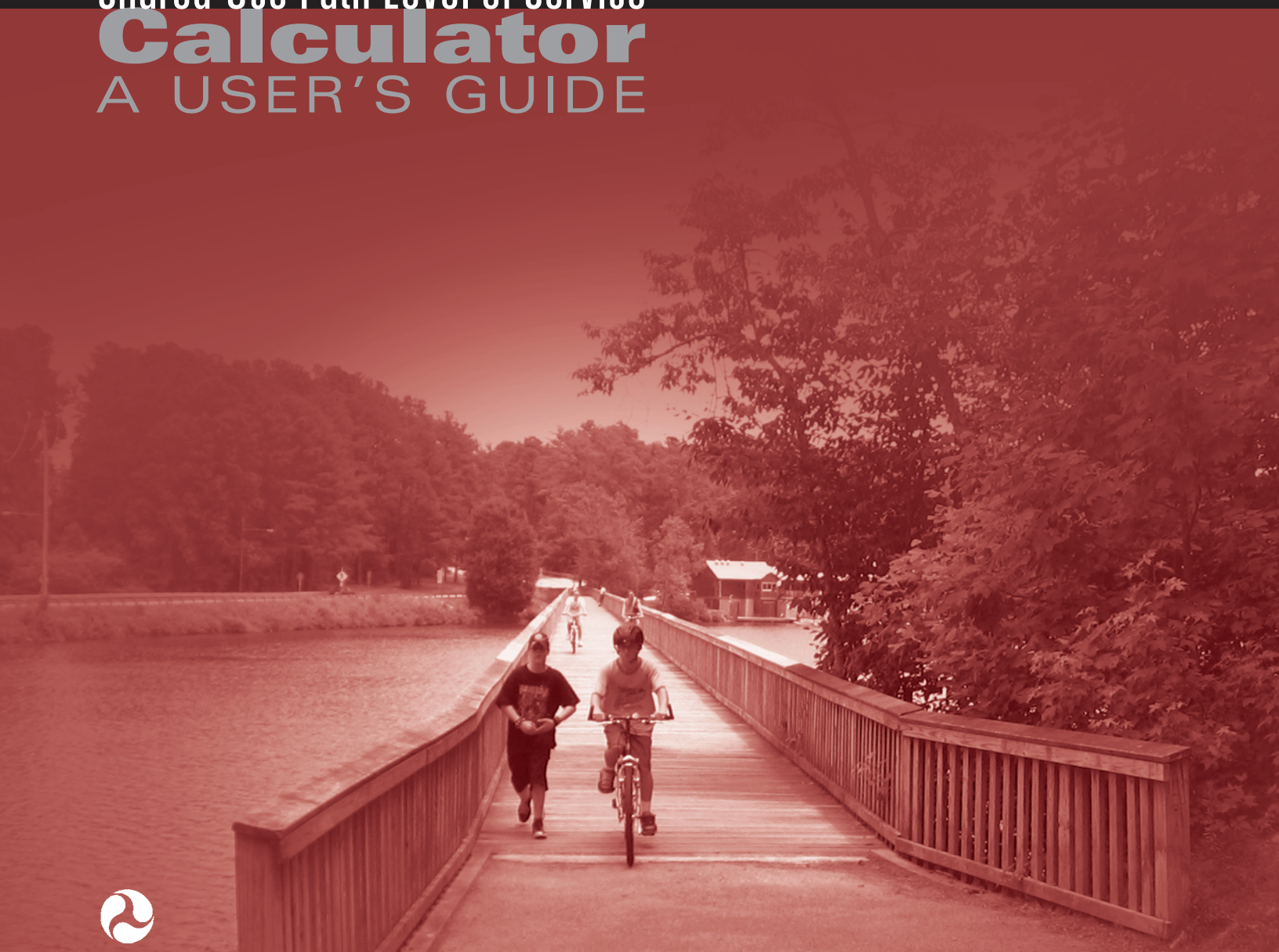
Signal Characteristics

	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. 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: • Lane narrowing and restriping to add on-street parking, bicycle lanes, or sidewalk space where sidewalks are missing. • Traffic calming features such as chicanes, chokers, curb extensions, traffic circles, painted or raised intersections, and speed tables. • Green street elements such as reclaimed swales with low-impact stormwater design, and canopy or understory street trees where feasible. 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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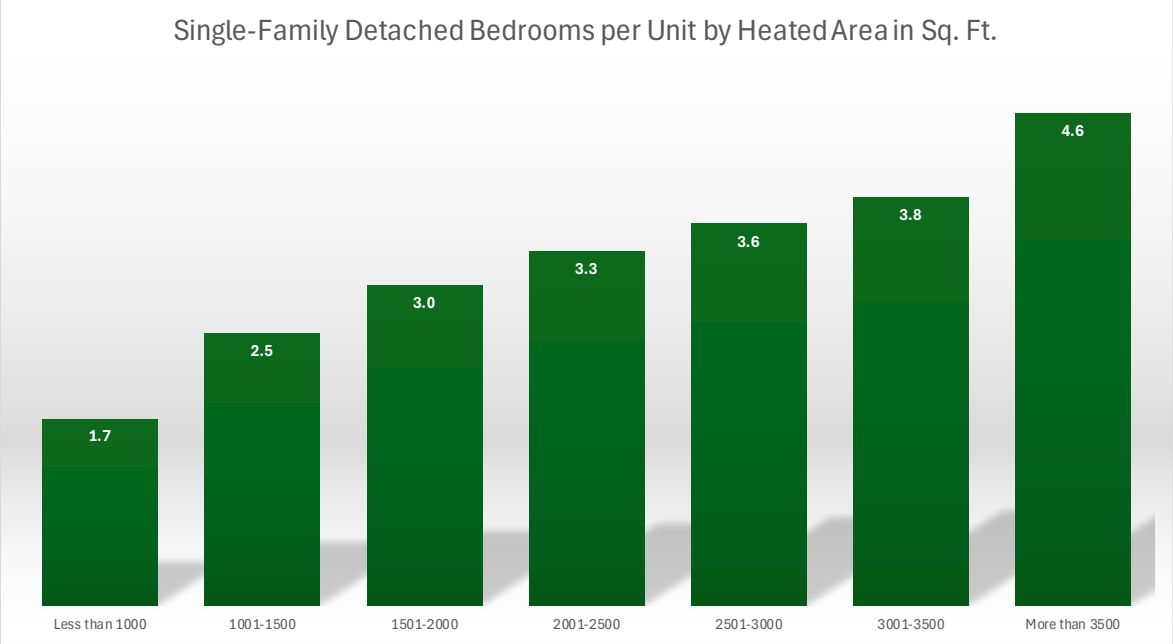
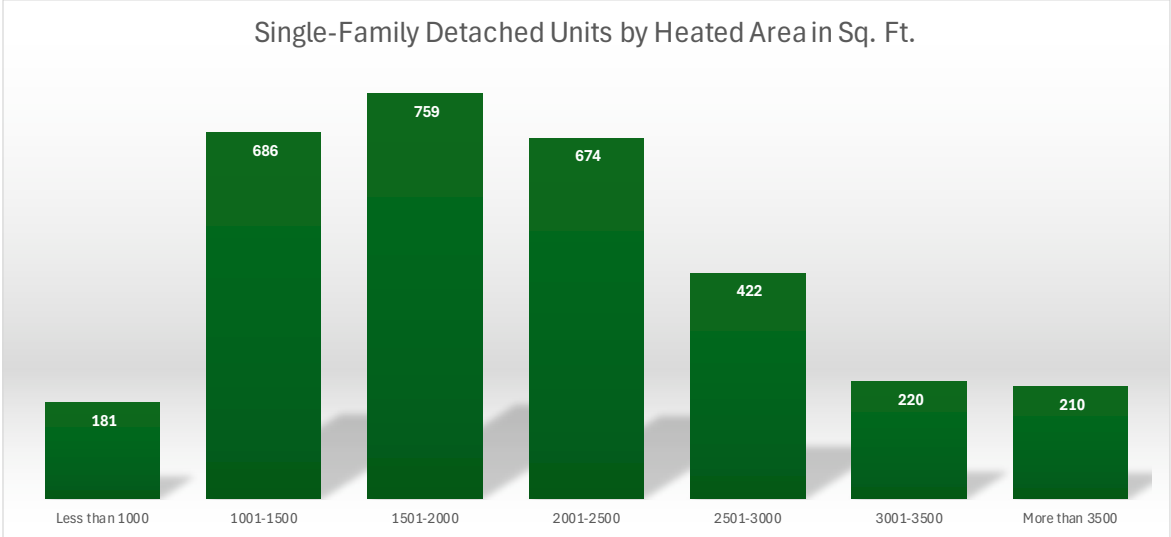
APPENDIX M: BEDROOMS PER UNIT BY HEATED AREA IN SQ. FT.

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**

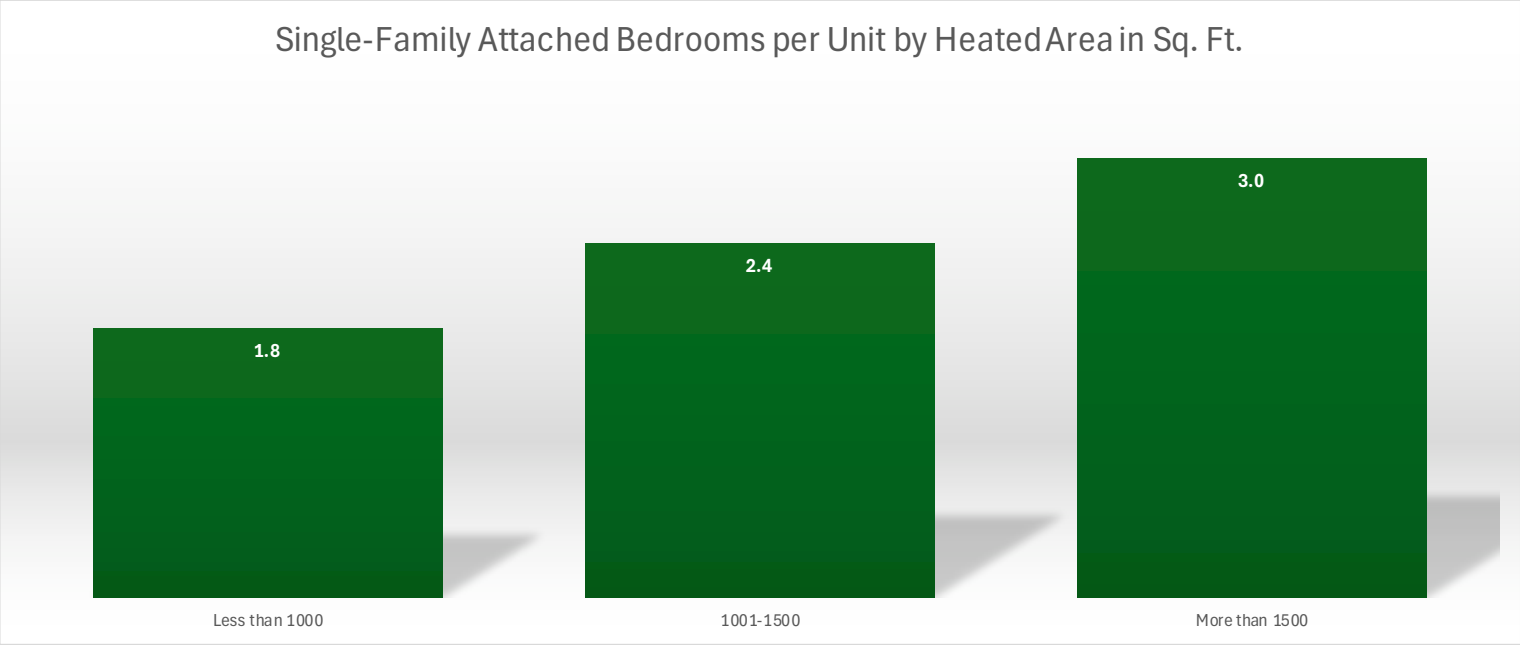




Produced By: NUE Urban Concepts, LLC

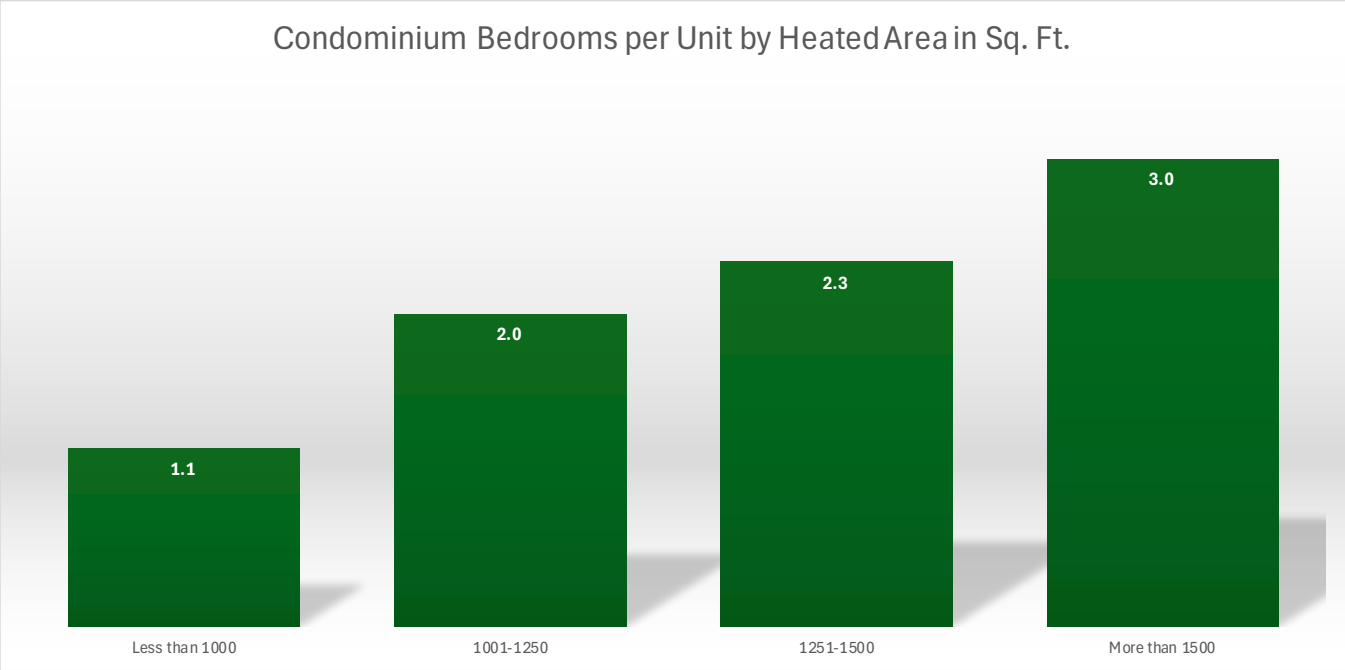
City of Flagler Beach: Single-Family Attached Bedrooms per Unit by Heated Area in Sq. Ft.

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**



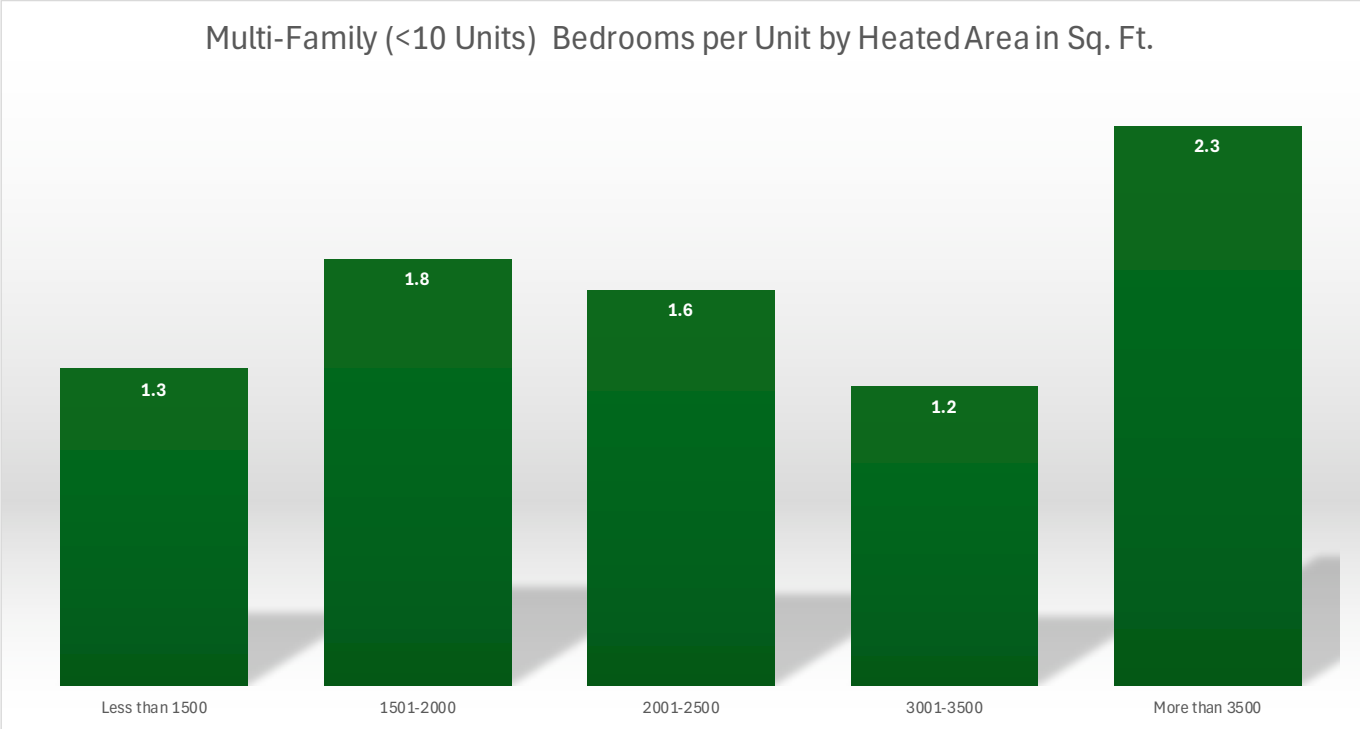
City of Flagler Beach: Condominium Bedrooms per Unit by Heated Area in Sq. Ft.

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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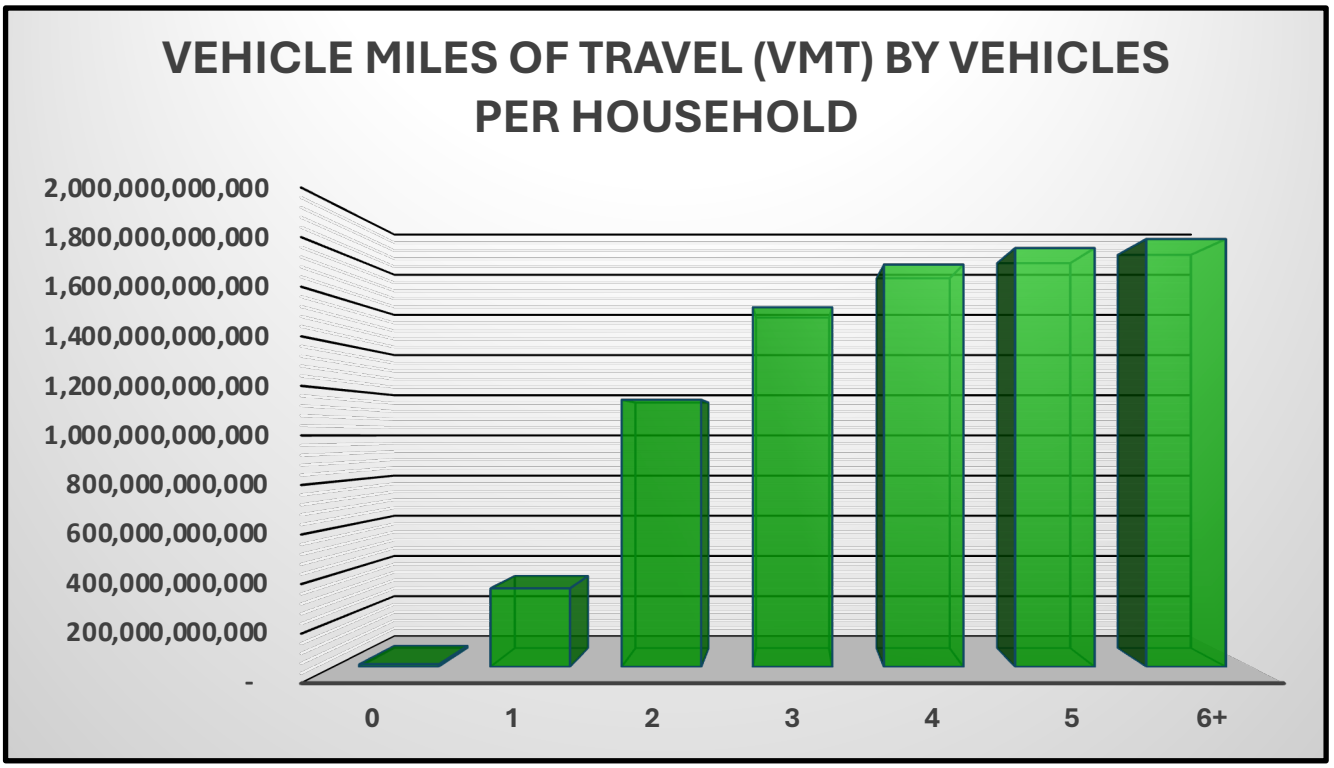
APPENDIX O: VEHICLE TRAVEL BY VEHICLES PER HOUSEHOLD				
VEHICLES PER HOUSEHOLD	VEHICLE MILES OF TRAVEL (VMT)	NUMBER OF VEHICLES	VEHICLE MILES OF TRAVEL (VMT) BY VEHICLE	VEHICLE TRIPS
0	11,372,173,826	10,712,489	1,062	1,218,005,495
1	339,528,289,749	52,983,526	6,408	37,848,465,640
2	1,153,966,493,312	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

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NUE URBAN CONCEPTS

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THE REPUBLIC OF DESIGN INC.

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

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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 **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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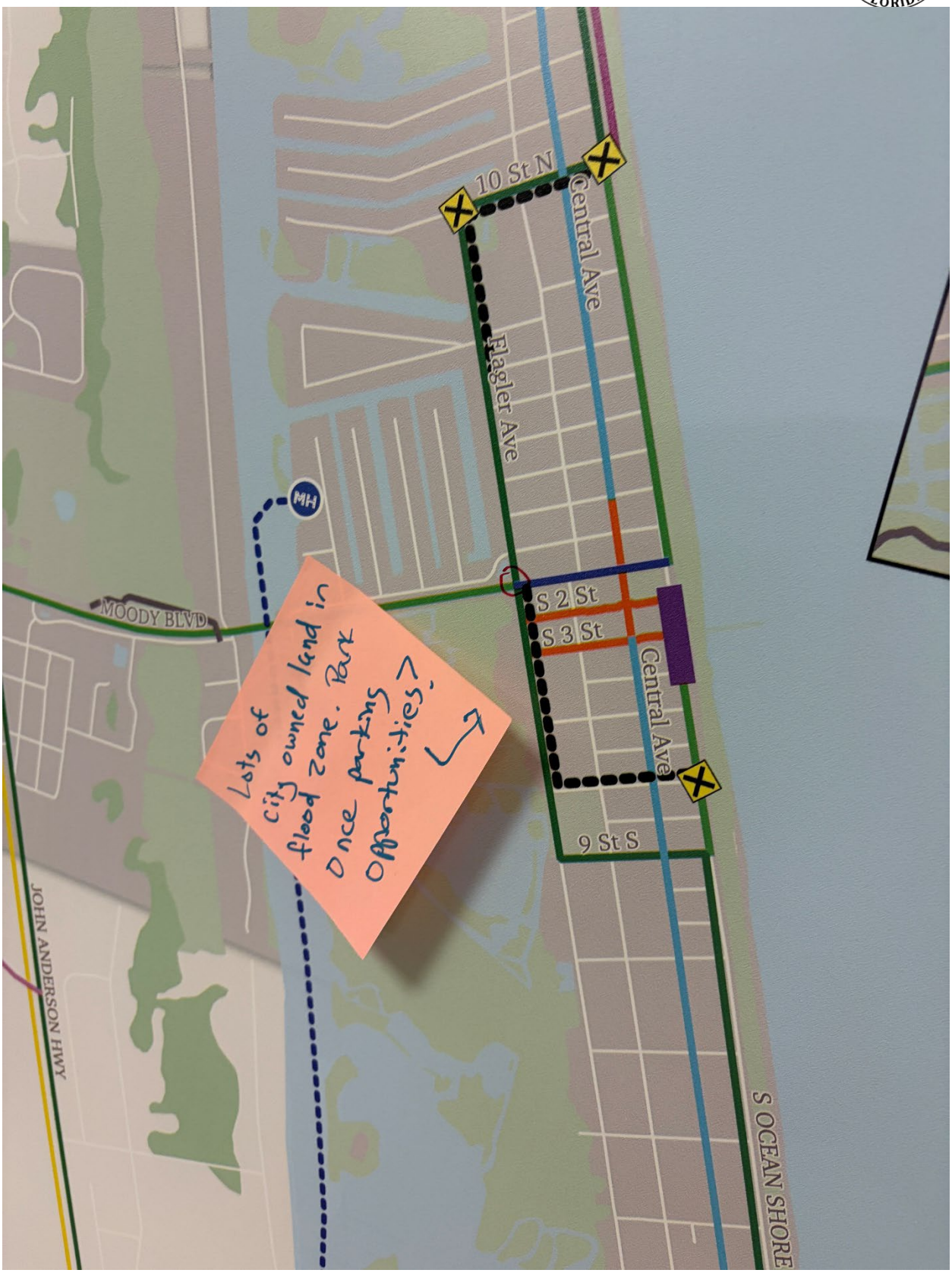
THE REPUBLIC OF DESIGN
City of Flagler Beach
Moody Blvd | SR 100 Reimagined
REMOVE MULTI-USE
ADD MEDIAN
Median w/ Palm Trees


10 St N
Central Ave
Flagler Ave
MH
MOODY BLVD
S 2 St
S 3 St
Central Ave
9 St S
JOHN ANDERSON HWY
S OCEAN SHORE
Lots of city owned land in flood zone. Park once parking opportunities?

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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

Take
Bring back
Mid-block
crossing

Appendix B:
Meeting Sign-In Sheet

MOBILITY STUDY WORKSHOP
SIGN-IN SHEET
MARCH 10, 2026

NAME	EMAIL ADDRESS
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Deanna OFlaherty	deanna.oflaherty@gabo.com
Michele Ficocello	mficocello@cityofflaglerbeach.com

Appendix C:

Stakeholder Meeting Presentation

FLAGLER BEACH 2050 MOBILITY PLAN

Stakeholder Meeting #2

March 10th, 2026

NUE URBAN CONCEPTS

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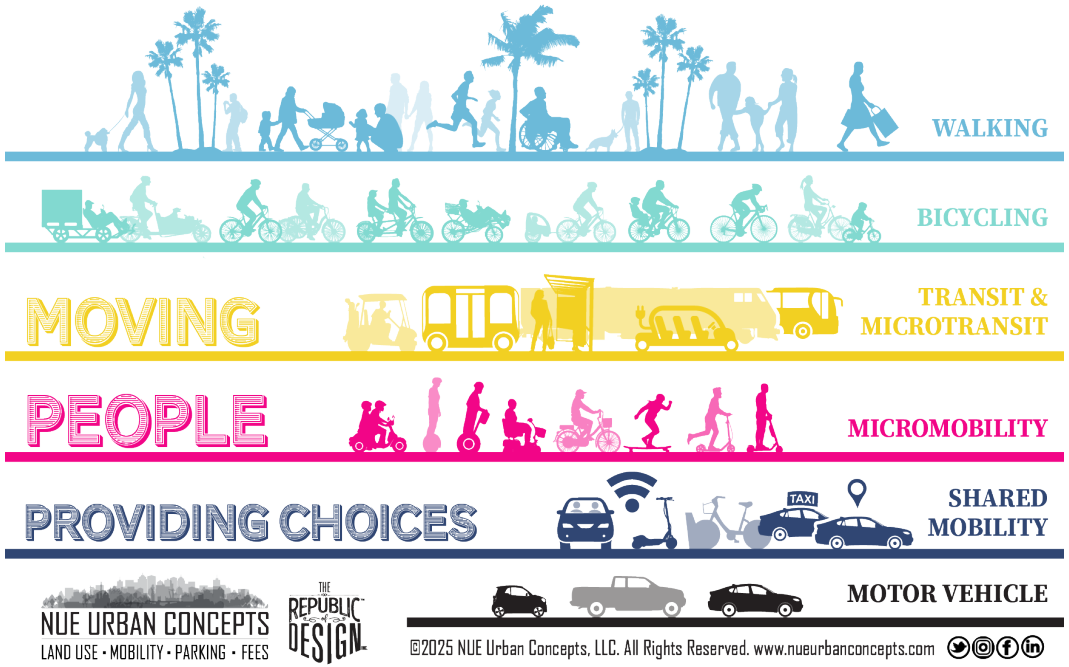
WHAT IS A MOBILITY PLAN?

- 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	0.56	0.93
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	0.56	0.93
SR A1A (OCEAN SHORE BLVD)	MOODY BLVD (SR 100)	S 14 ST	Minor Arterial	FDOT	C4	2	25	0.78	D	7,000	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	97,850	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	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	9,300	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	3,930	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	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	46,070	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	2,480	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

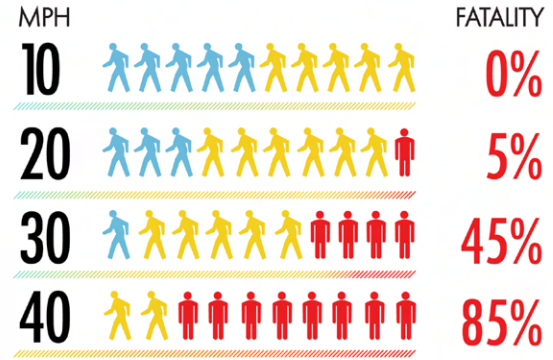
INTENT:
POSTED SPEED = DESIGN SPEED

	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)

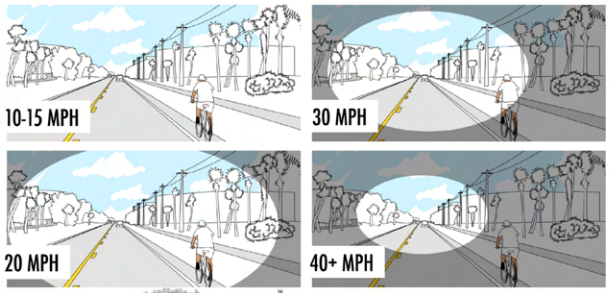
* POSTED SPEED LIMIT IS MAXIMUM, LOWER SPEEDS WOULD ALSO BE QOS A
** POSTED SPEED LIMIT IS MINIMUM, HIGHER SPEEDS WOULD ALSO BE QOS E

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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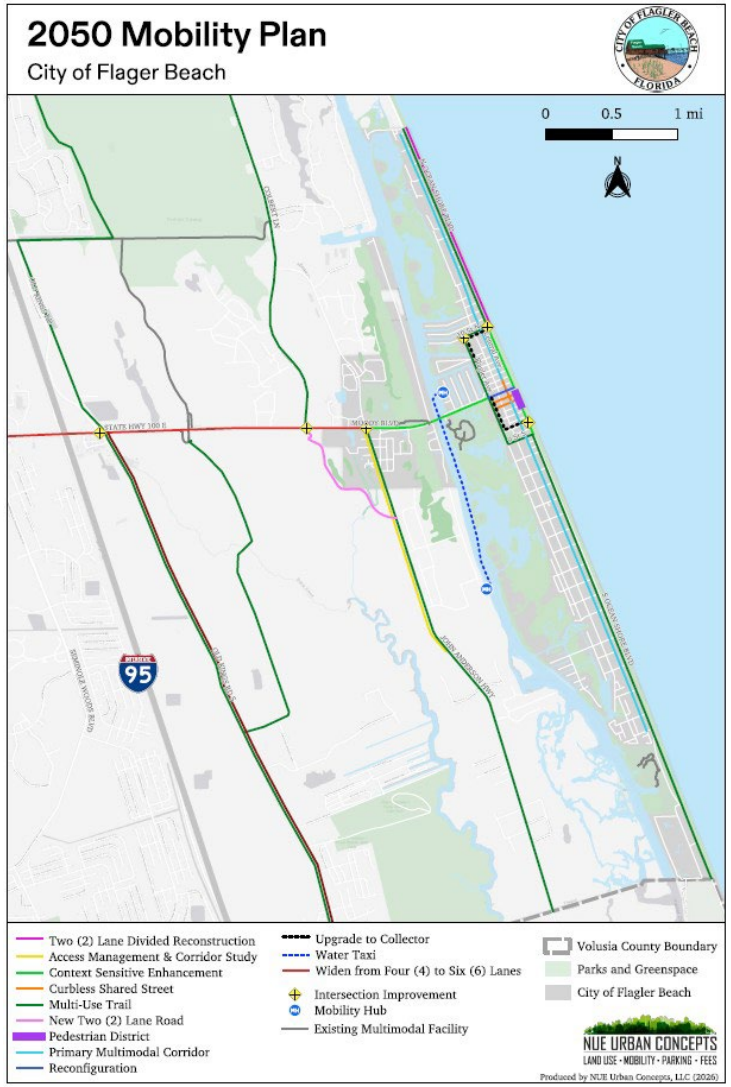
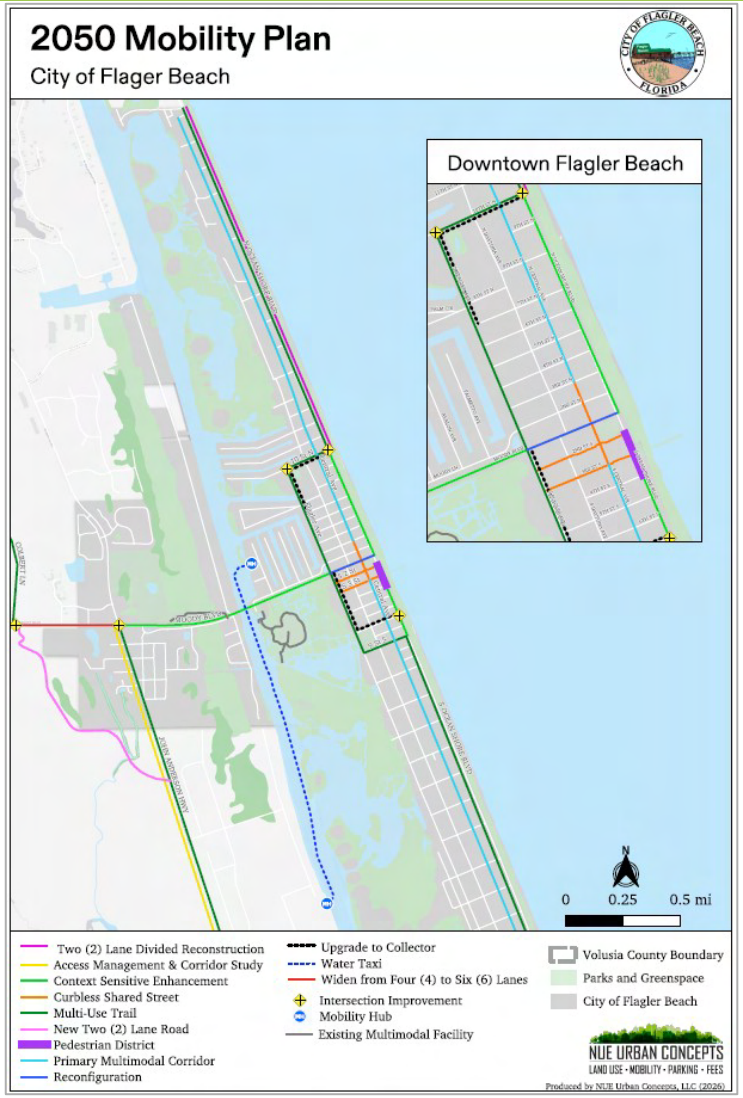
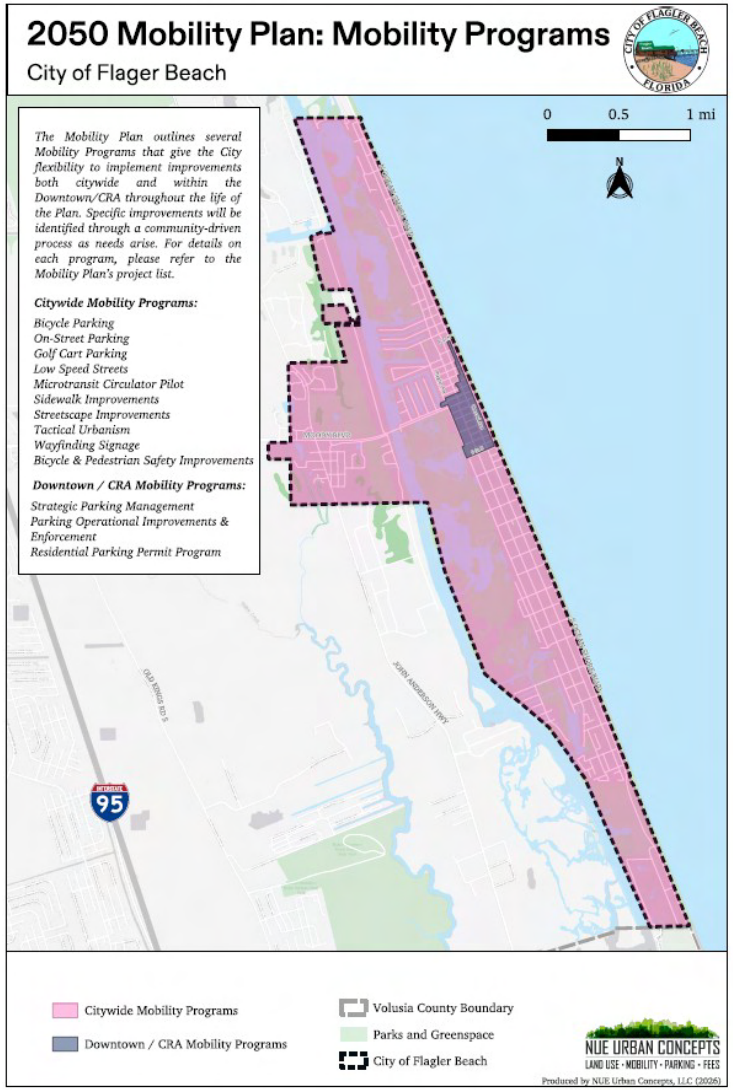
OVERARCHING GOALS

- 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

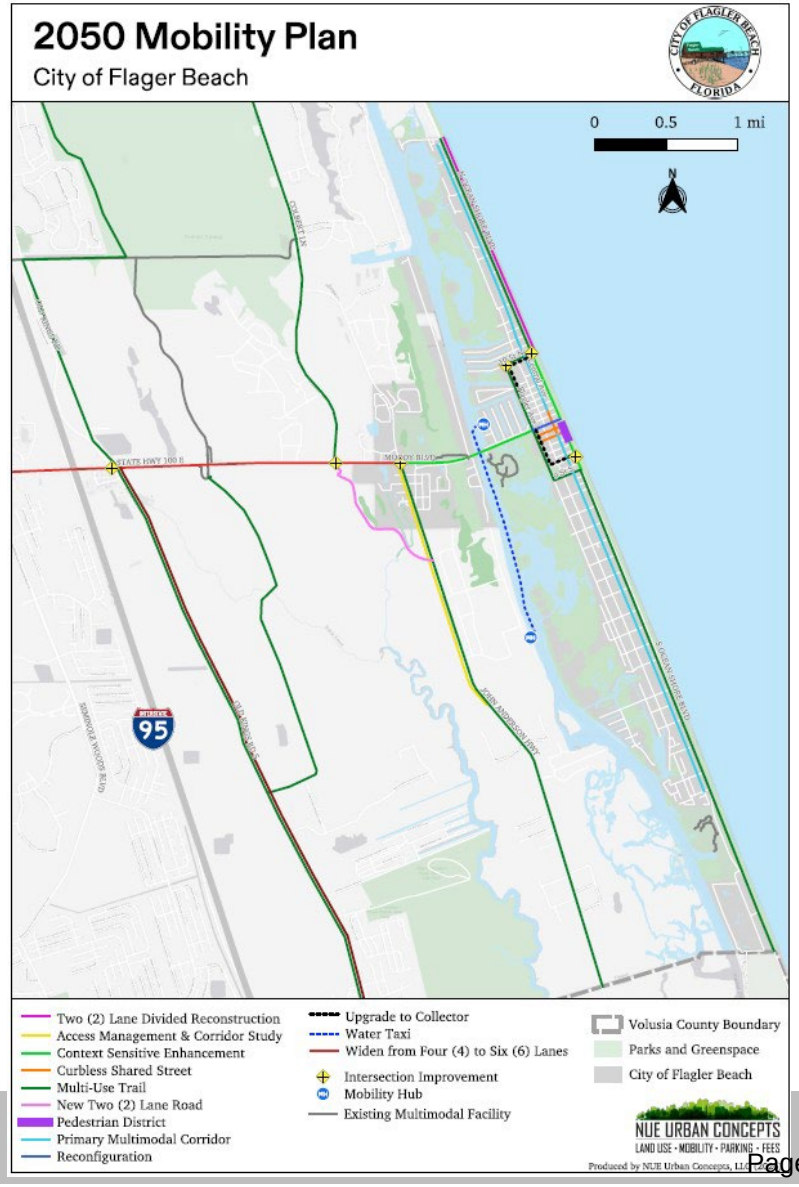
0.59 miles of
SR A1A Context Sensitive Enhancements

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.

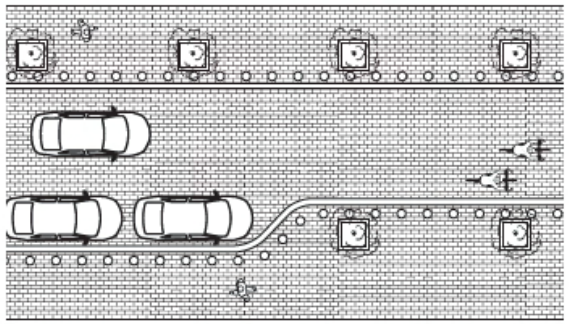
Curbless Shared Streets are designed for portions of the street to be closed off to motor vehicle travel during special events and festivals. This enables people walking to easily traverse the street right-of-way without worrying about tripping hazards and allows for seamless outdoor seating, tables,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

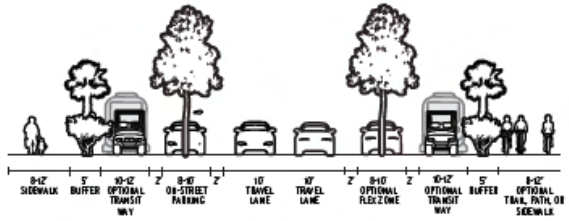
Curbless Shared Streets distinguish themselves from the well-known "Living Street" aka Dutch "Woonerf" by providing a defined space for pedestrians, while allowing the street space to be shared between cars, transit, and people riding bicycles or other micromobility or low speed vehicles. Curbless Shared 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.

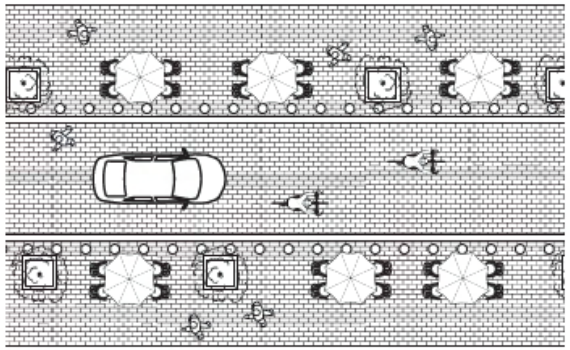
WEST PALM BEACH MOBILITY PLAN
ROSEMARY STREET

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*

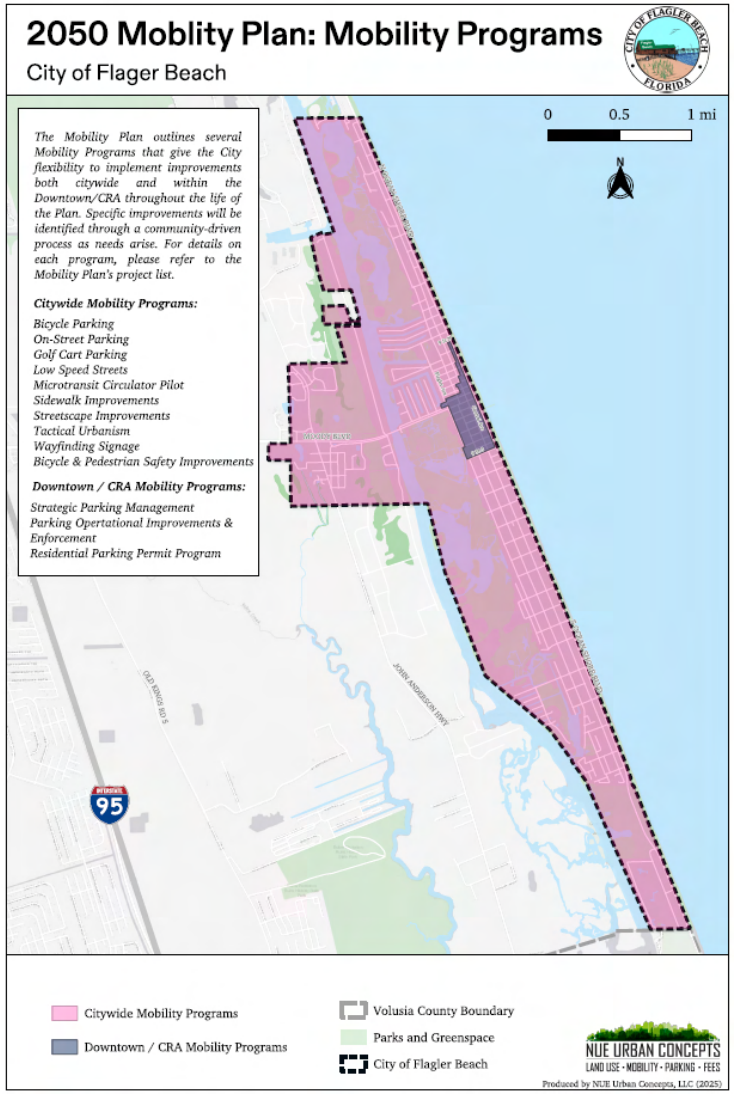
FLAGLER BEACH 2050 MOBILITY PLAN

Mobility Programs

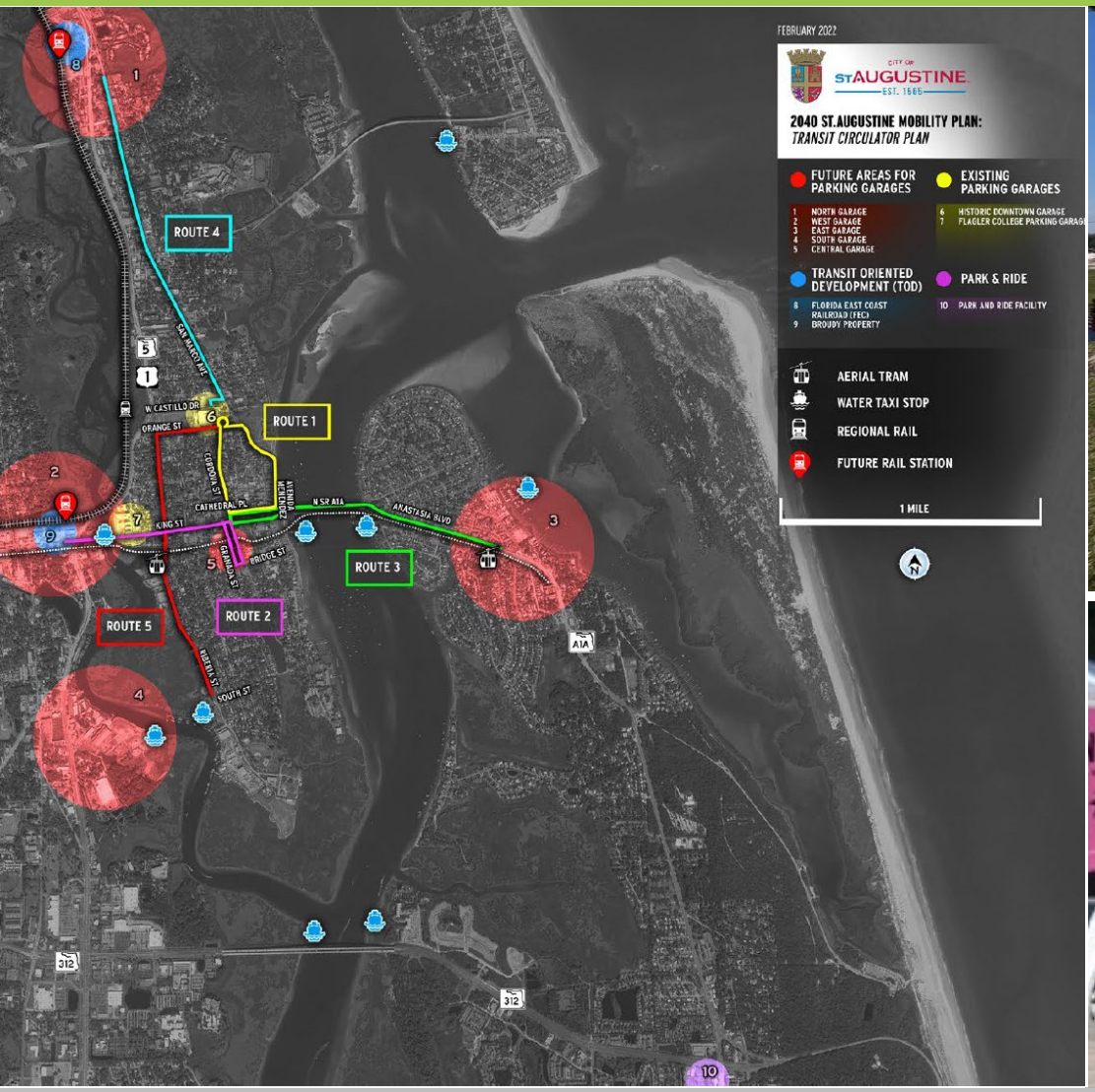
- On-Street Vehicle, Bicycle & Golf Cart Parking
- Low Speed Streets
- Microtransit Circulator Pilot
- Sidewalk Improvements
- Streetscape Improvements
- Quick Build (Tactical Urbanism)
- Wayfinding
- Bicycle & Pedestrian Safety Improvements

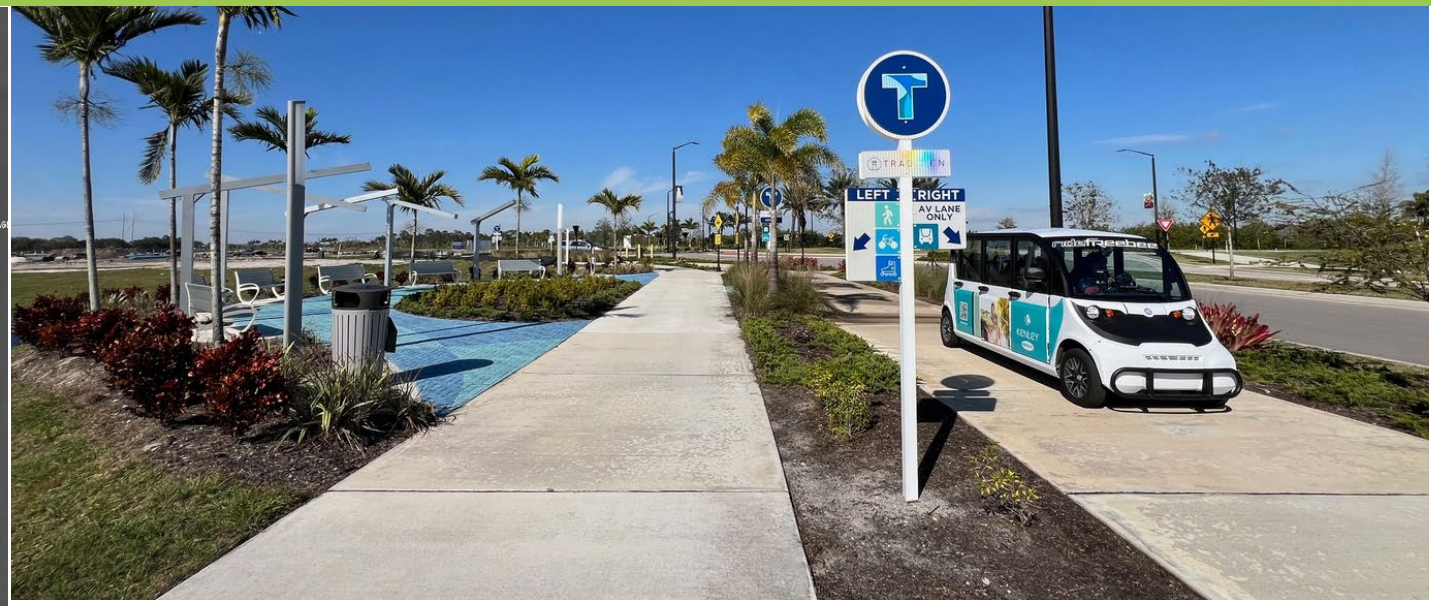
CRA

- Strategic Parking Management
- Parking Operational Improvements & Enforcement
- Residential Parking Permit

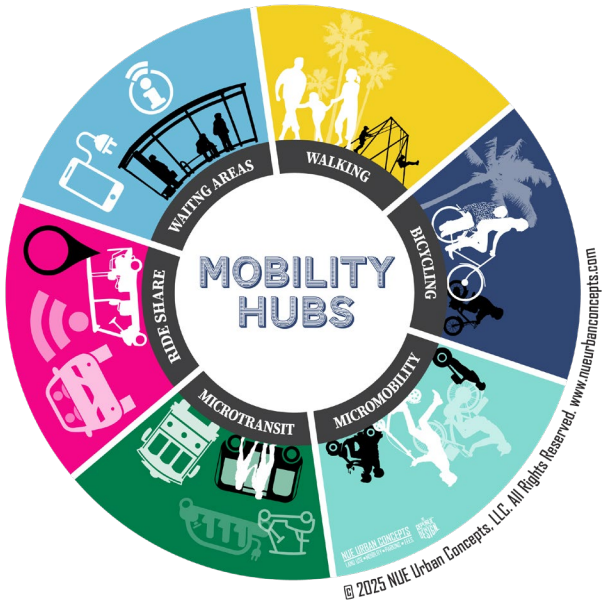


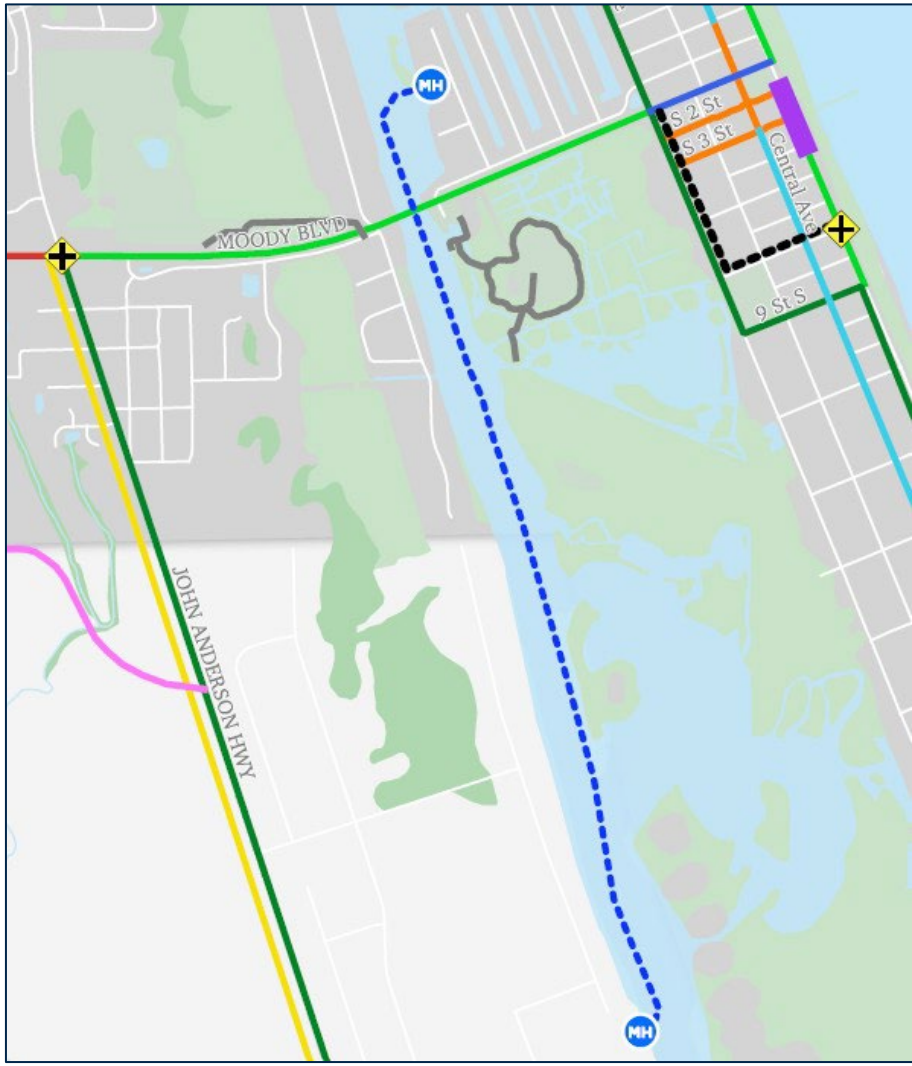
STRATEGIC PARKING MANAGEMENT





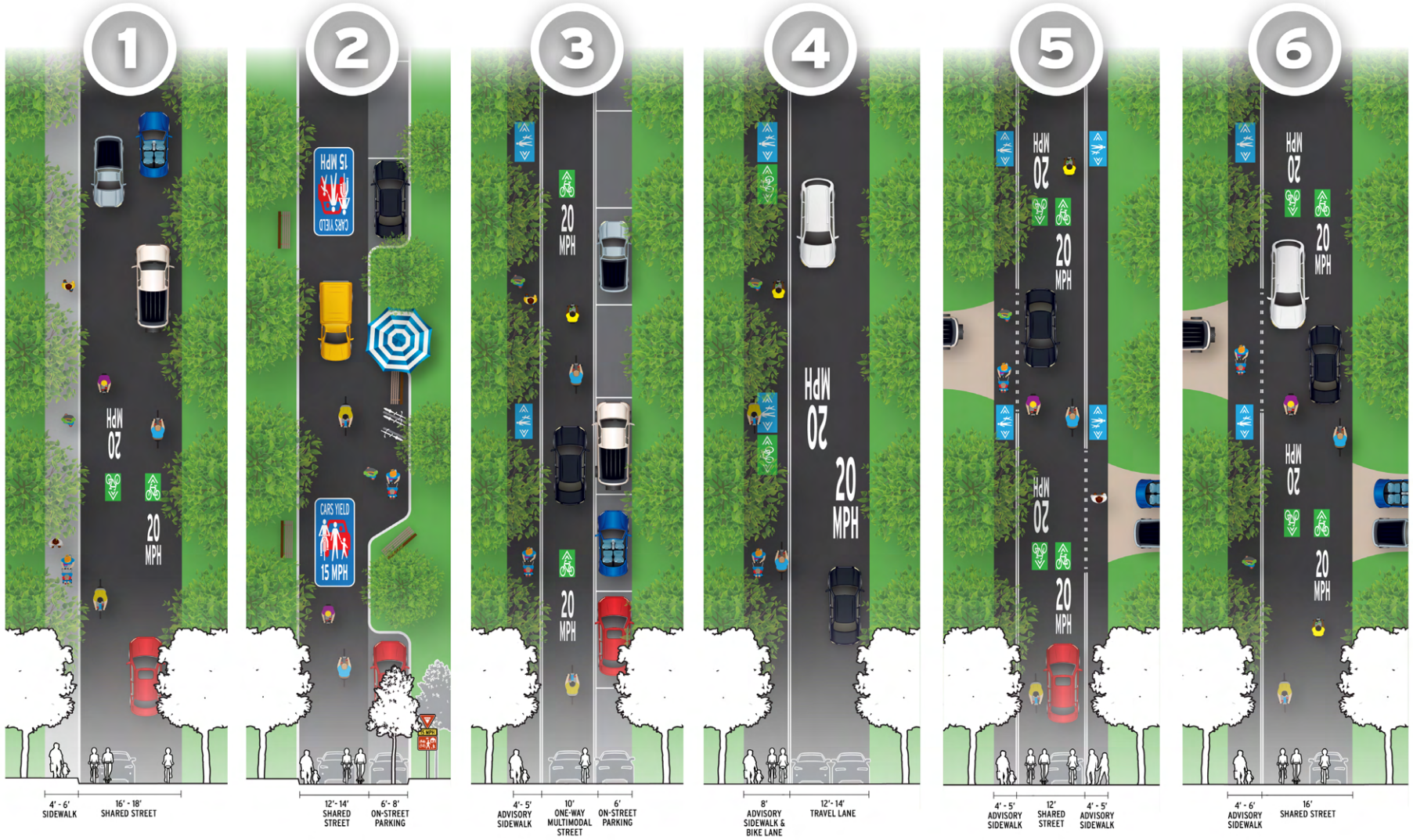
WATER TAXI & MOBILITY HUB





PRIMARY MULTIMODAL CORRIDOR

Central Ave



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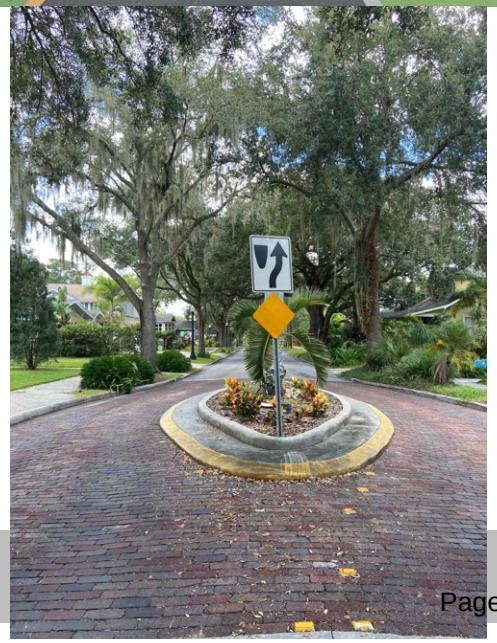
TRAFFIC CALMING



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

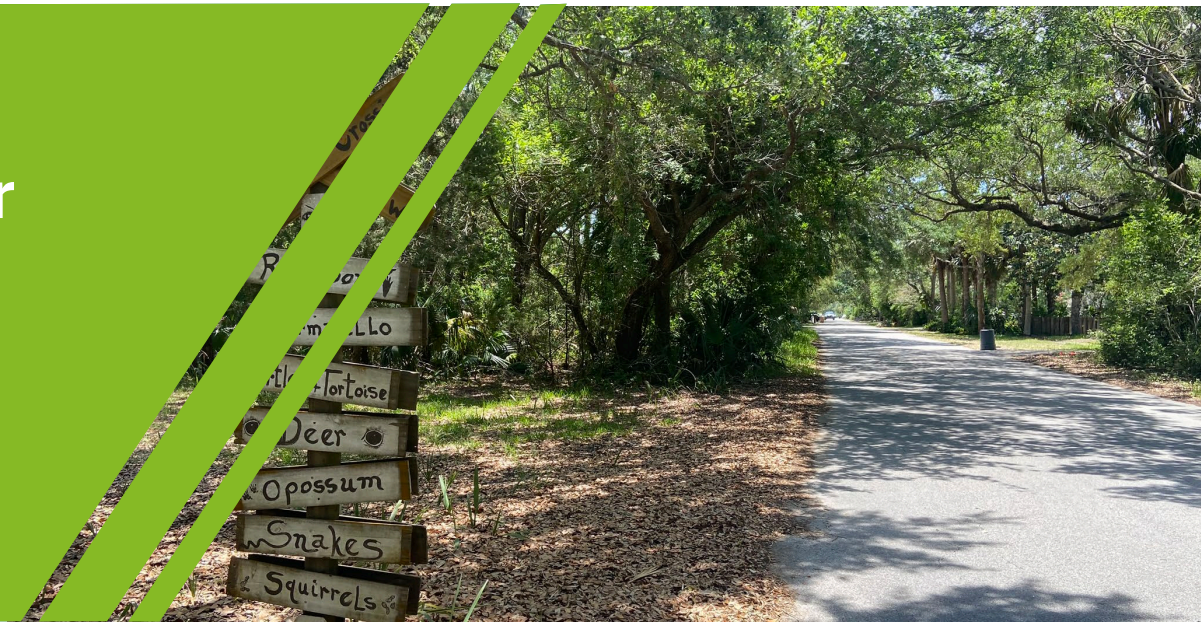
Goal for Adoption: April 23rd 2026

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 A1A

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
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R.J. Santore	rsantore@fastmail.com
Lisa Smith	lisa@lisapsmith.com
John Cunningham	johncunningham22@gmail.com
Joseph Ponzuoli Atty	JosephEJPA Floridaa.com
Casey Ryan	kcryan@cityofflaglerbeach.com
John Tanner Atty for PFBVHC	bulletkt72@gmail.com
Joann Soman	Joann@raiseyoursales.com

Appendix C:

Stakeholder Meeting Presentation

FLAGLER BEACH 2050 MOBILITY PLAN

CITY OF FLAGLER BEACH

Stakeholder Meeting

December 9th, 2025

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NUE URBAN CONCEPTS

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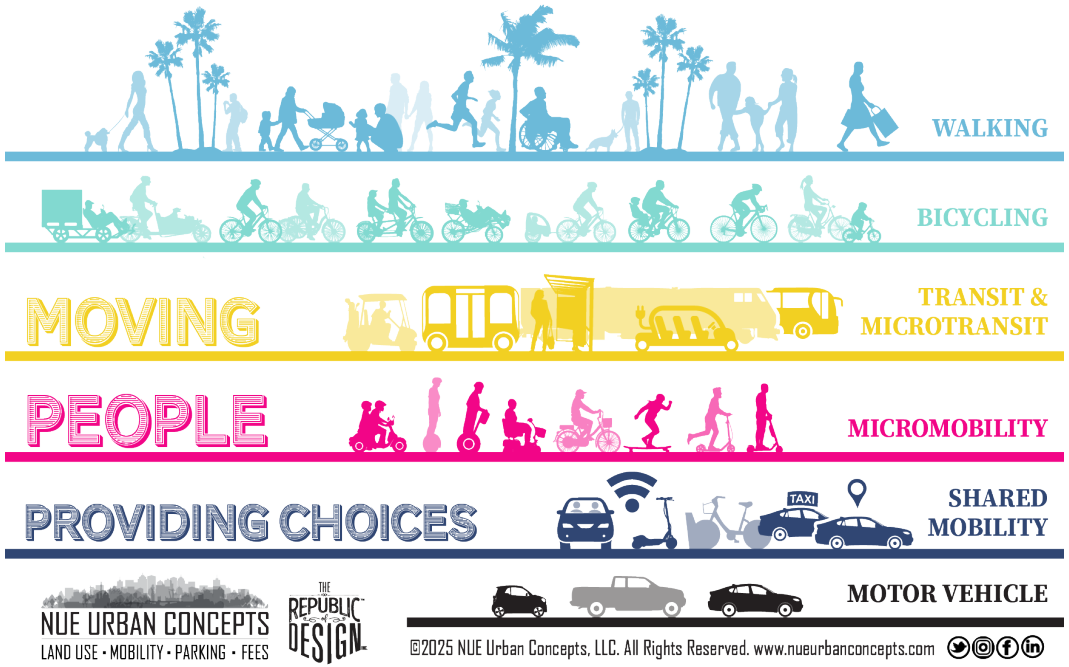
Jonathan B. Paul, AICP
Lauren Rushing, AICP

- 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

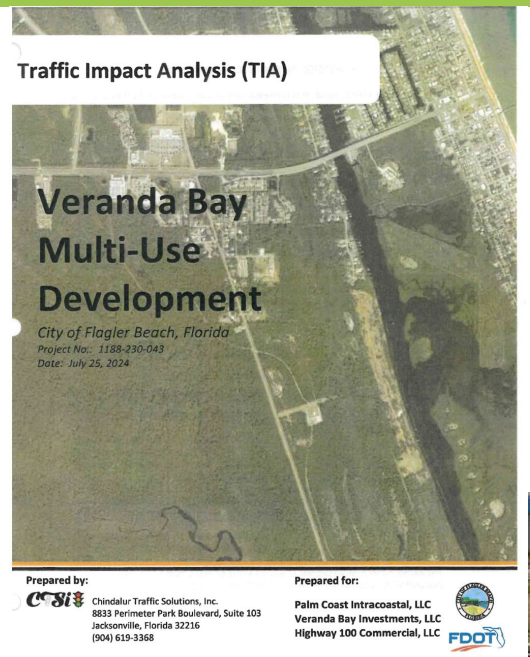
OVERARCHING GOALS

- 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	0.93
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	0.56	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	2,490	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	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	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

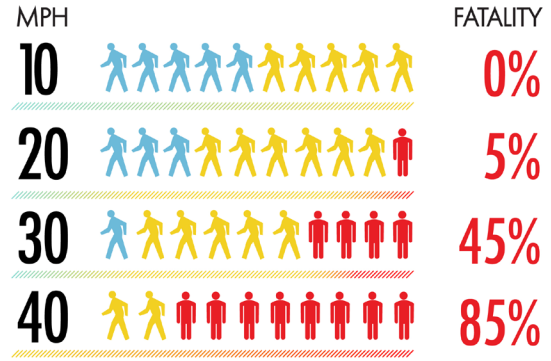
INTENT:
POSTED SPEED = DESIGN SPEED

	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)

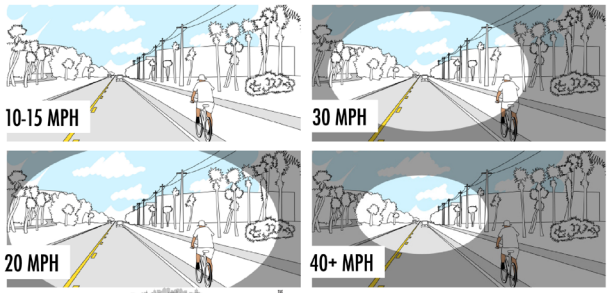
* POSTED SPEED LIMIT IS MAXIMUM, LOWER SPEEDS WOULD ALSO BE QOS A
** POSTED SPEED LIMIT IS MINIMUM, HIGHER SPEEDS WOULD ALSO BE QOS E

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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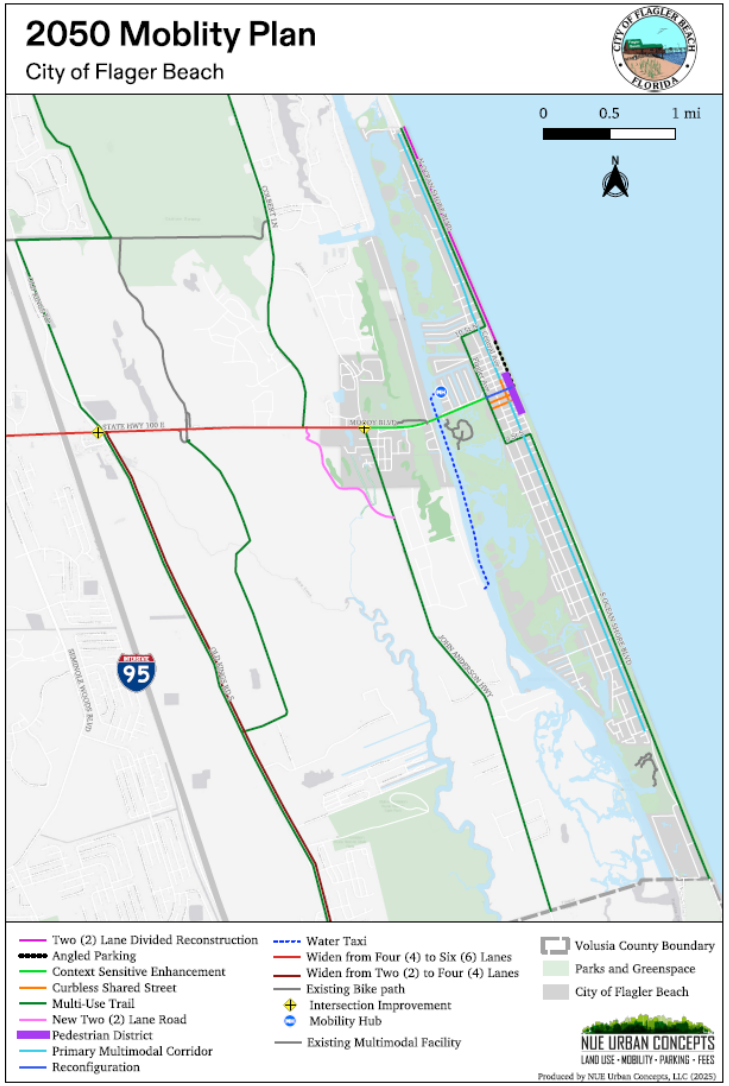
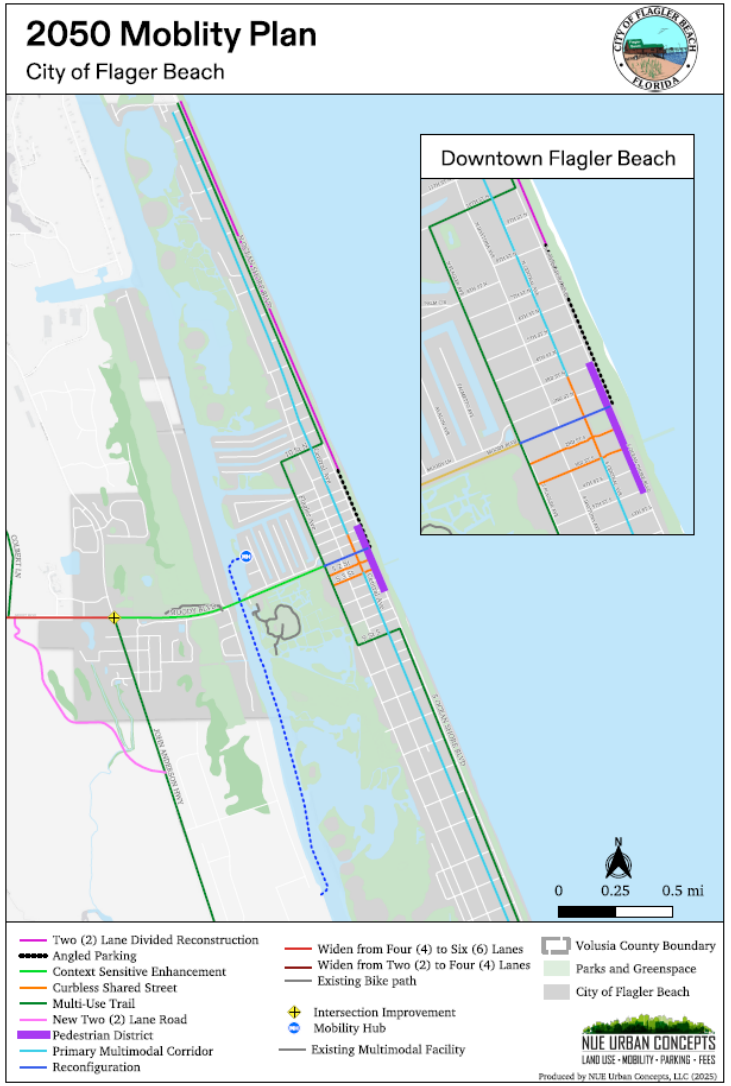
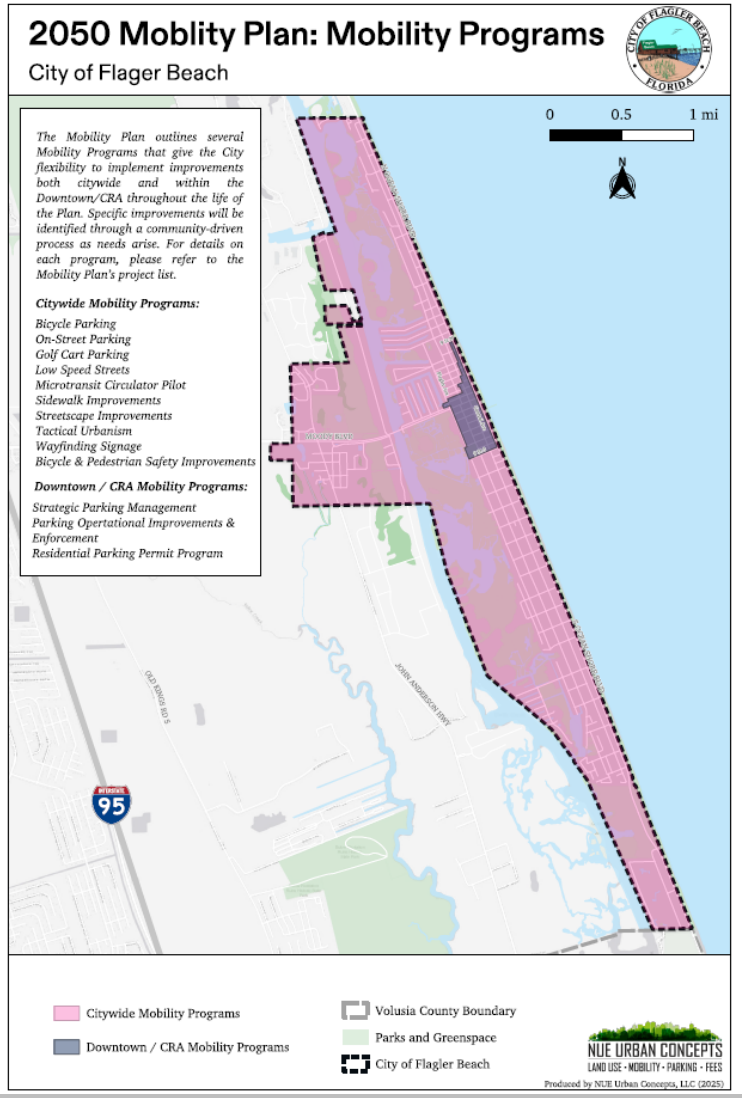
FLAGLER BEACH 2050 MOBILITY PLAN DRAFT







FLAGLER BEACH 2050 MOBILITY PLAN

0.28 miles of
SR A1A Pedestrian District

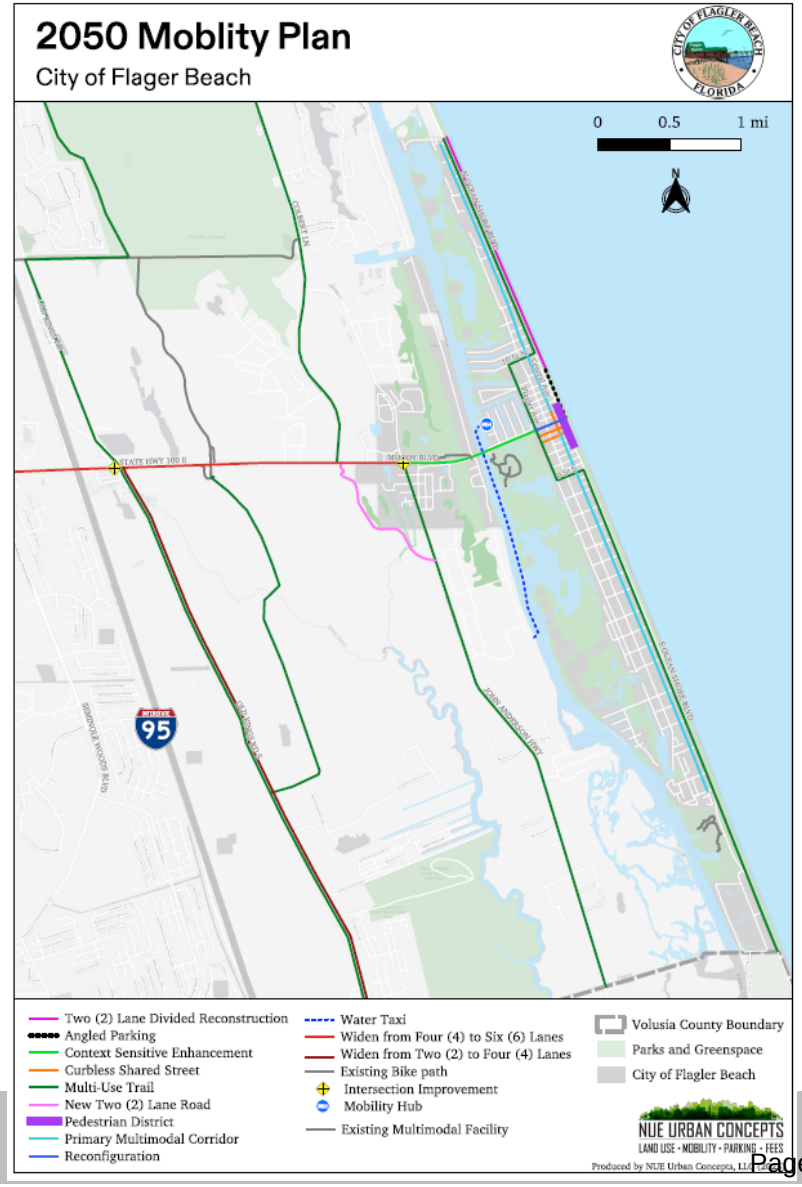
1.76 miles of
SR A1A Reconstruction

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.

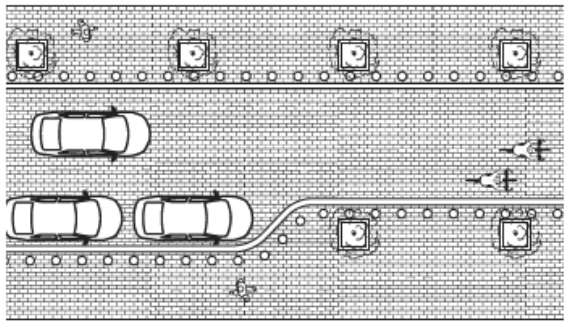
Curbless Shared Streets are designed for portions of the street to be closed off to motor vehicle travel during special events and festivals. This enables people walking to easily traverse the street right-of-way without worrying about tripping hazards and allows for seamless outdoor seating, tables,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

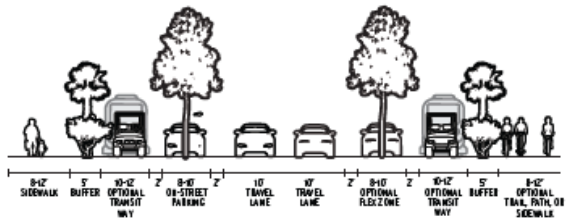
Curbless Shared Streets distinguish themselves from the well-known "Living Street" aka Dutch "Woonerf" by providing a defined space for pedestrians, while allowing the street space to be shared between cars, transit, and people riding bicycles or other micromobility or low speed vehicles. Curbless Shared 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.

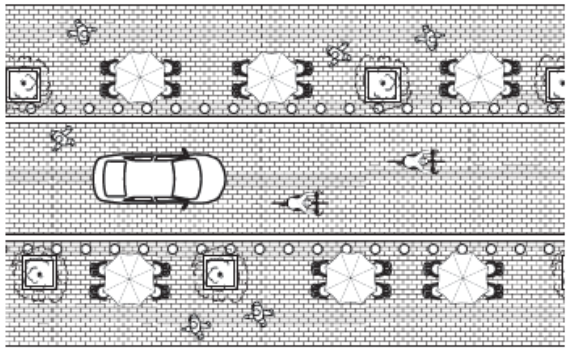
WEST PALM BEACH MOBILITY PLAN
ROSEMARY STREET

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





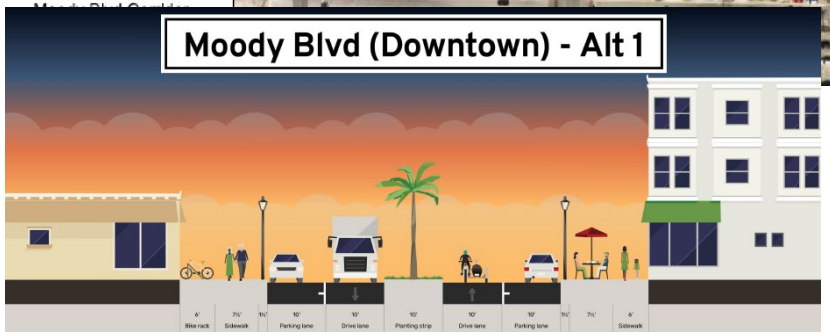


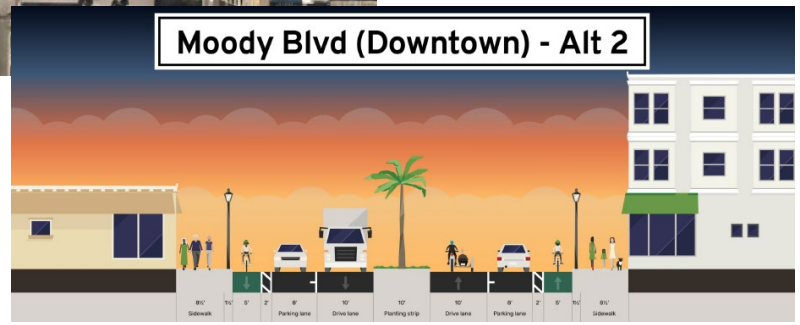
ALTAMONTE SPRINGS MOBILITY PLAN
CRANES ROOST

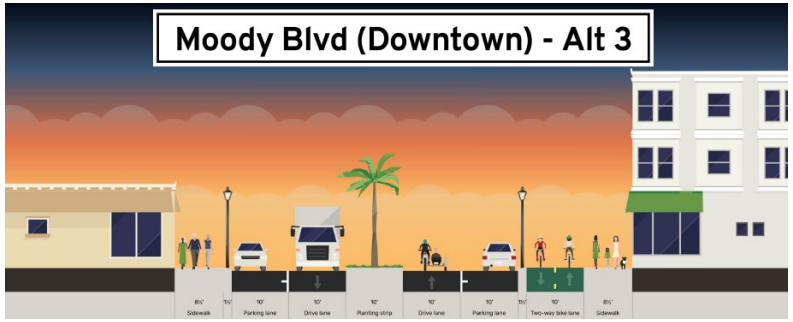
LAKE WALES MOBILITY PLAN
PARK AVENUE

Central Ave
S 2nd St
S 3rd St

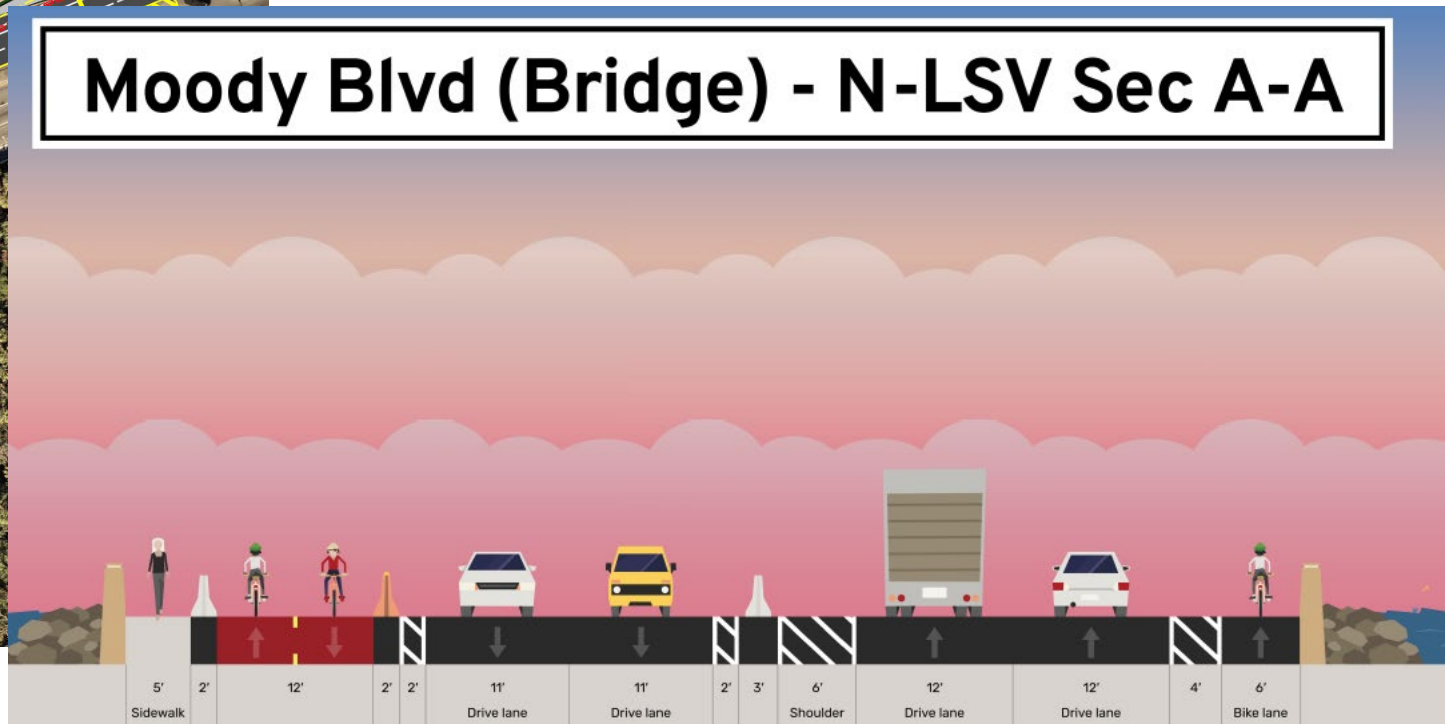
MOODY BLVD RECONFIGURATION



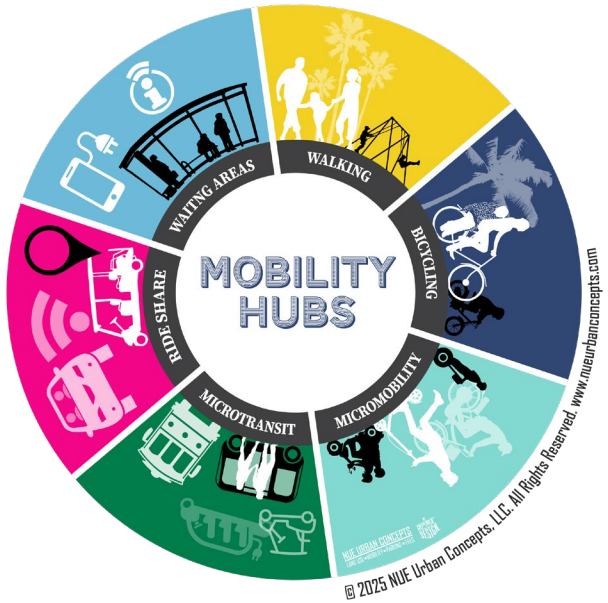




MOODY BLVD BRIDGE
CONTEXT SENSITIVE ENHANCEMENT



WATER TAXI & MOBILITY HUB



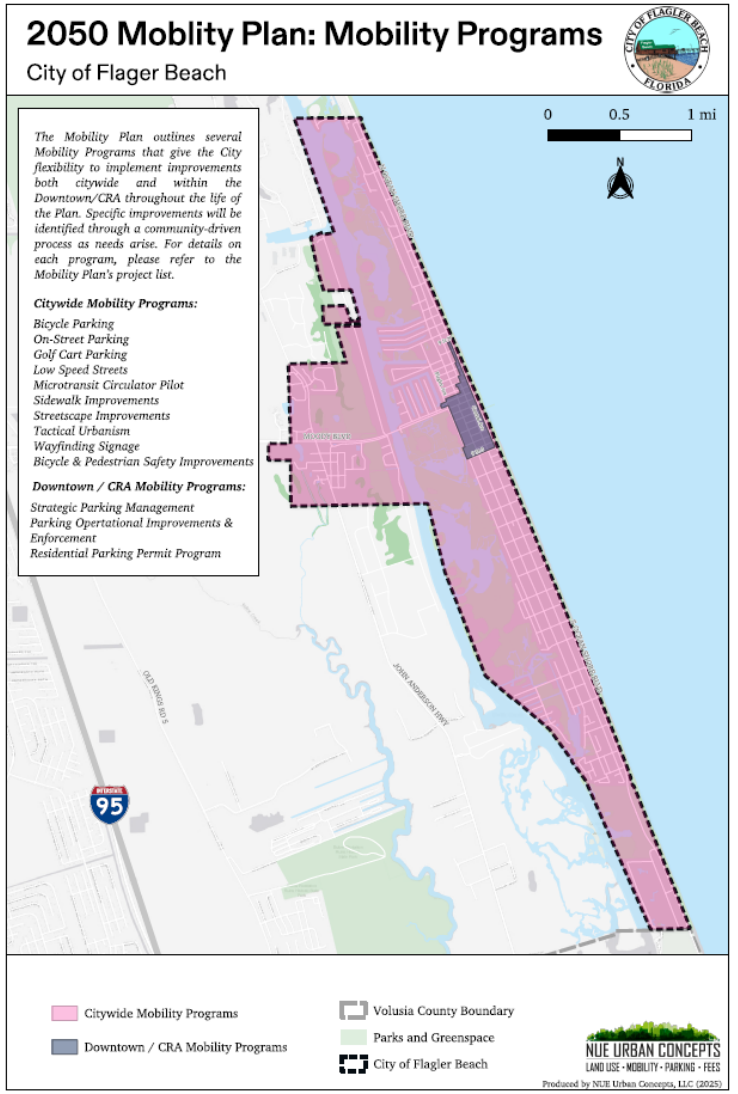
FLAGLER BEACH 2050 MOBILITY PLAN

Mobility Programs

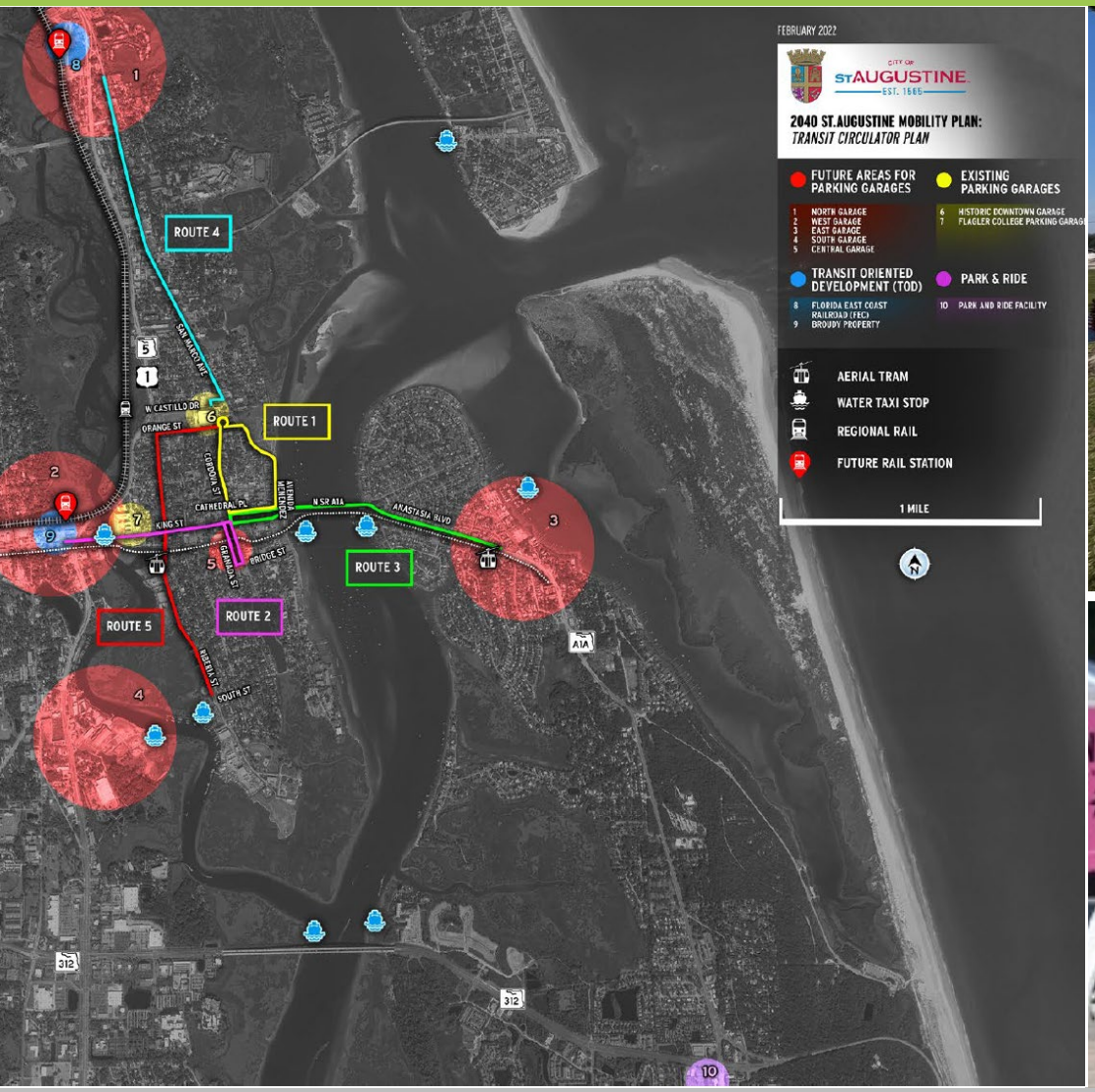
- On-Street Vehicle, Bicycle & Golf Cart Parking
- Low Speed Streets
- Microtransit Circulator Pilot
- Sidewalk Improvements
- Streetscape Improvements
- Quick Build (Tactical Urbanism)
- Wayfinding
- Bicycle & Pedestrian Safety Improvements

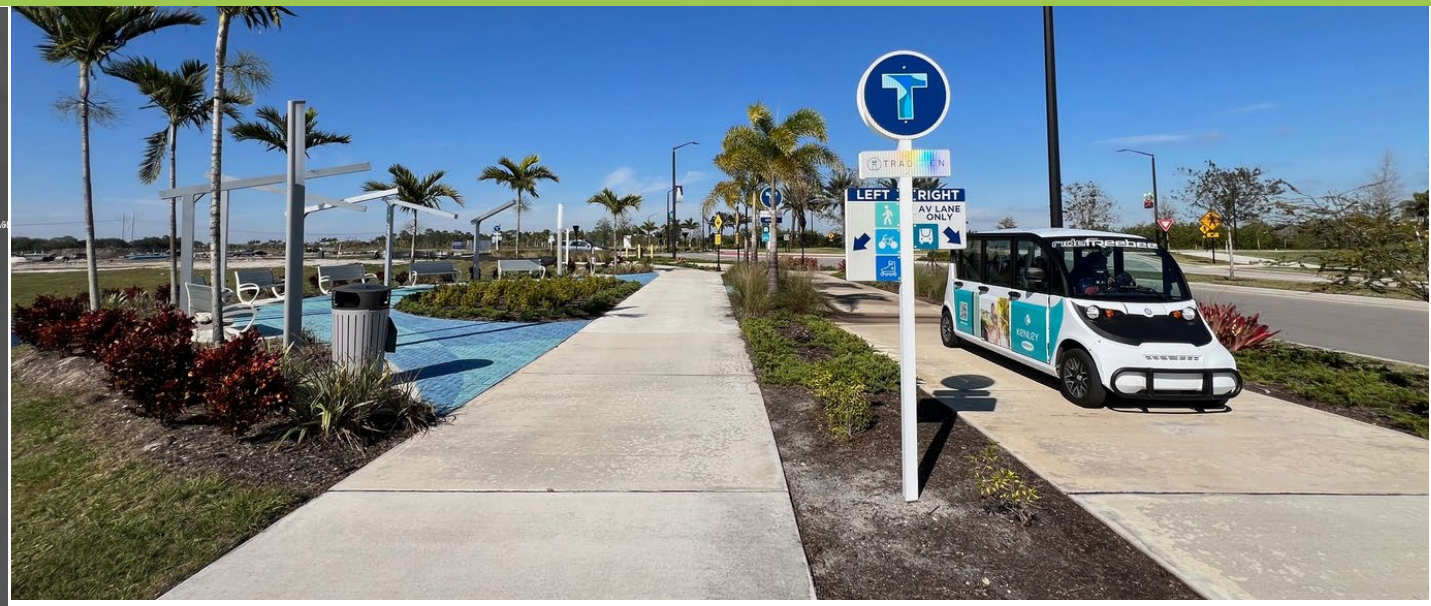
CRA

- Strategic Parking Management
- Parking Operational Improvements & Enforcement
- Residential Parking Permit



STRATEGIC PARKING MANAGEMENT





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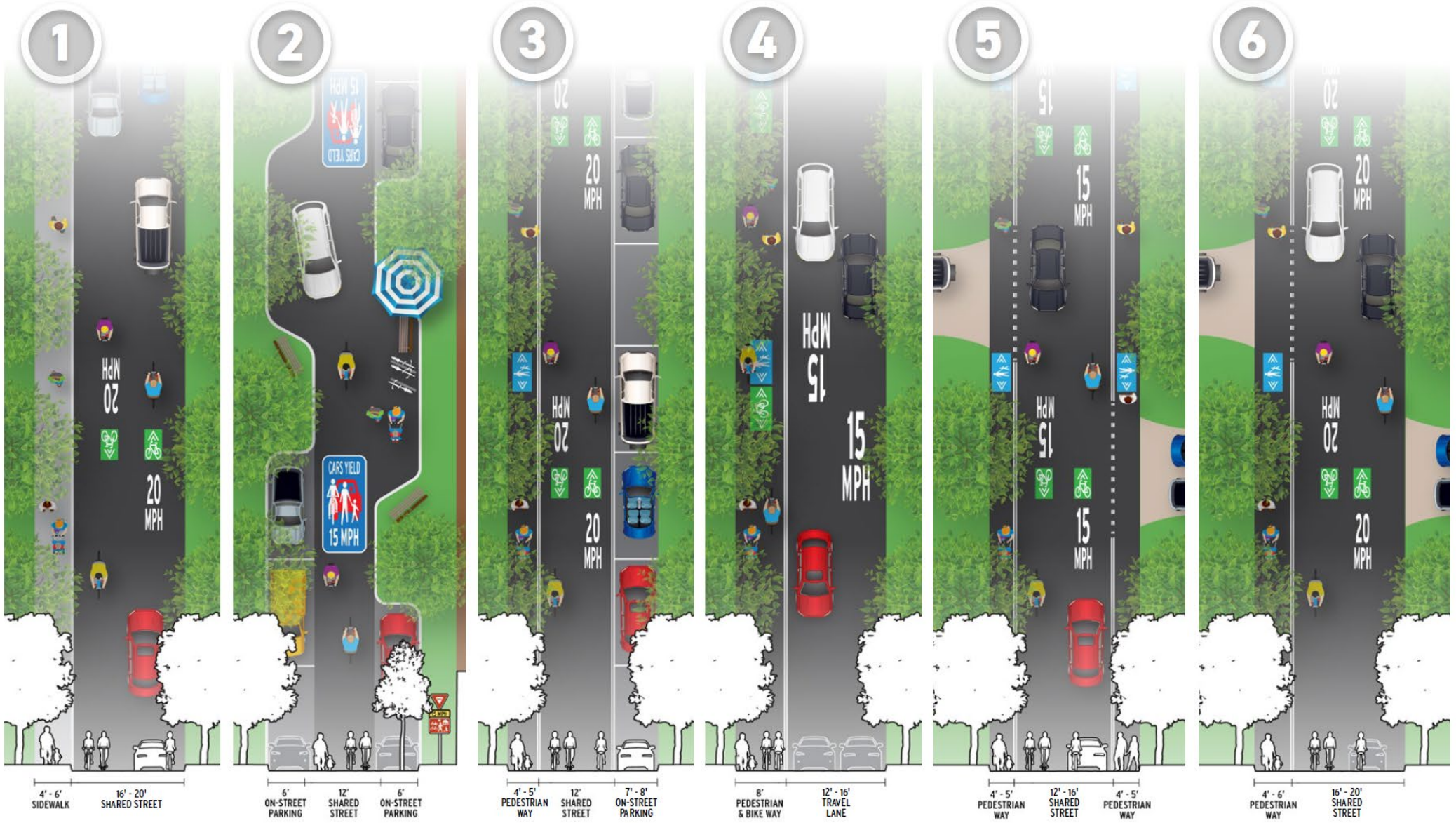

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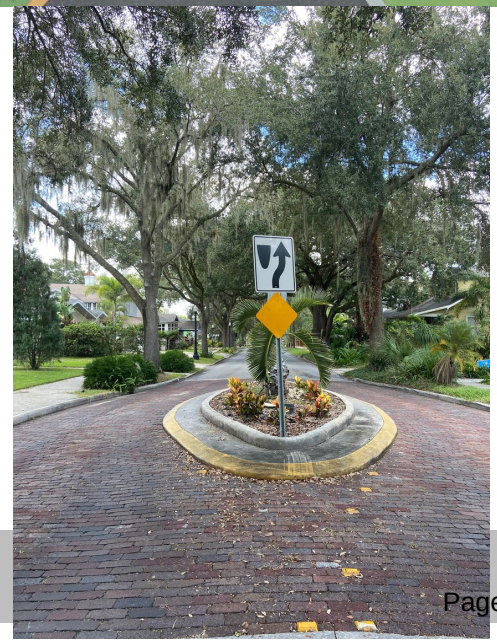
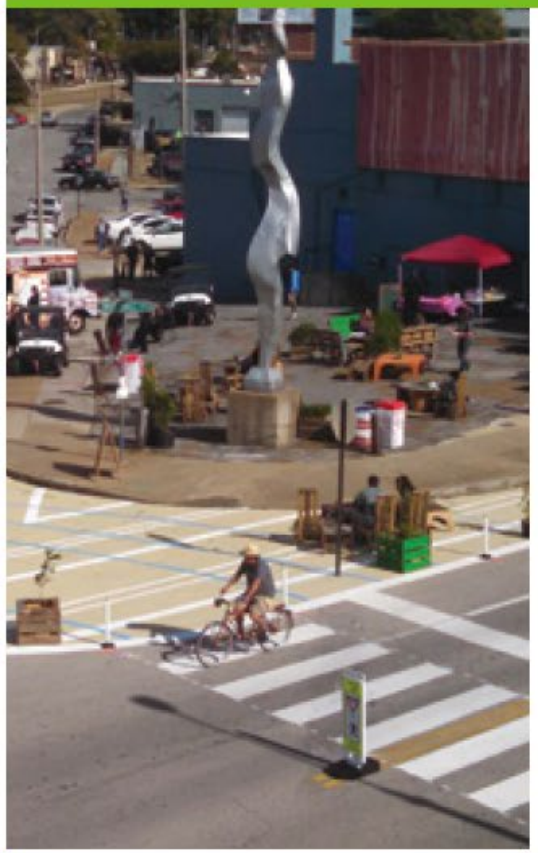
LOW SPEED STREETS



QUICK BUILD AKA TACTICAL URBANISM

DEMONSTRATION

QUICK BUILD



PILOT PROJECT

INTERIM DESIGN

PERMANENT INSTALLATION

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

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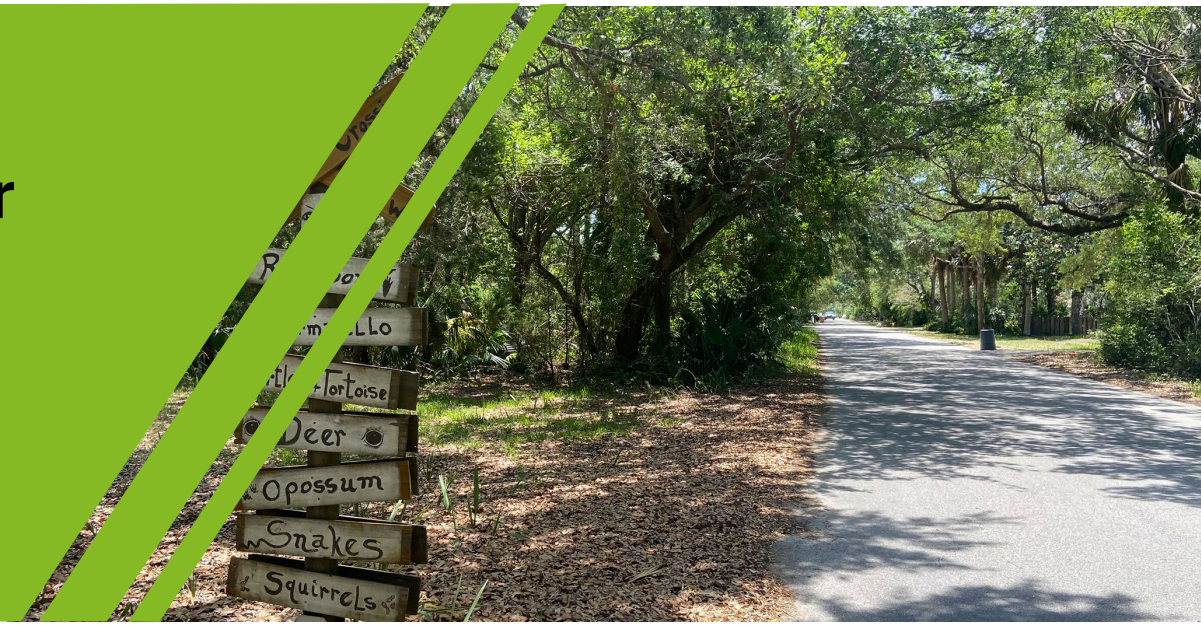

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City of Flagler Beach 2050 Mobility Plan

APRIL 2026

Table of Contents

Acknowledgments ii

Introduction 1

Growth in Flagler Beach 3

Mobility Fees Overview 4

Transportation Evaluation 5

Multimodal Elements 12

Multimodal Infrastructure Typologies 13

City of Flagler Beach 2050 Mobility Plan 14

Mobility Plan Projects Summary 15

Implementation Initiatives 28

Table of Projects 29

Next Step Recommendations 33

Appendix A: Traffic Characteristics Report

Appendix B: Quality of Service Inventory

Appendix C: City of Flagler Beach 2050 Mobility Plan

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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

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Prepared by:
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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.

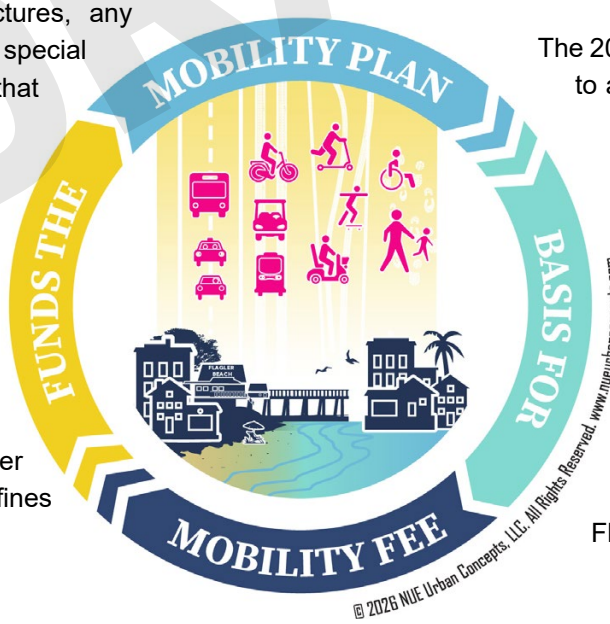
Mobility Fees are: (1) a streamlined one-time assessment on new development within the City; (2) intended to offset the travel demand impact of new development; and (3) deposited into special revenue funds for mobility fees to be expended within a defined benefit district.

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

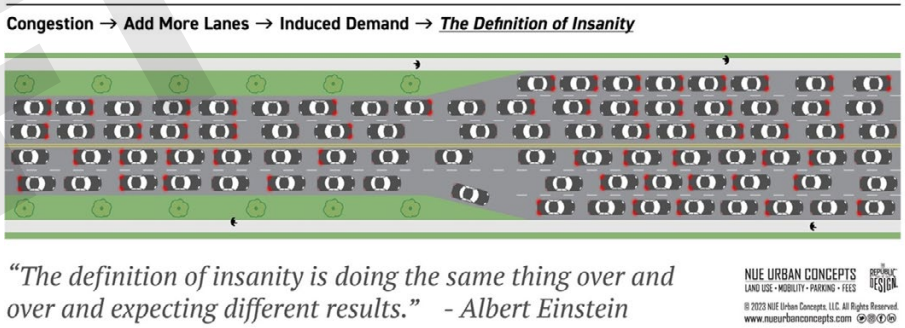
To support this process, draft multimodal QOS standards were developed specifically for Flagler Beach. These standards classify the quality of multimodal facilities, both on-street and off-street, based on key roadway elements such as separation from traffic, street trees, landscape buffers, protection 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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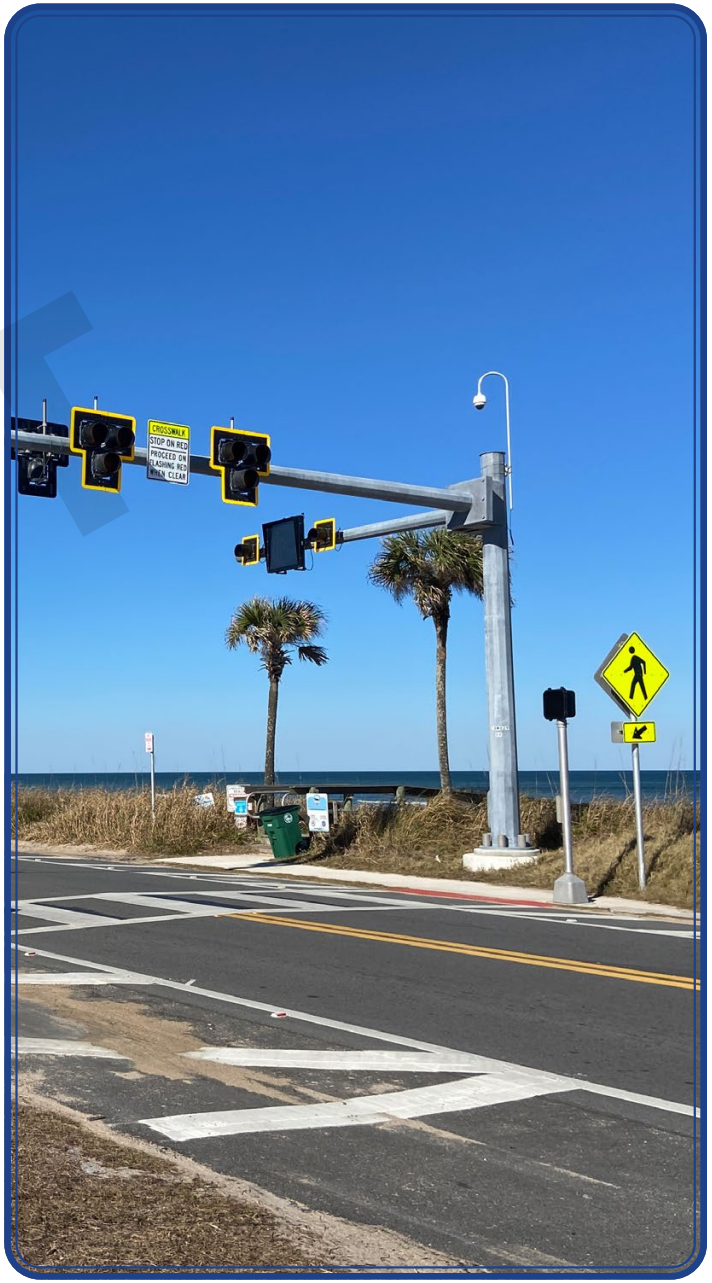
What are Quality of Service Standards?

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".

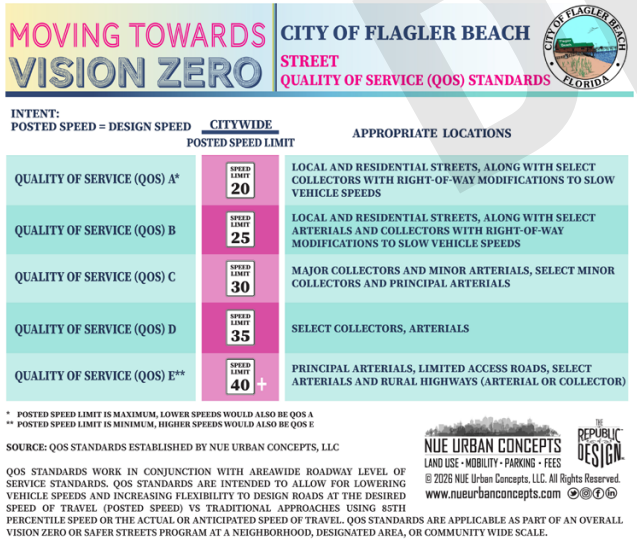
Just because a lower speed limit is posted, does not mean cars will slow down. ***Slowing down cars requires physical changes to the street right-of-way that result in people driving slower and people feeling more comfortable bicycling and walking.*** Changes in speed limits and Street QOS standards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

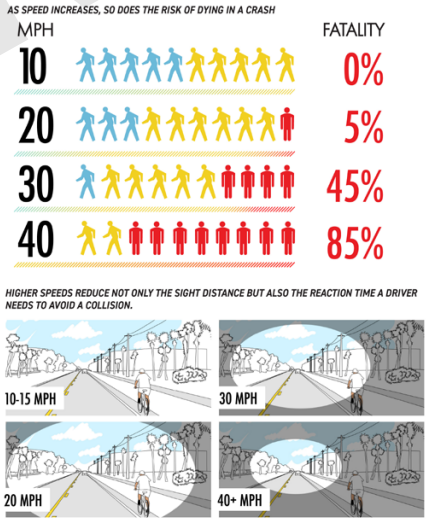
(1) designing new mobility projects;
(2) reimagining and repurposing existing rights-of-way to emphasize the safe movement of people, versus the quick movement of cars; and
(3) as part of neighborhood traffic calming projects to improve safety and reduce cut through traffic.

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***)





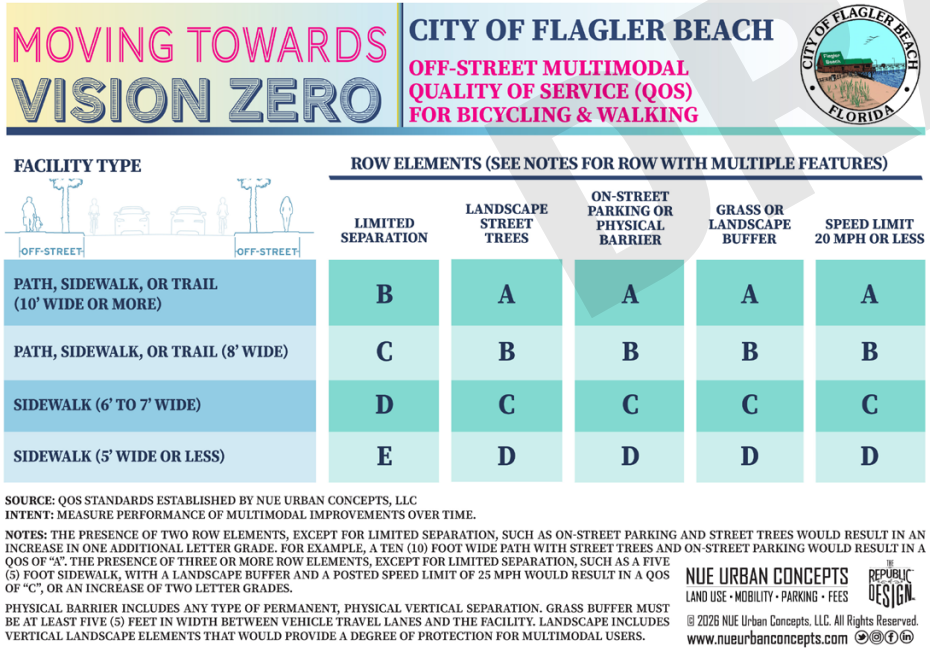
An analysis of 2026 Street Quality of Service (QOS) in Flagler Beach reveals that most of the collectors and arterial roads within the Mobility Study Area are QOS E (63.6%), meaning that the speed limit is 40 MPH or higher. A closer look reveals that most City roads are a QOS D, while most County and 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.

DRAFT

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.

DRAFT

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%*	

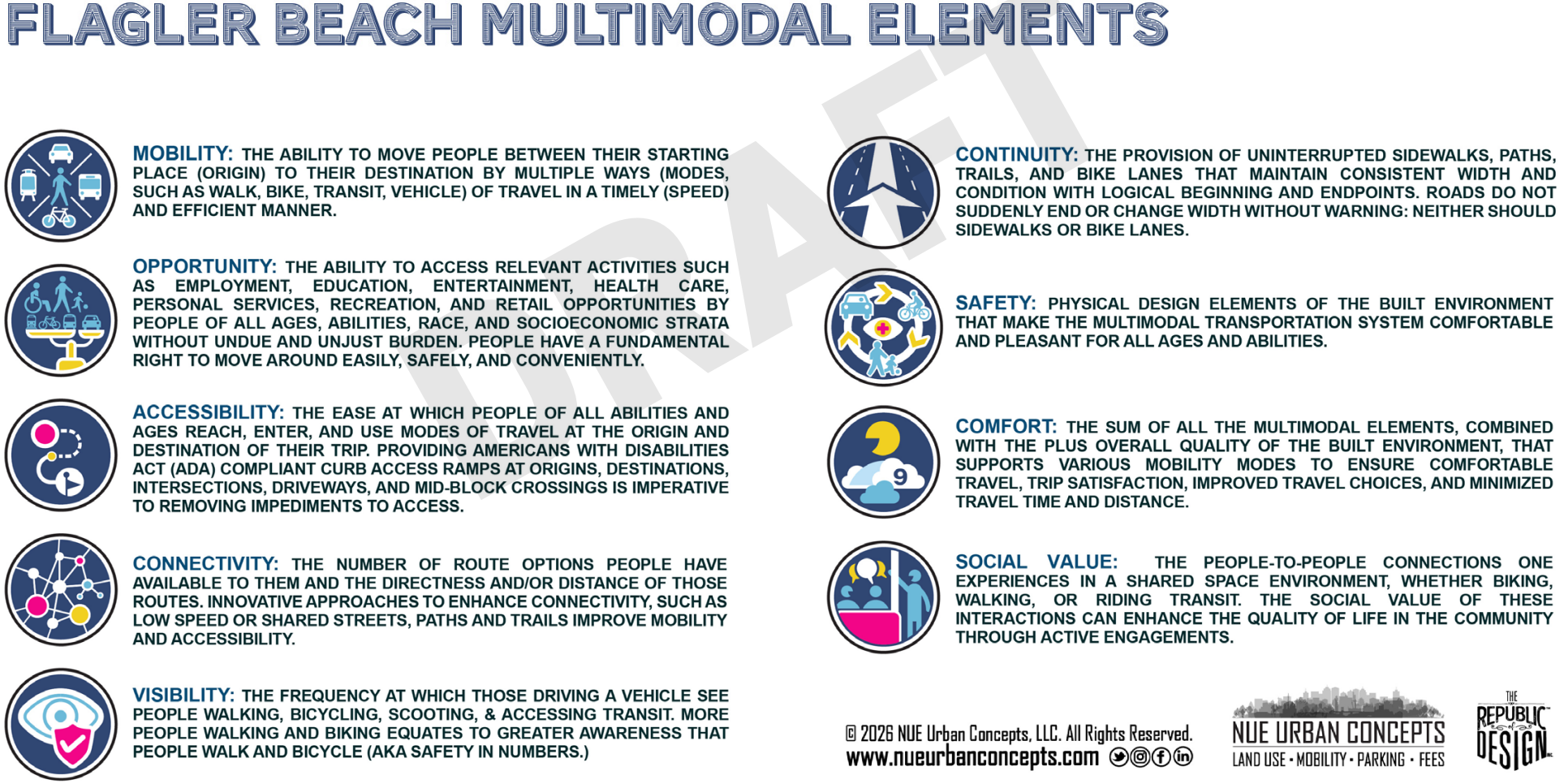
Source: Quality of Service Inventory (***Appendix B***)

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.

DRAFT

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.

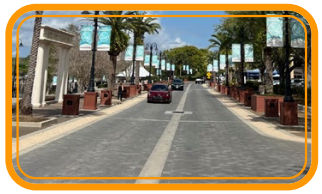
On-Street Typologies

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.

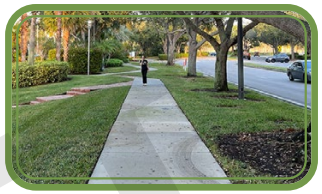
Buffered Bike Lane: Paved, marked bicycle facility at least 4-ft wide with a minimum double 6-inch white edge line separating the bike lane and the adjacent vehicle lane.

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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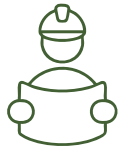
Mobility Plan Project Summary

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

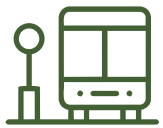
0.88 miles of
Upgrade to Collector

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)

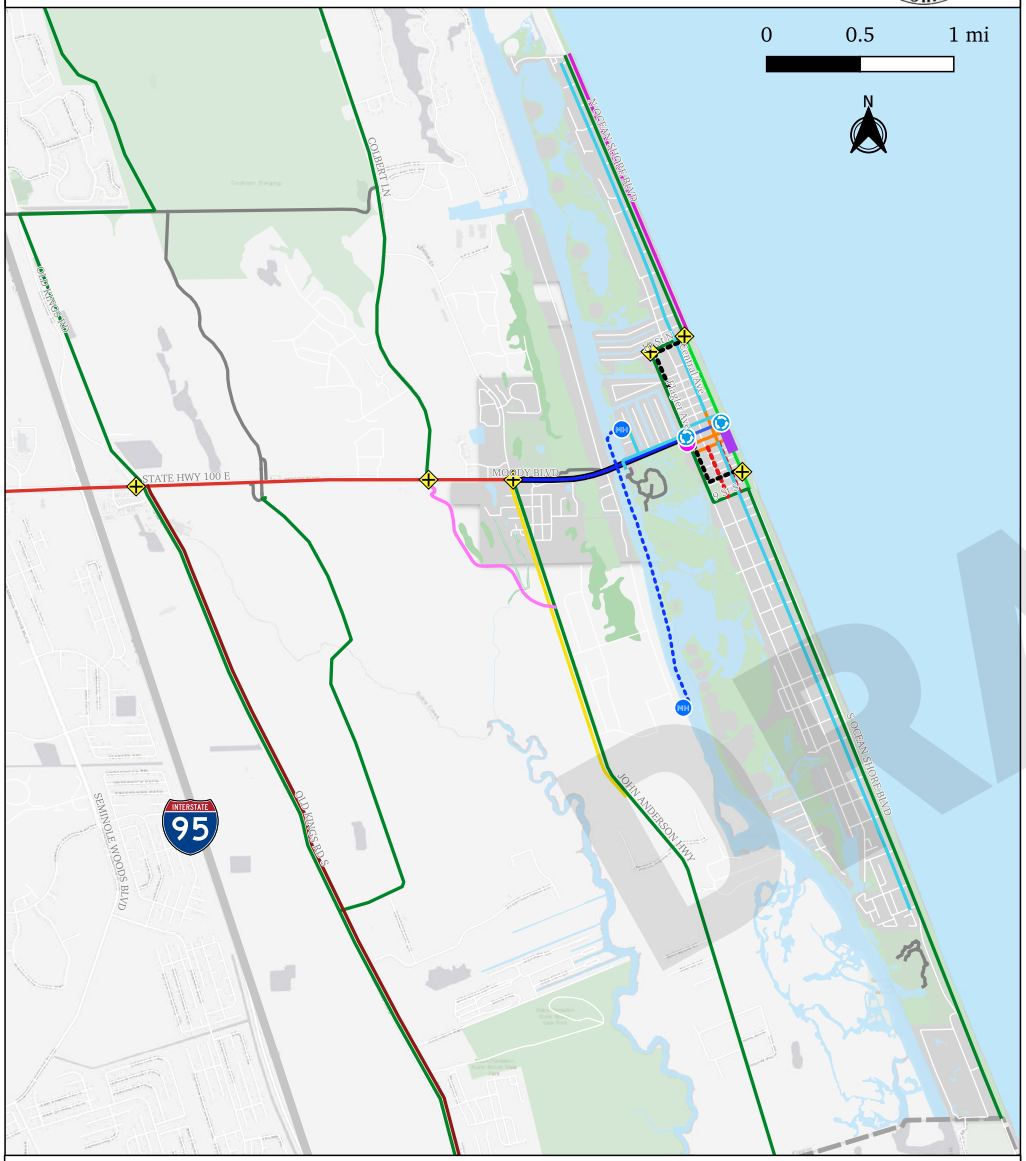
4.57 miles of
Widen from Four (4) to Six (6) Lanes

2
Roundabouts

DRAFT

2050 Mobility Plan

City of Flager Beach



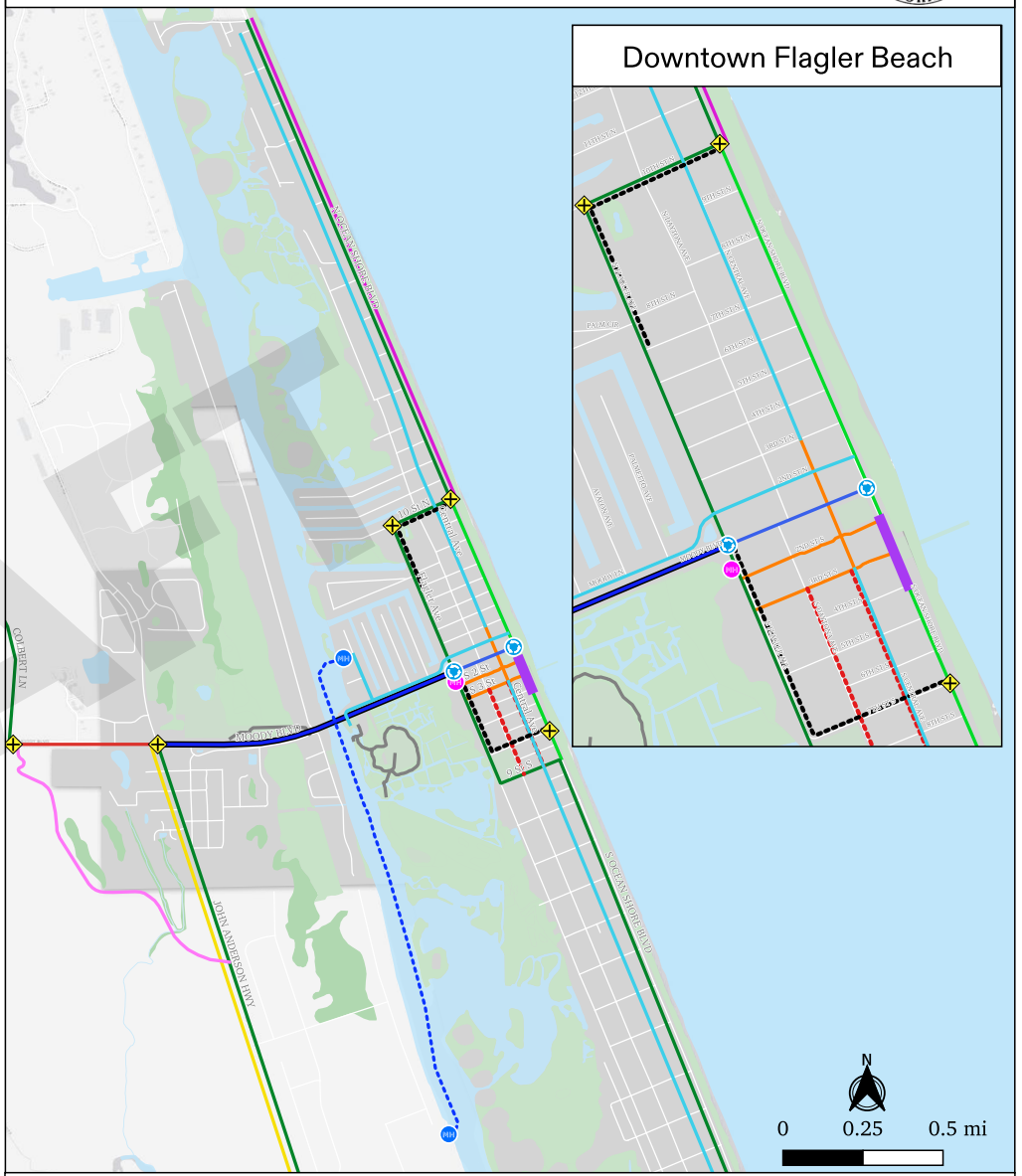
- Two (2) Lane Divided Reconstruction
- Access Management & Corridor Study
- Context Sensitive Enhancement
- Curbless Shared Street
- Multi-Use Trail
- Moody Blvd Bridge Shared Use Path
- One-Way Pair Evaluation
- Pier District (Pedestrian Prioirity Area)
- Pier District (Pedestrian Priority Area)
- 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

NUE URBAN CONCEPTS
LAND USE · MOBILITY · PARKING · FEES

Produced by NUE Urban Concepts, LLC (2026)

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

NUE URBAN CONCEPTS
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Produced by NUE Urban Concepts, LLC (2026)

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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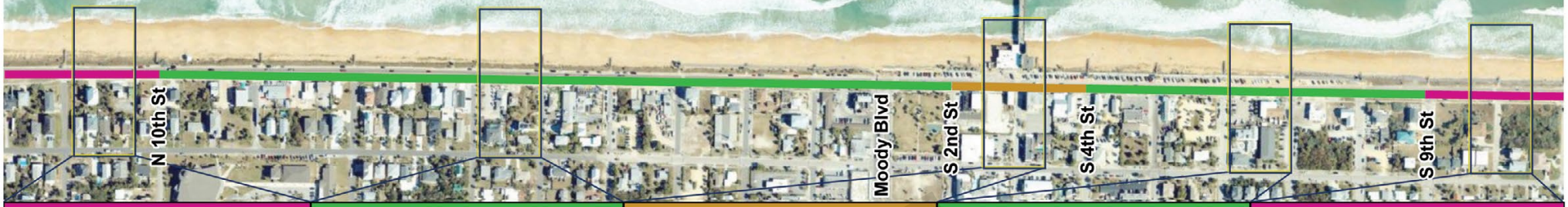
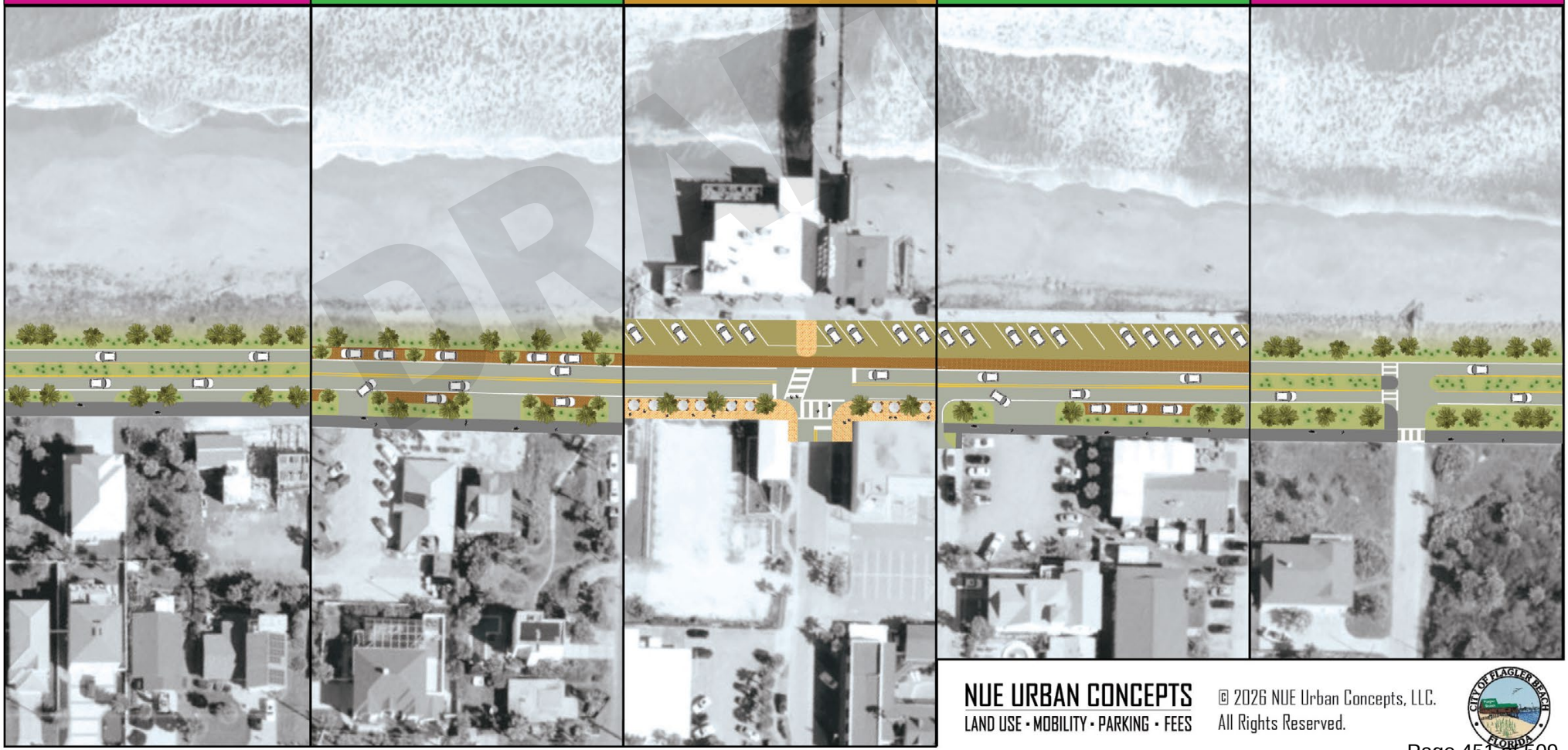
REIMAGINE A1A



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



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CURBLESS SHARED STREETS
CITY OF FLAGLER BEACH 2050 MOBILITY PLAN

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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.

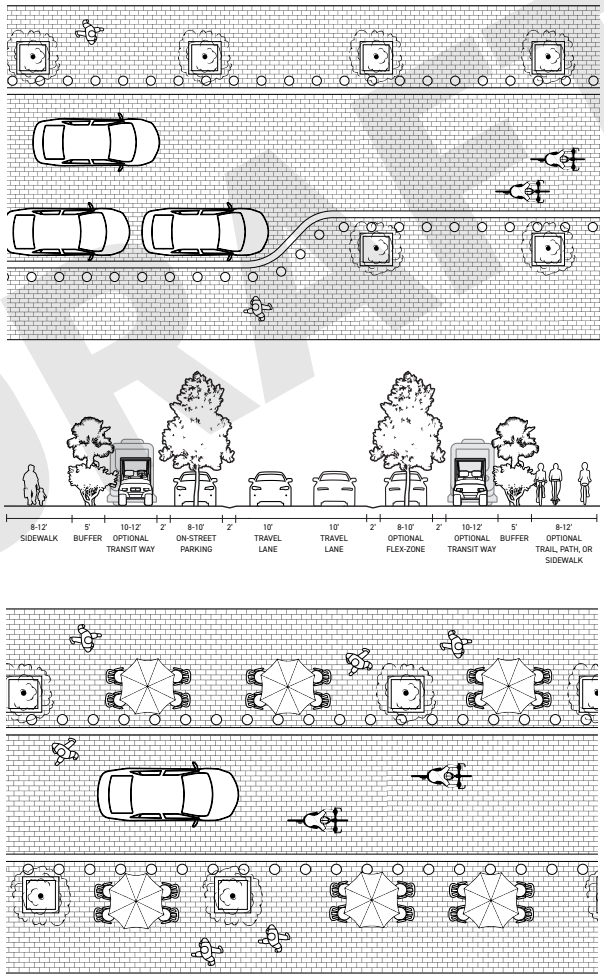
Curbless Shared Streets are designed for portions of the street to be closed off to motor vehicle travel during special events and festivals. This enables people walking to easily traverse the street right-of-way without worrying about tripping hazards and allows for seamless outdoor seating, tables,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

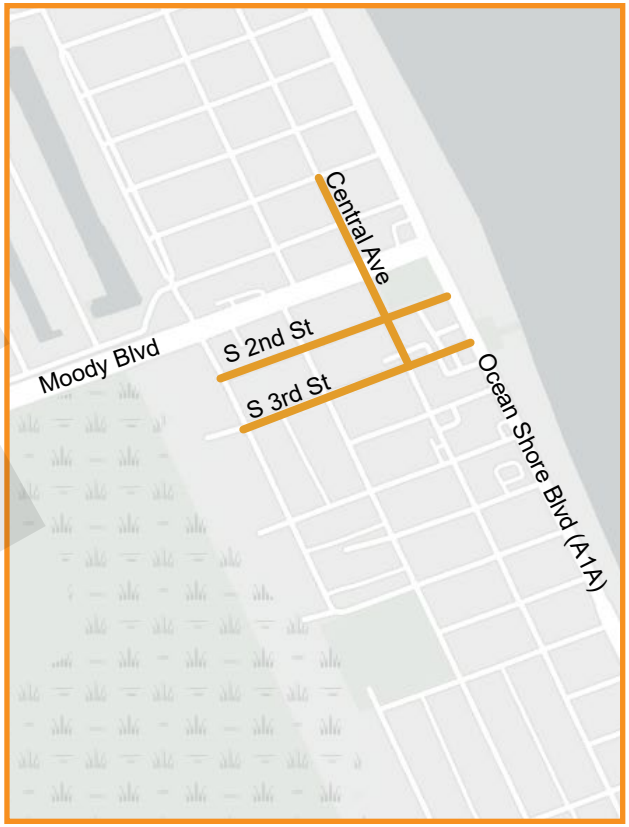
Curbless Shared Streets provide a defined space for pedestrians, while allowing the street space to be shared between cars, microtransit, and people riding bicycles, micromobility, golf carts, or other low speed vehicles. Curbless Shared Streets are often found in commercial areas and serve as ‘Main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

DRAFT

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

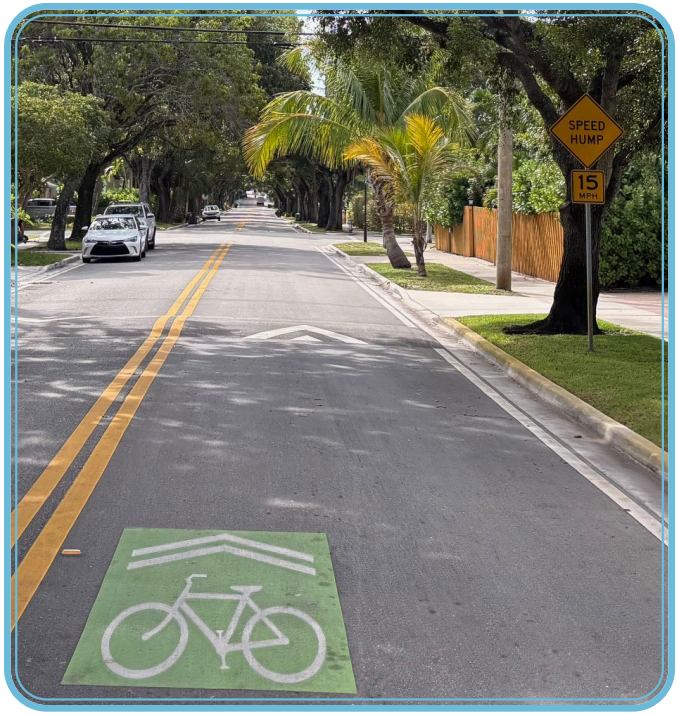
To address safety on local, residential streets, the Mobility Plan includes a Low Speed Streets Program that provides residents with a range of street design treatments that can be implemented on neighborhood streets to improve safety, calm traffic, and enhance multimodal travel. The program will be 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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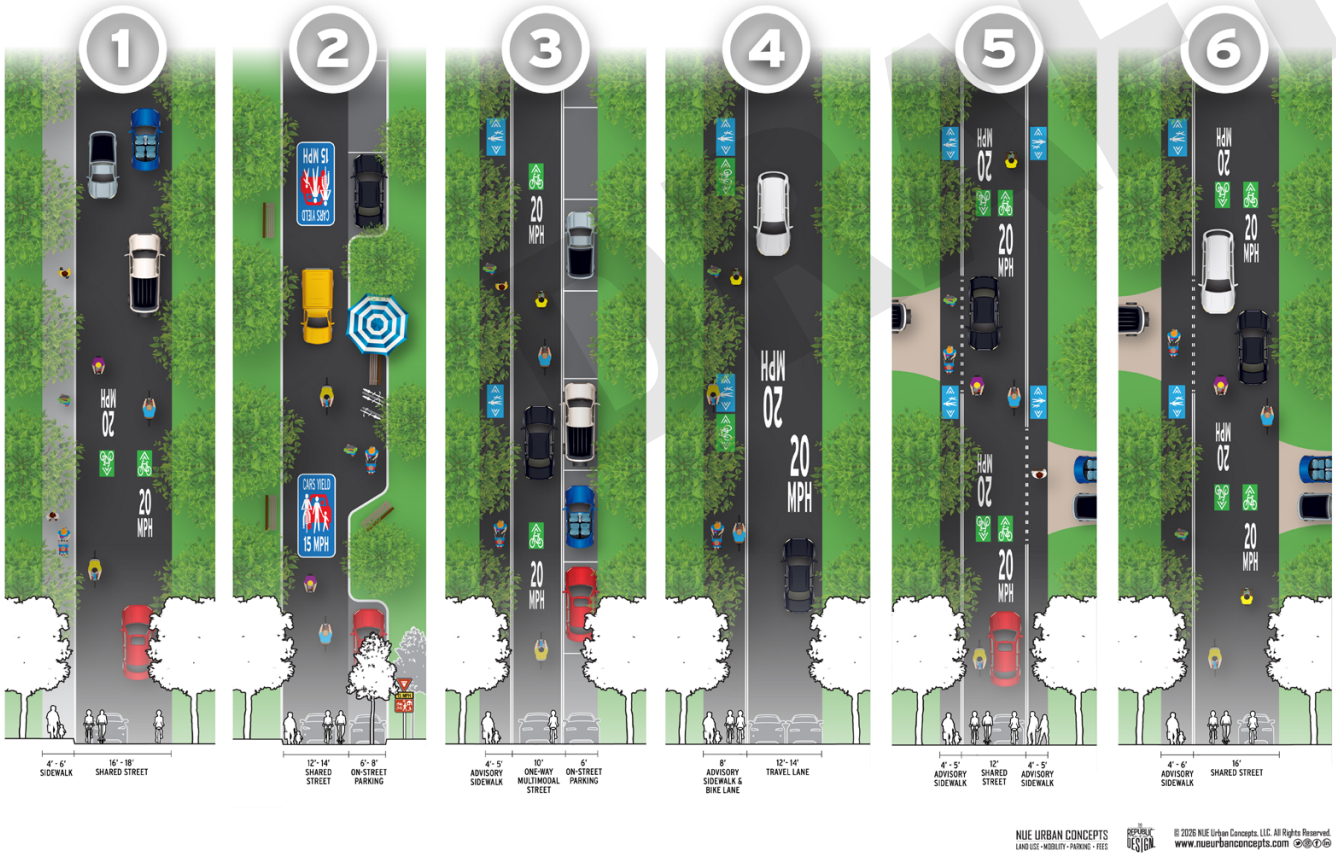
Primary Multimodal Corridors will be designed to prioritize walking, bicycling, golf carts, and other low-speed travel modes. Posted speed limits should be reduced to 20 MPH, supported by traffic calming measures that reinforce slower vehicle speeds. Street design should clearly communicate that people walking, biking, and using micromobility devices have priority through consistent signage, pavement markings, and street design features.

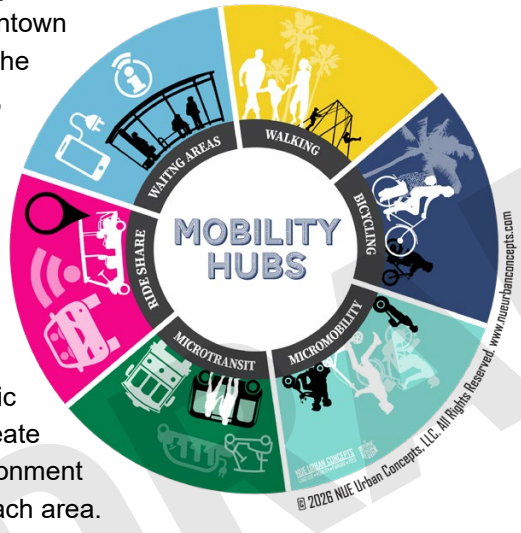
Additional enhancements may include landscaping and green infrastructure that improve corridor aesthetics while supporting stormwater management. Wayfinding signage should also be incorporated to designate the corridor and connect residents and visitors to key destinations such as parks, the Flagler 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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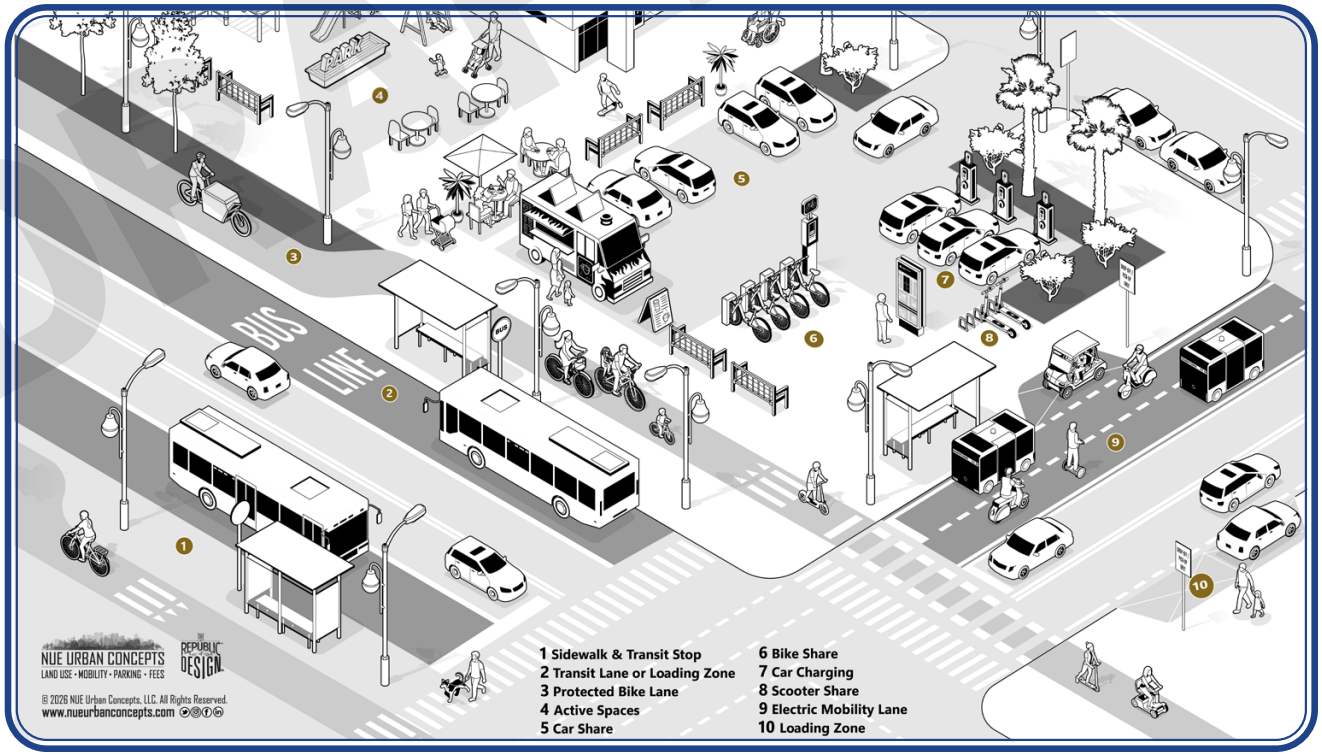
To further support the park-once concept, the Mobility Plan also recommends a pilot microtransit circulator service designed to address mobility and parking challenges, particularly during high-demand periods such as special events. The City would partner with a third-party transportation provider to 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.

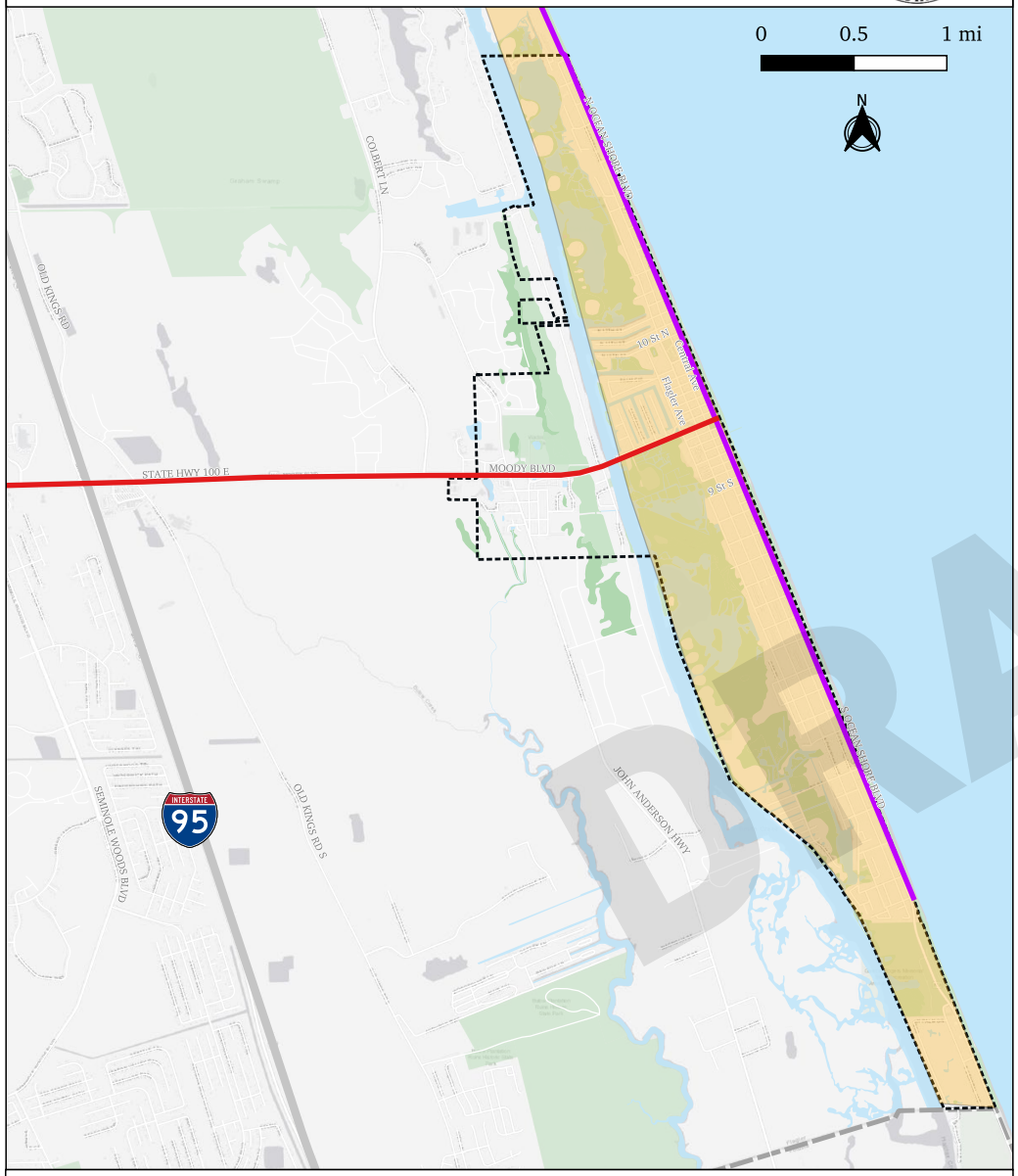
The Mobility Plan also provides for the acquisition, design, engineering, and construction of various parking improvements throughout the City to support all modes and reinforce the park-once environment. These improvements include the potential implementation of a residential parking permit program, 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

NUE URBAN CONCEPTS
LAND USE - MOBILITY - PARKING - FEES

Produced by NUE Urban Concepts, LLC (2026)

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: • Lane narrowing and restriping to add on-street parking, bicycle lanes, or sidewalk space where sidewalks are missing. • Traffic calming features such as chicanes, chokers, curb extensions, traffic circles, painted or raised intersections, and speed tables. • Green street elements such as reclaimed swales with low-impact stormwater design, and canopy or understory street trees where feasible. 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

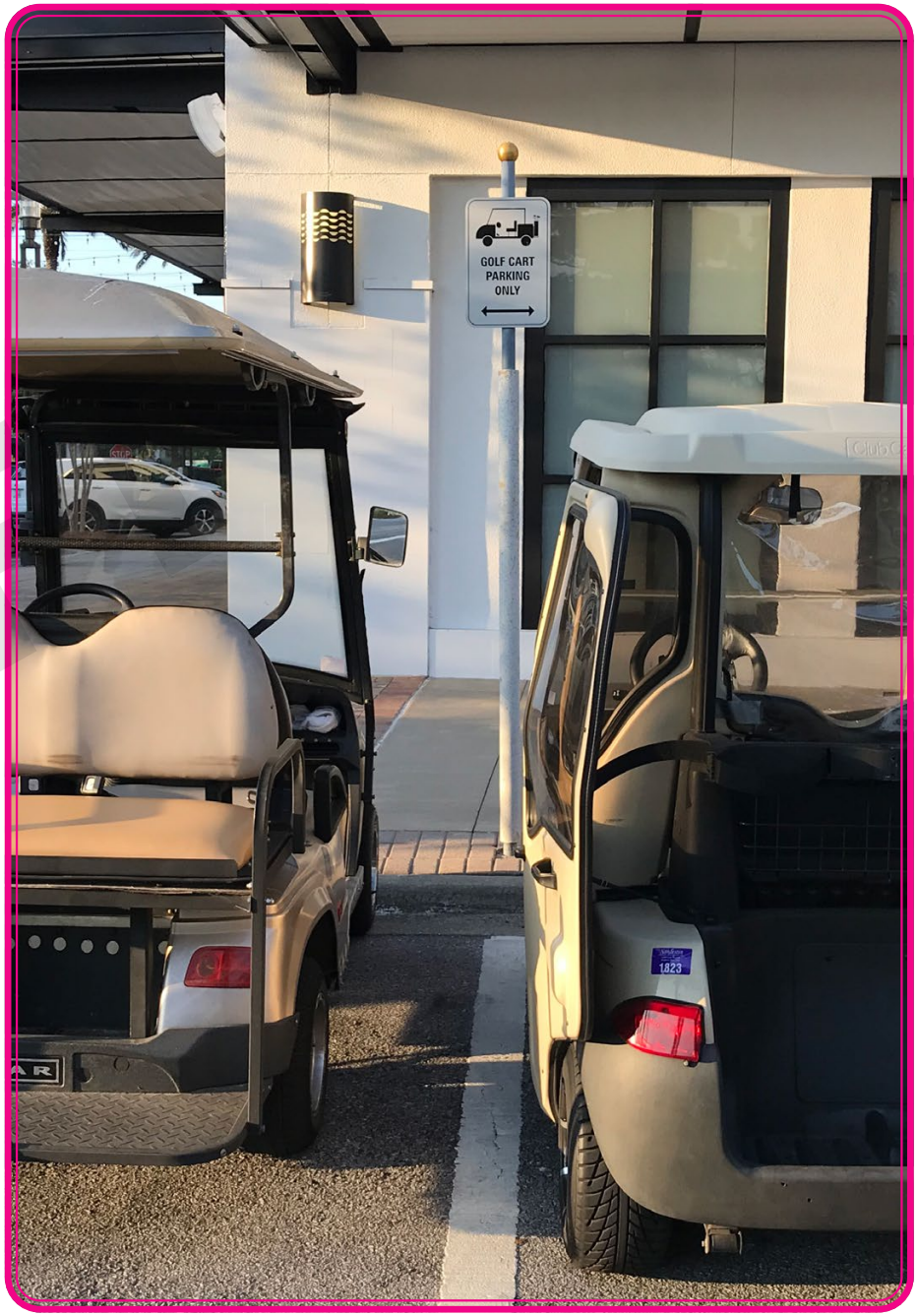
Flagler Beach should initiate interagency coordination with FDOT on the development of city and regional transportation projects, namely proposed improvements on Moody Blvd (SR 100) and Ocean Shore Blvd (SR A1A). The coordination should also address the incorporation of Mobility Plan projects into existing 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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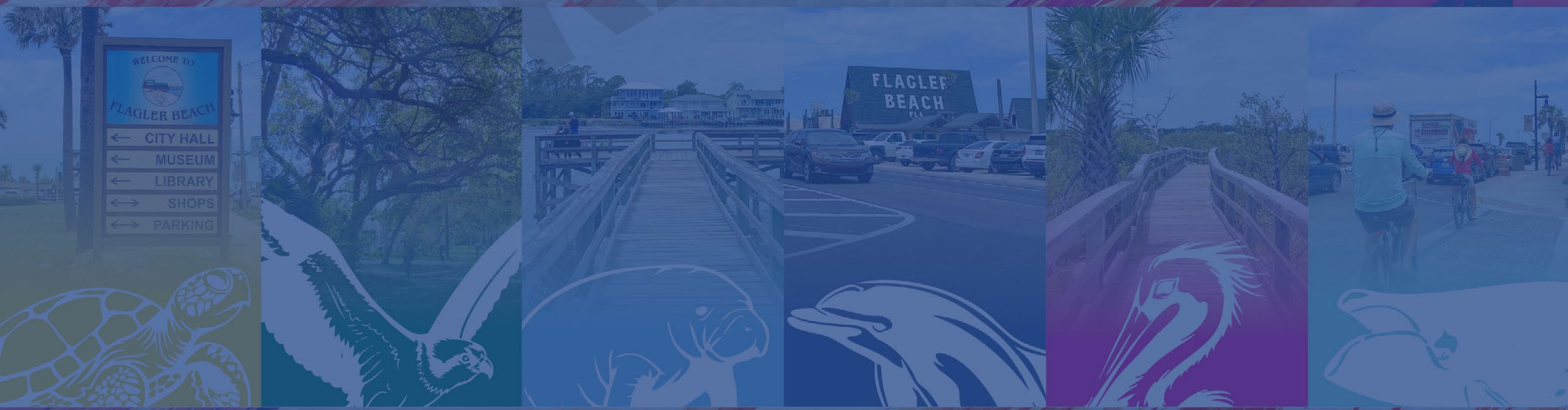
APPENDIX A: CITY OF FLAGLER BEACH TRAFFIC CHARACTERISTICS EVALUATION

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. 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: • Lane narrowing and restriping to add on-street parking, bicycle lanes, or sidewalk space where sidewalks are missing. • Traffic calming features such as chicanes, chokers, curb extensions, traffic circles, painted or raised intersections, and speed tables. • Green street elements such as reclaimed swales with low-impact stormwater design, and canopy or understory street trees where feasible. 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

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NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

THE REPUBLIC of DESIGN INC.

FLAGLER BEACH 2050 MOBILITY PLAN

Stakeholder Meeting #2

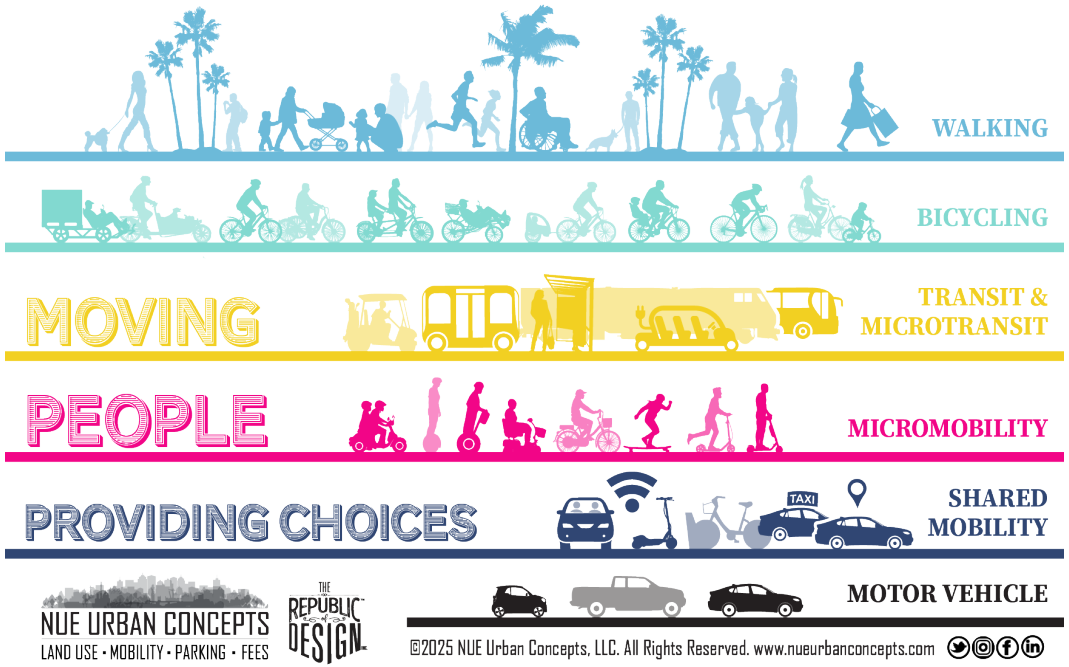
March 10th, 2026

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	11,130	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	0.93
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	0.56	0.93
SR A1A (OCEAN SHORE BLVD)	MOODY BLVD (SR 100)	S 14 ST	Minor Arterial	FDOT	C4	2	25	0.78	D	7,000	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	28,670	8,790	13,920	28,670	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	12,544	8,790	6,090	12,544	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	16,128	8,790	7,830	16,128	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	8,930	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	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	9,300	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	23,640	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	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 Trend 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

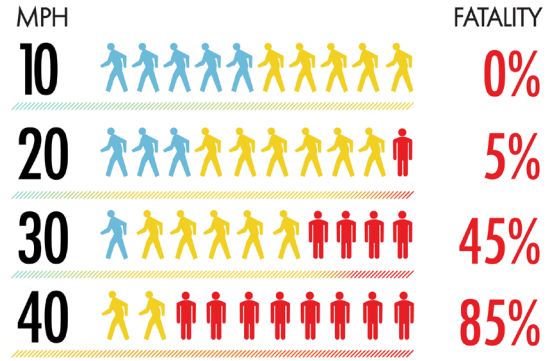
INTENT:
POSTED SPEED = DESIGN SPEED

	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)

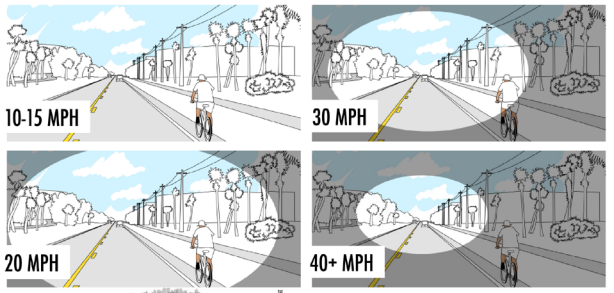
* POSTED SPEED LIMIT IS MAXIMUM, LOWER SPEEDS WOULD ALSO BE QOS A
** POSTED SPEED LIMIT IS MINIMUM, HIGHER SPEEDS WOULD ALSO BE QOS E

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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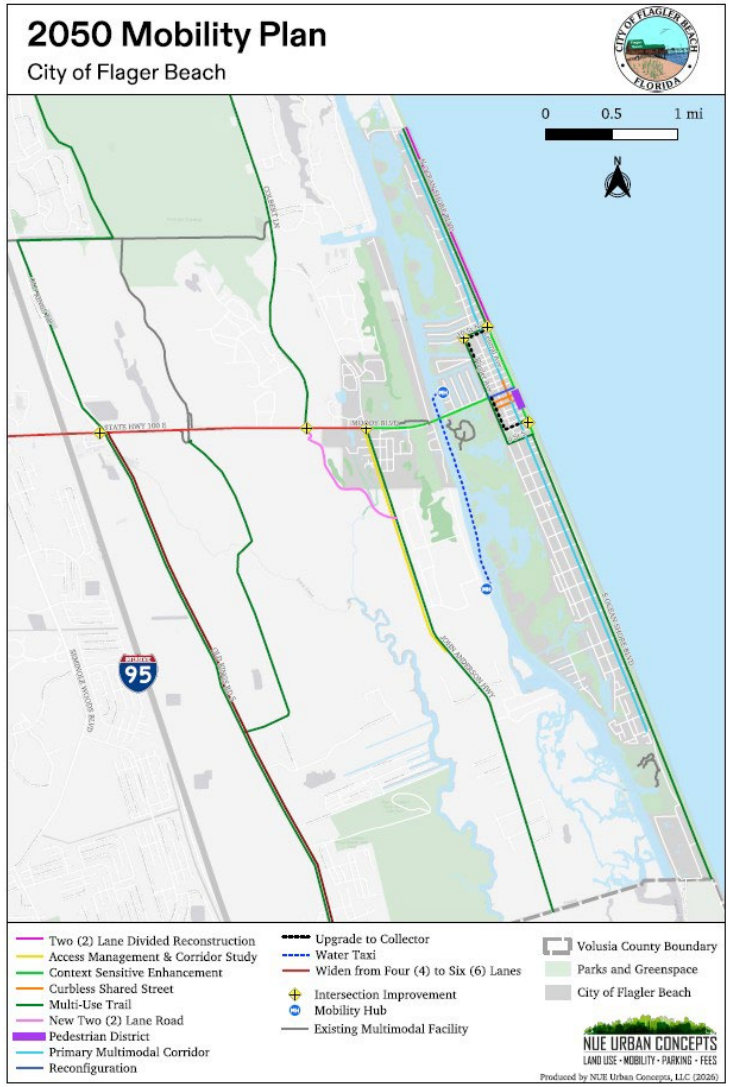
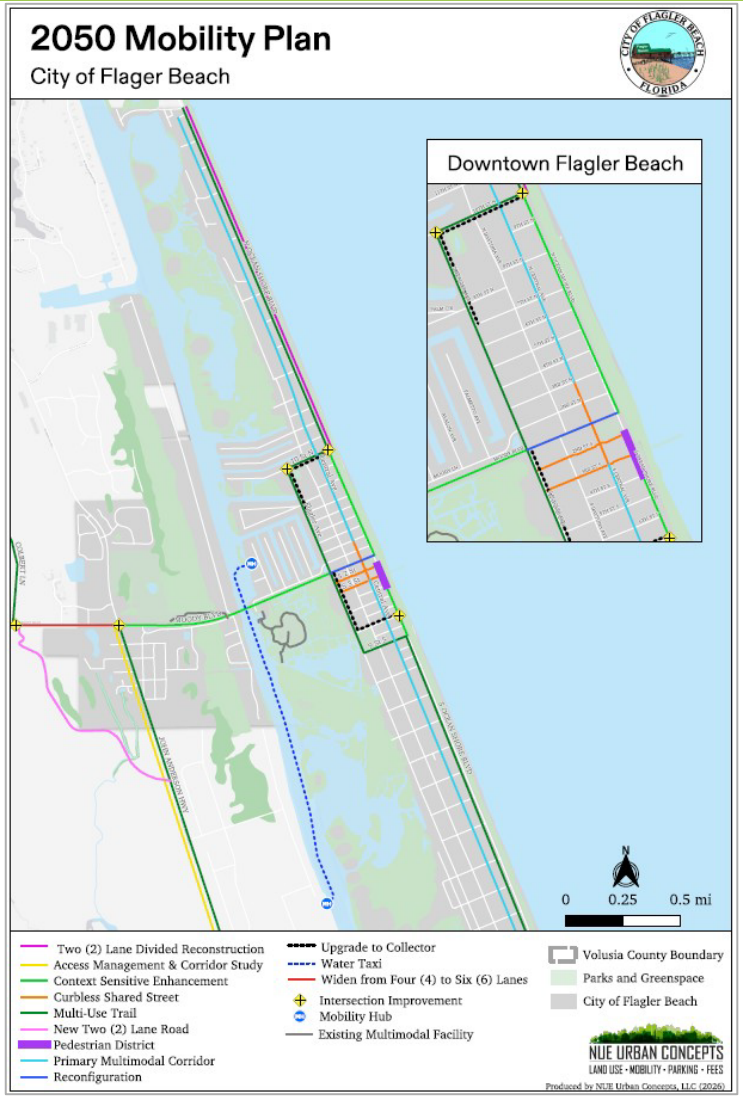
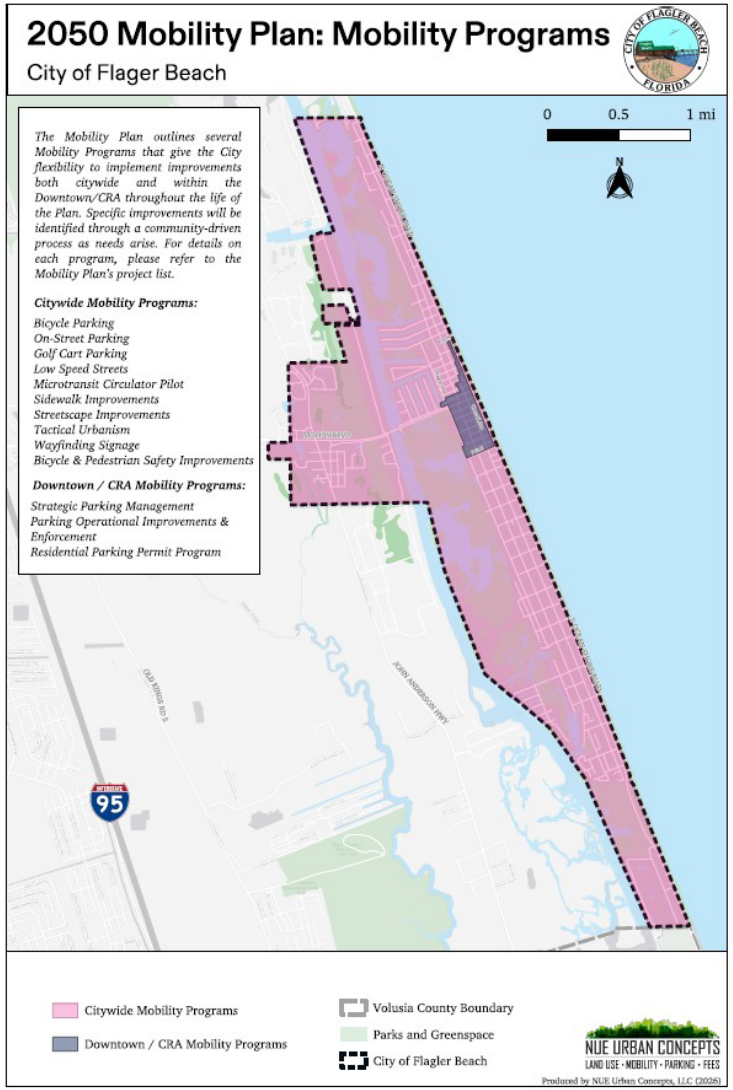
OVERARCHING GOALS

- 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**

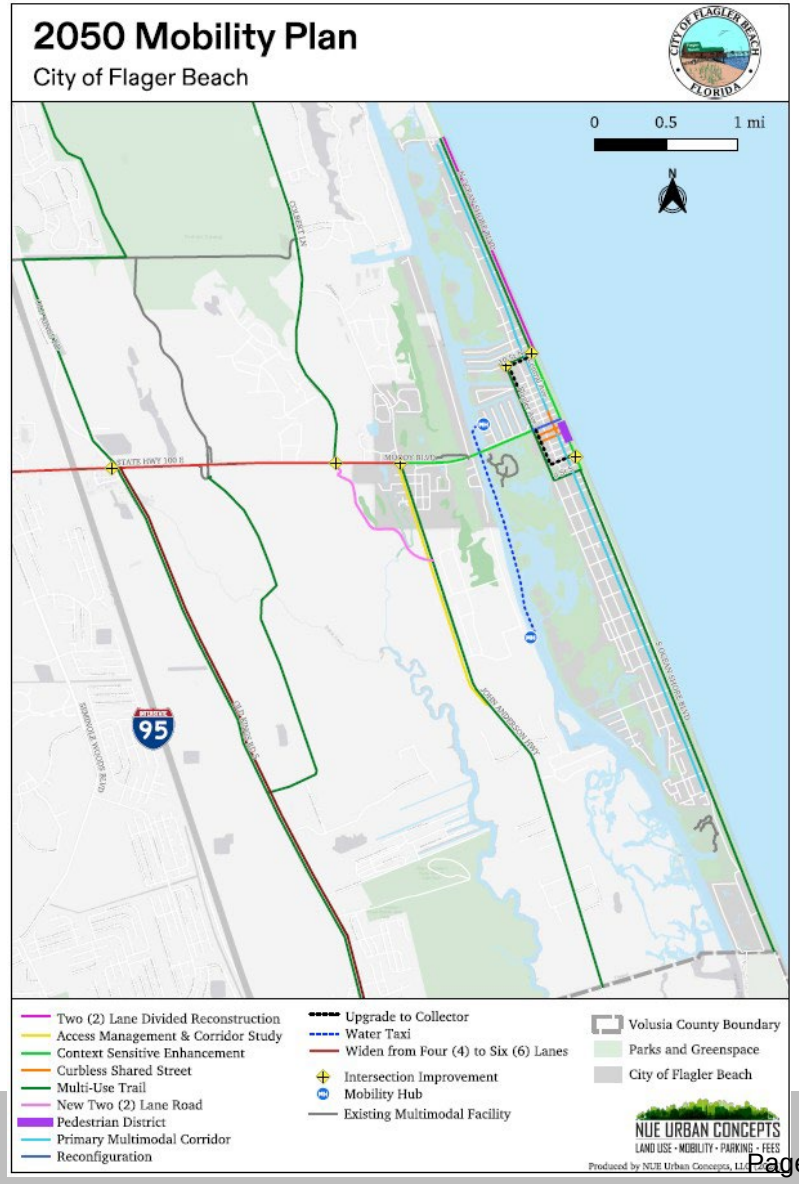
0.59 miles of **SR A1A Context Sensitive Enhancements**

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.

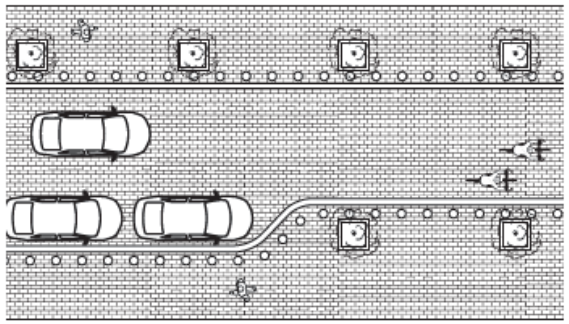
Curbless Shared Streets are designed for portions of the street to be closed off to motor vehicle travel during special events and festivals. This enables people walking to easily traverse the street right-of-way without worrying about tripping hazards and allows for seamless outdoor seating, tables,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

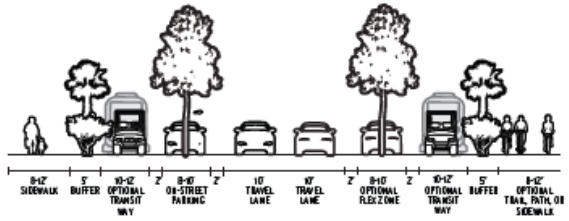
Curbless Shared Streets distinguish themselves from the well-known "Living Street" aka Dutch "Woonerf" by providing a defined space for pedestrians, while allowing the street space to be shared between cars, transit, and people riding bicycles or other micromobility or low speed vehicles. Curbless Shared 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.

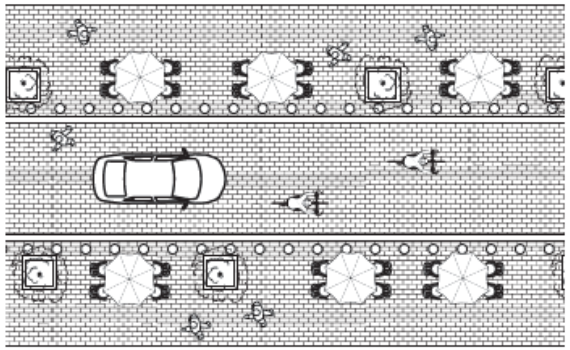
WEST PALM BEACH MOBILITY PLAN
ROSEMARY STREET

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

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

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City of Flagler Beach
Moody Blvd | SR 100 *Reimagined*

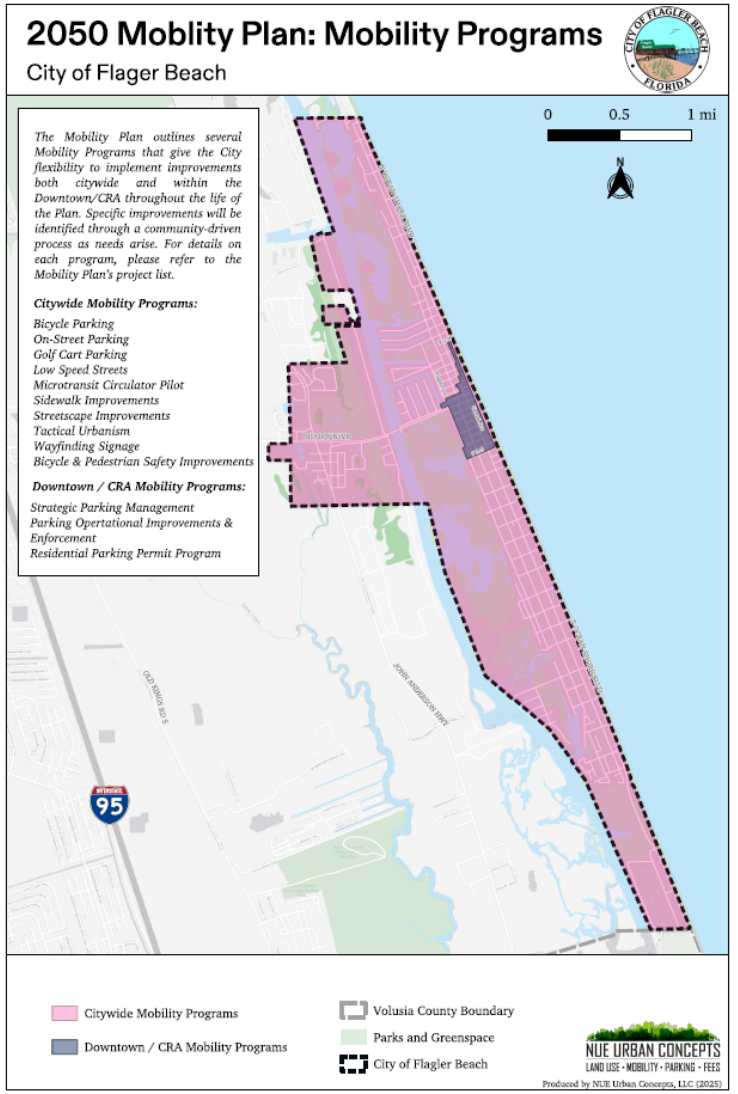
FLAGLER BEACH 2050 MOBILITY PLAN

Mobility Programs

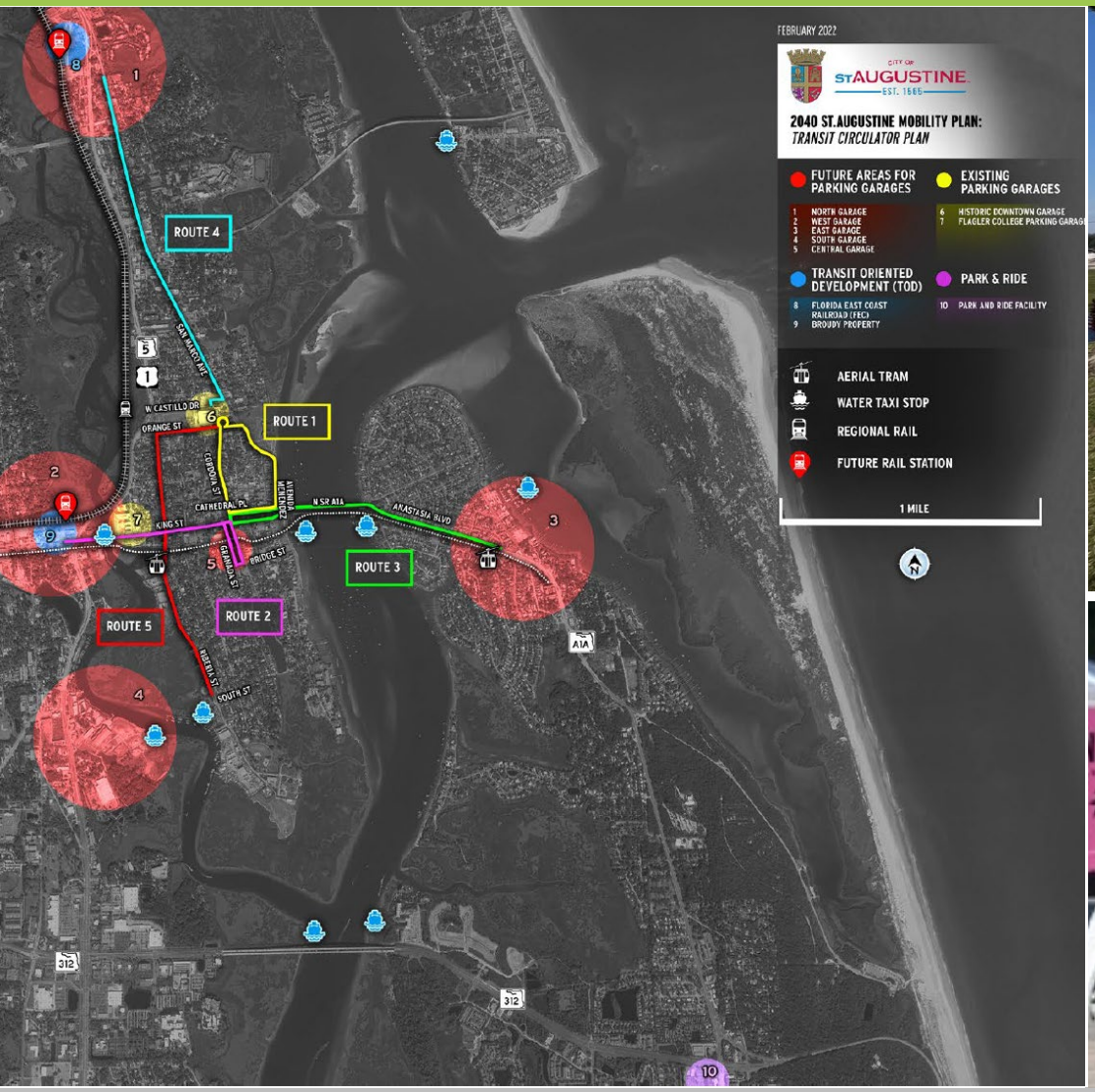
- On-Street Vehicle, Bicycle & Golf Cart Parking
- Low Speed Streets
- Microtransit Circulator Pilot
- Sidewalk Improvements
- Streetscape Improvements
- Quick Build (Tactical Urbanism)
- Wayfinding
- Bicycle & Pedestrian Safety Improvements

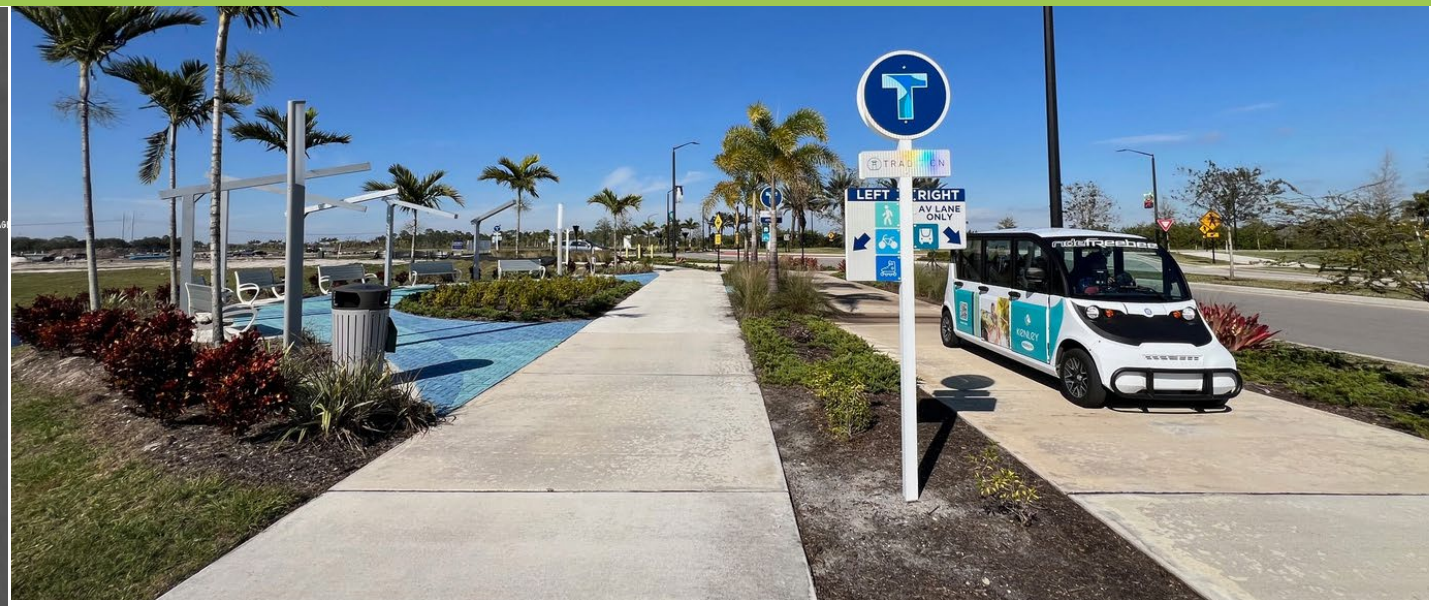
CRA

- Strategic Parking Management
- Parking Operational Improvements & Enforcement
- Residential Parking Permit



STRATEGIC PARKING MANAGEMENT



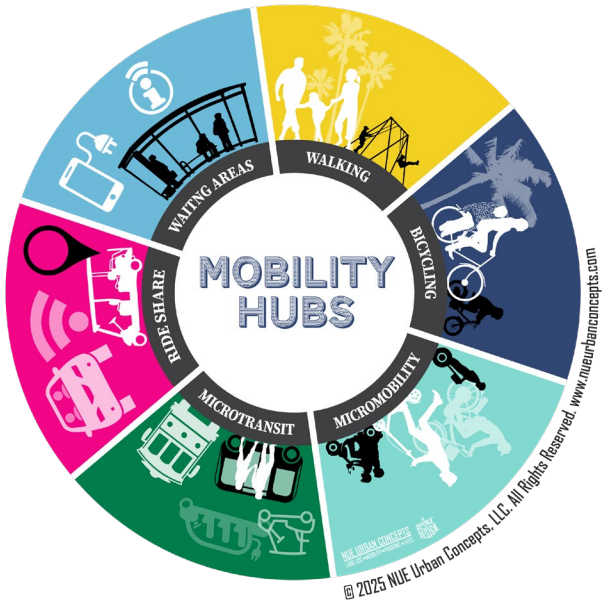


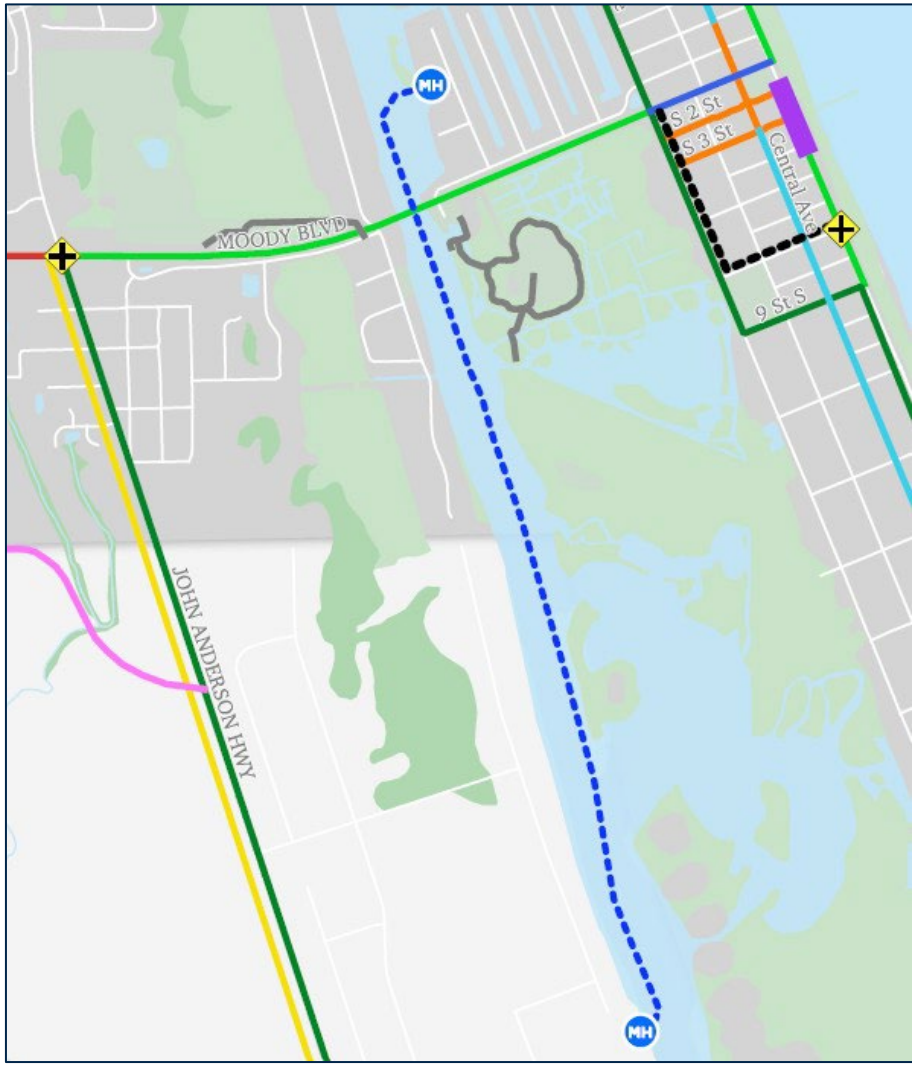
ULTRA Micro Transit

in Lehigh Acres area

Begins March 2

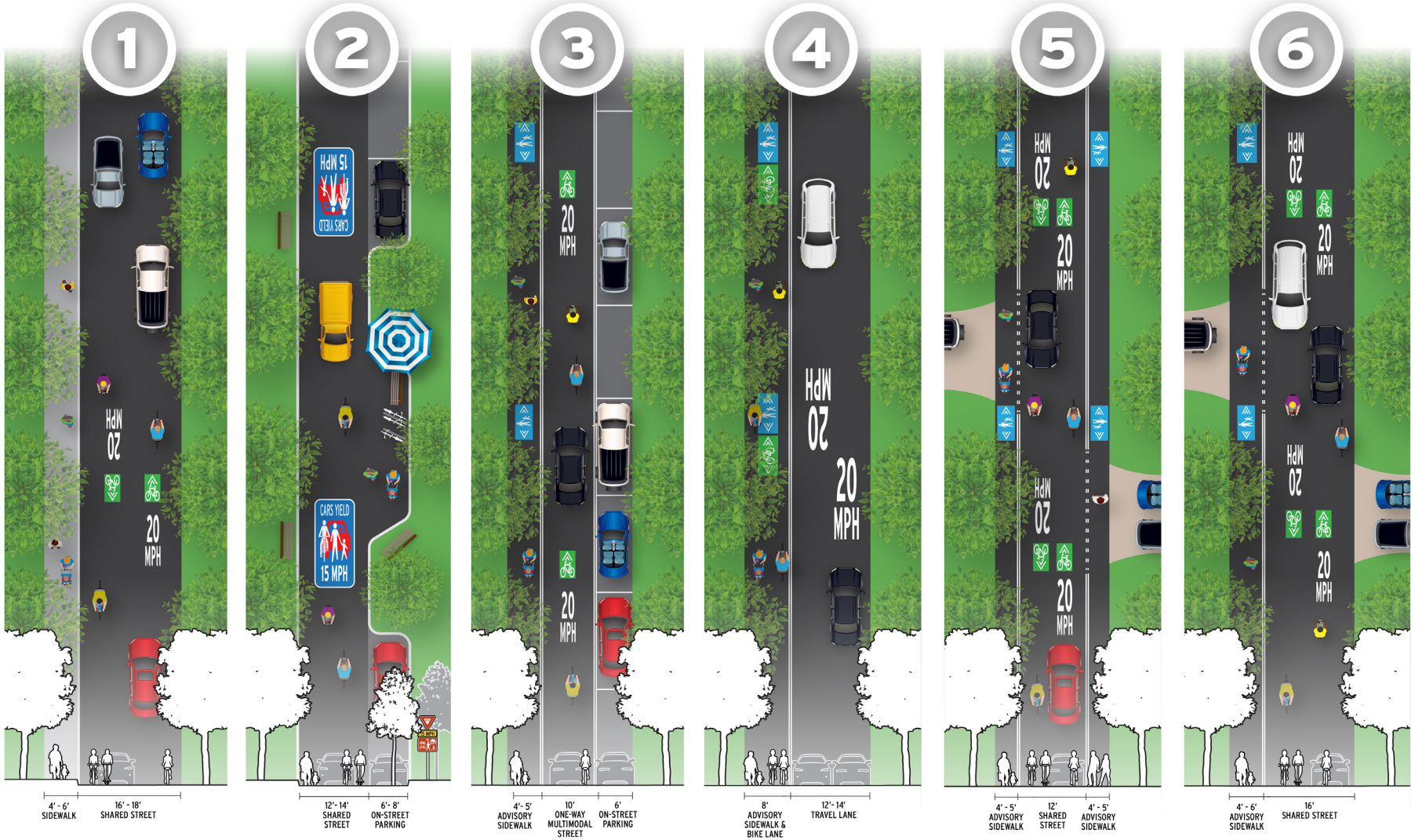
WATER TAXI & MOBILITY HUB





PRIMARY MULTIMODAL CORRIDOR

Central Ave



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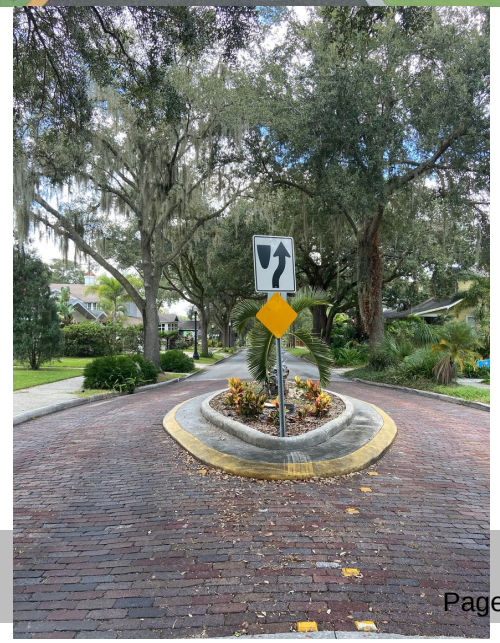
TRAFFIC CALMING



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

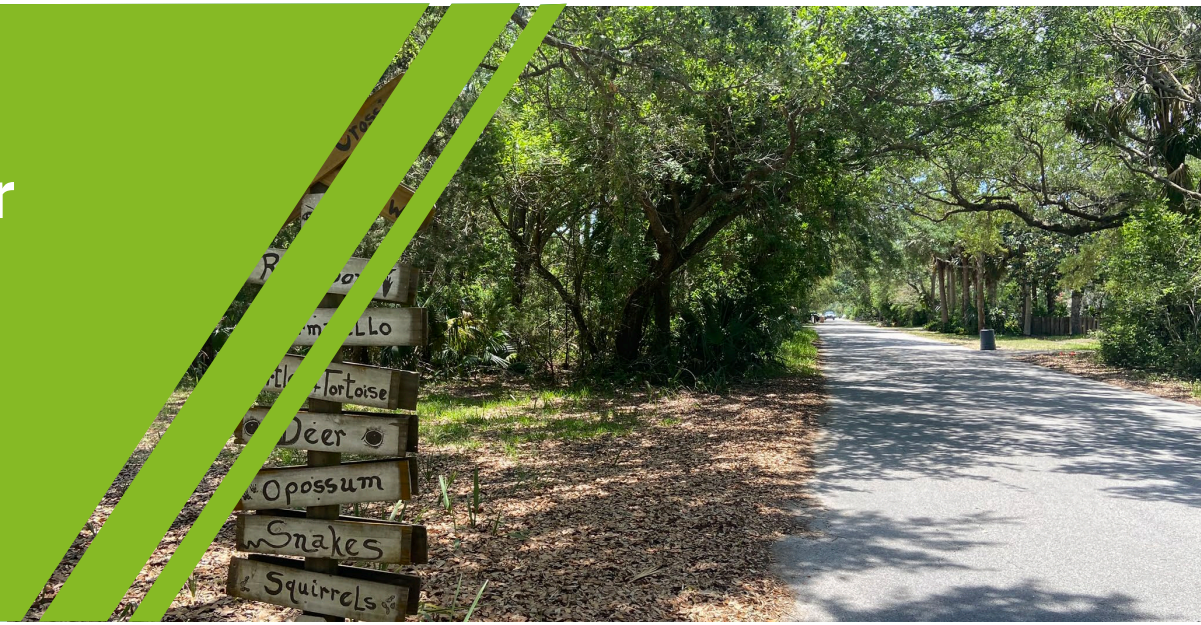
Goal for Adoption: April 23rd 2026

COMMENTS & QUESTIONS

Lauren Rushing, AICP | Project Manager

lauren@ nueurbanconcepts.com

www.nueurbanconcepts.com



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Staff Report

City Commission Regular Meeting

May 14, 2026

To:	City Commission
From:	Drew Smith, City Attorney
Meeting Date:	May 14, 2026
Item Name:	Ordinance 2026-08. An Ordinance of the City of Flagler Beach, Florida, relating to littering regulations; amending Chapter 14, Offenses and Miscellaneous Provisions; adopting more stringent littering regulations; restricting the use of plastic and metallized party decorations outside on public properties; providing for penalties and enforcement; providing for appeals and payment of citations; providing for conflicts; providing for severability; and providing and effective date (First Reading).

Background:

Attorney Smith has amended the ordinance based upon the comments from Commissioners at the April 23, 2026, City Commission Regular Meeting. Resident Darryl Reynolds provided the Commission with Marion County's ordinance regulating littering and associated fines. The Commission directed Attorney Smith to craft an amendment to the Flagler Beach littering regulations, pulling from the Marion County Ordinance. The ordinance is re-presented as its First Reading.

Fiscal Impact:

Staff Recommendation:

NA

Attachments:

1. 2026-08 Littering revised Drew 05062026
2. BIS 2026-08 Littering

ORDINANCE NO. 2026-08

AN ORDINANCE OF THE CITY OF FLAGLER BEACH, FLORIDA, RELATING TO LITTERING REGULATIONS; AMENDING CHAPTER 14, "OFFENSES AND MISCELLANEOUS PROVISIONS; ADOPTING MORE STRINGENT LITTERING REGULATIONS; RESTRICTING THE USE OF PLASTIC AND METALLIZED PARTY DECORATIONS OUTSIDE ON PUBLIC PROPERTIES; PROVIDING FOR PENALTIES AND ENFORCEMENT; PROVIDING FOR APPEALS AND PAYMENT OF CITATIONS; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, it is the intent of the City of Flagler Beach to promote a clean, healthy, safe, and attractive community and environment in which to live; and

WHEREAS, the Florida Legislature in adopting the Florida Litter Law, Sections 403.413--.4135, Florida Statutes, made legislative findings that a comprehensive illegal dumping, litter, and marine debris control program and prevention program is necessary to protect the beauty and the environment of Florida; and

WHEREAS, Sec. 403.4135 (8), Florida Statutes, provides that the Florida Litter Law does not preempt local agencies from enforcing other laws, rules, or ordinances relating to that are more stringent than state law; and

WHEREAS, the City Commission finds that illegal dumping of litter on public and private property is a serious problem resulting in unnecessary cost to taxpayers, and adversely affecting the natural beauty and attractiveness of the community as a whole; and,

WHEREAS, the City Commission finds that plastic and metallized party decorations are lightweight and easily dispersed into the environment by wind when used or displayed outside; and

WHEREAS, these products are commonly composed of petroleum-based plastics or metallized plastics that fragment into microplastics and nano plastics, which persist in the environment for years and are impractical to remove once dispersed; and

WHEREAS, non-plastic alternatives, such as reusable, natural fiber, or paper-based materials and compostable items designed for outdoor use, are readily available; and

WHEREAS, the City Commission finds the adoption of this Ordinance to be in the best interest of the health, safety, and welfare of the Flagler Beach community.

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

SECTION 1. Recitals Adopted. The foregoing "WHEREAS" clauses are hereby ratified and confirmed as being true and correct and are hereby made a specific part of this Ordinance upon adoption hereof.

SECTION 2. Chapter 14, "Offenses and Miscellaneous Provisions," Article I, Section 14-12 is amended as follows:

Sec. 14-12. Littering ~~on public property~~.

~~(a) It shall be unlawful for any person to deposit, discard, throw, place or pile any trash, litter of any type, paper, garbage, cans, cartons, bottles, cigarette butts, filters, products containing tobacco or used for consuming tobacco products or other waste or discard materials on the city beach or any public street, right-of-way or other public places in the city, except in public receptacles or in authorized private receptacles for collection.~~

~~(b) The city may prosecute violations of this section in any manner available under law including, but not limited to, issuance of "litter citations" which shall contain the following information:~~

~~(1) Name of person alleged to have violated this section;~~

~~(2) The address of the person alleged to have violated this section; if such person is unable or unwilling to provide their address, the issuing official shall so note on the form;~~

~~(3) Description of the alleged violation including a reference to this section;~~

~~(4) Date, time and place of the alleged violation;~~

~~(5) Witnesses, if any;~~

~~(6) Name and position of the official charging the violation;~~

~~(7) The amount of the fine to be paid;~~

~~(8) The process for appealing the citation if the person alleged to have violated this section desires to contest the citation and a statement that such person shall be responsible for the administrative costs incurred in conducting an appellate hearing if the citation is upheld.~~

~~(9) The date and time of the issuance of the citation.~~

~~(10) A space for the alleged violator to indicate receipt of the citation.~~

~~(c) The fine for violation of this section shall be one hundred dollars ($100.00). Upon a first offense, an alleged violator shall be provided a written warning and allowed an opportunity to remove the litter deposited. If the alleged violator refuses to remove the litter deposited and/or~~

~~commits a subsequent violation of this section in the future, such person shall be subject to the penalty provided herein.~~

~~(d) All sworn police officers, code enforcement officers, and lifeguard captains employed by the city shall be authorized to issue citations for violation of this section.~~

~~(e) Appeals of citations issued pursuant to this section shall be heard by the code enforcement special magistrate at the next available regularly scheduled hearing date after receipt of a notice of appeal. A written request to appeal a citation must [be] received within thirty (30) calendar days of the date the citation was issued. Failure to appeal the citation within such time shall constitute a waiver of the right to appeal. At a hearing to contest a litter citation, the code enforcement special magistrate may uphold or dismiss the citation. If the citation is upheld, the code enforcement special magistrate may impose administrative costs in an amount not to exceed $100.00 (one hundred dollars) in addition to the amount of the fine.~~

~~(f) In lieu of payment of a fine, a person issued a citation pursuant to this section may participate in two (2) City of Flagler Beach sponsored or approved beach clean ups. A person opting for said alternative must notify the city within thirty (30) days of the date of the issuance of the violation and must complete participation in the two (2) beach clean ups within ninety (90) days of the issuance of the notice of violation. Those opting for participation in beach clean ups pursuant to this section must spend a minimum of two (2) hours at each clean up and the city shall verify participation. Anyone who opts to participate in the beach clean-up but fails to complete the participation shall be responsible for payment of the original citation.~~

(a) For purposes of this section "litter" shall mean any personal property; garbage; rubbish; trash; refuse; can; bottle; box; container; paper; balloon; tobacco product; pharmaceutical of any kind; tire; household item; shed; appliance; mechanical equipment or part; building or construction material; tool; machinery; wood; motor vehicle or motor vehicle part, including a truck, trailer, or motor home; vessel; aircraft; farm machinery or equipment; sludge from a waste treatment facility, water supply treatment plant, or air pollution control facility; or substance in any form resulting from domestic, industrial, commercial, mining, agricultural, or governmental operations, but excluding permitted, regulated, or authorized drainage, pumping, or runoff of surface water or stormwater.

(b) It shall be unlawful to dump litter or junk in any manner or amount:

(1) In or on any public highway, road, street, alley, or thoroughfare, including any portion of the right-of-way thereof, or any other public lands, except in containers lawfully provided therefor; or

(2) In or on any waterbody located within the jurisdictional boundaries of the City; or

(3) In or on any private property, unless specifically authorized by law.

(c) Operators of motor vehicles or vessels transporting items likely to fall or be blown from such motor vehicle or vessel shall take care to ensure such items are secured so as not to become litter. Upon a first observed violation of this paragraph, the operator of the vehicle or vessel shall be issued a written warning. Subsequent violations by the same operator shall be subject to fines as set forth below.

(d) When a violation of any provision of this section has been observed by any person, and the litter or junk dumped or disposed of on a highway, right-of-way, property adjacent to a highway or right-of-way, private property, or body of water has been ejected from a motor vehicle or vessel, the sworn statement of such person shall create a rebuttable presumption that the items were not appropriately secured so as not to become litter.

(e) All law enforcement officers and code enforcement officers are authorized to enforce the provisions of this Section.

(f) Any person who violates the provisions of this section may be issued a citation as follows:

(1) A person who commits a first violation of this section shall be guilty of a noncriminal infraction and subject to a civil penalty of two hundred fifty dollars ($250);

(2) A person who commits a second violation inclusive of and within twelve (12) months of a first offense shall be subject to a civil penalty of three hundred seventy-five dollars ($375);

(3) A person who commits three or more violations inclusive of and within twelve (12) months of the first violation shall be subject to a civil penalty of $500.00 for the third and each subsequent violation.

(g) In any proceeding brought under this article, a photograph of the litter or junk that is the subject of the proceeding may be deemed competent substantial evidence of the litter or junk and may be admissible in the prosecution to the same extent as if the litter or junk were introduced into evidence. Such photograph shall be taken by, or at the direction of, a law enforcement officer or other person responsible for enforcement of this Article. After litter or junk is photographed, it may be destroyed or otherwise disposed of by the person who took or directed the taking of the photograph.

(h) A citation served pursuant to this Section may be appealed to the City's Code Enforcement Special Magistrate. Such appeal must be received by the City within thirty (30) days of the date of the citation and shall be made in writing and accompanied by the applicable fee. Upon receipt of the request for appeal and fee, the City shall schedule the appeal for the next available Magistrate hearing date and shall provide the appellant with written notice of same at least ten (days) prior to the hearing date. Failure to make timely appeal, including payment of the applicable fee, shall cause the cited violation to be deemed admitted.

(i) Payment of a citation issued shall be due within thirty (30) days of the issuance of the citation. The City is authorized to utilize all lawful means to collect unpaid citations.

(j) The provisions of this Section are supplemental and the City may utilize any other lawful means to address any violations hereunder.

SECTION 3. Chapter 14, "Offenses and Miscellaneous Provisions," Article I, Section 14-15 is created as follows:

Section 14-15. Prohibition of plastic and metallized party decorations.

(a) For purposes of this Section, "prohibited decoration item*"* means any plastic or metallized product or article designed to be used or distributed in numbers greater than ten at a time for use as party favors during a celebration or activity and which are light weight enough to cause or allow windblown escape during normal wind conditions. The term also items intended for release such as glitter, confetti, sequins, tinsel, mylar streamers, artificial decorative petals, metallic garlands, plastic or metallized table scatter, plastic decorative cut-outs, plastic or metallized party poppers or cannons, and similar items that are likely to fragment or disperse in outdoor environments. The term shall not include reusable decorations made exclusively of natural fibers (such as cotton, jute, hemp, or untreated wood) or uncoated paper products that do not contain plastic, plastic coatings, metallized films, or glitter. The term shall not include items large items that will not be disbursed or blown away during normal wind activity. The term "metallized product" means lightweight plastic products coated with a thin layer of aluminum or other metal.

(b) It shall be unlawful to use or display any prohibited decoration item outside at any public facility, public park, or public beach located within the jurisdictional boundary of the City.

(c) All law enforcement officers and code enforcement officers are authorized to enforce the provisions of this Section.

(d) Any person who violates the provisions of this section may be issued a citation as pursuant to the following procedures:

(1) Upon observation of a first violation, the officer shall issue a written warning and explain the prohibition to the offender.

(1) A person who subsequently violates this Section after receipt of a written warning shall be guilty of a noncriminal infraction and subject to a civil penalty of fifty ($50) dollars;

(2) A person who commits a second violation inclusive of and within twelve (12) months of a first offense shall be subject to a civil penalty of one hundred twenty-five dollars ($125);

(3) A person who commits three or more violations inclusive of and within twelve (12) months of the first violation shall be subject to a civil penalty of two hundred fifty dollars ($250.00) for the third and each subsequent violation.

(e) A citation served pursuant to this Section may be appealed to the City's Code Enforcement Special Magistrate. Such appeal must be received by the City within thirty (30) days of the date of the citation and shall be made in writing and accompanied by the applicable fee. Upon receipt of the request for appeal and fee, the City shall schedule the appeal for the next available Magistrate hearing date and shall provide the appellant with written notice of same at least ten (days) prior to the hearing date.

(f) Failure to make timely appeal, including payment of the applicable fee, shall cause the cited violation to be deemed admitted.

(g) Payment of a citation issued shall be due within thirty (30) days of the issuance of the citation. The City is authorized to utilize all lawful means to collect unpaid citations.

SECTION 4. Conflicts. All ordinances or parts of ordinances in conflict with this ordinance are hereby repealed to the extent of such conflict.

SECTION 5. Codification. The City Planner shall cause the Code of Ordinances of the City of Flagler Beach to be amended as provided by this Ordinance and may renumber, re-letter, and rearrange the codified parts of this Ordinance if necessary to facilitate the finding of the law.

SECTION 6. Severability. Should any word, phrase, sentence, subsection, or section be held by a court of competent jurisdiction to be illegal, void, unenforceable, or unconstitutional, then that word, phrase, sentence, subsection, or section so held shall be severed from this Ordinance and all other words, phrases, sentences, subsections, or sections shall remain in full force and effect.

SECTION 7. Effective Date. This Ordinance shall become effective immediately upon its passage and adoption.

PASSED ON FIRST READING THIS ____DAY OF _____ 2026.

PASSED AND ADOPTED THIS ____ DAY OF _____, 2026.

CITY OF FLAGLER BEACH, FLORIDA

_____

Patti King, Mayor

ATTEST:

206 _____

207 Penny Overstreet, City Clerk

Business Impact Estimate

This form should be included in the agenda packet for the item under which the proposed ordinance is to be considered and must be posted on the City's website by the time notice of the proposed ordinance is published.

ORDINANCE NO. 2026-08

AN ORDINANCE OF THE CITY OF FLAGLER BEACH, FLORIDA, RELATING TO LITTERING REGULATIONS; AMENDING CHAPTER 14, "OFFENSES AND MISCELLANEOUS PROVISIONS; ADOPTING MORE STRINGENT LITTERING REGULATIONS; RESTRICTING THE USE OF PLASTIC AND METALLIZED PARTY DECORATIONS OUTSIDE ON PUBLIC PROPERTIES; PROVIDING FOR PENALTIES AND ENFORCEMENT; PROVIDING FOR APPEALS AND PAYMENT OF CITATIONS; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

This Business Impact Estimate is provided in accordance with section 166.041(4), Florida Statutes. If one or more boxes are checked below, this means the City is of the view that a business impact estimate is not required by state law[1] for the proposed ordinance, but the City is, nevertheless, providing this Business Impact Estimate as a courtesy and to avoid any procedural issues that could impact the enactment of the proposed ordinance. This Business Impact Estimate may be revised following its initial posting.

- ☐ The proposed ordinance is required for compliance with Federal or State law or regulation;
- ☐ The proposed ordinance relates to the issuance or refinancing of debt;
- ☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget;
- ☐ The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant or other financial assistance accepted by the municipal government;
- ☐ The proposed ordinance is an emergency ordinance;
- ☐ The ordinance relates to procurement; or
- ☐ The proposed ordinance is enacted to implement the following:
  a. Part II of Chapter 163, Florida Statutes, relating to growth policy, county and municipal planning, and land development regulation, including zoning, development orders, development agreements and development permits;
  b. Comprehensive plan amendments and land development regulation amendments initiated by an application by a private party other than the municipality

[1] See Section 166.041(4)(c), Florida Statutes.

c. Sections 190.005 and 190.046, Florida Statutes, regarding community development districts;
d. Section 553.73, Florida Statutes, relating to the Florida Building Code; or
e. Section 633.202, Florida Statutes, relating to the Florida Fire Prevention Code.

In accordance with the provisions of controlling law, even notwithstanding the fact that an exemption noted above may apply, the City hereby publishes the following information:

1. Summary of the proposed ordinance (must include a statement of the public purpose, such as serving the public health, safety, morals and welfare): In order to address littering within the City for the health, safety, and welfare of the City and its residents, the ordinance adopts littering regulation more restrictive than State law regulations as authorized by Florida Statutes. The ordinance also restricts the use of certain plastic and metallized disposable party decorations at events conducted on public property within the City.

2. An estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in the City, if any: The ordinance is not expected to have any direct economic impact on any private, for profit business in the City.

3. Good faith estimate of the number of businesses likely to be impacted by the proposed ordinance: The ordinance is not expected to have any direct economic impact on any private, for profit business in the City.