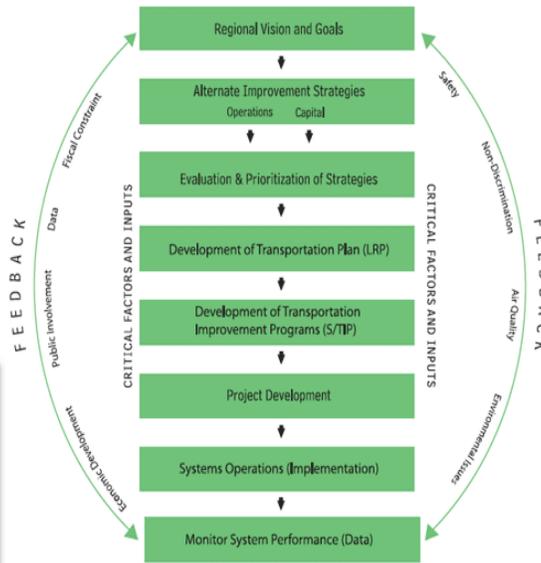




# Flagler County Comprehensive Plan 2010-2035 Flagler County, Florida

## Transportation Element



Adopted July 6, 2011

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**TRANSPORTATION ELEMENT  
GOALS, OBJECTIVES, AND POLICIES**

<b>Item</b>	<b>Page Number</b>
I. INTRODUCTION	B-1
II. GOALS, OBJECTIVES, AND POLICIES	B-2
GOAL B.1	B-2
Objective B.1.1	B-2
Policy B.1.1.1	B-2
Policy B.1.1.2	B-3
Policy B.1.1.3	B-3
Policy B.1.1.4	B-4
Objective B.1.2	B-4
Policy B.1.2.1	B-4
Policy B.1.2.2	B-4
Policy B.1.2.3	B-4
Policy B.1.2.4	B-4
Objective B.1.3	B-5
Policy B.1.3.1	B-5
Policy B.1.3.2	B-5
Policy B.1.3.3	B-5
Objective B.1.4	B-5
Policy B.1.4.1	B-5
Policy B.1.4.2	B-6
Policy B.1.4.3	B-6
Policy B.1.4.4	B-6
Policy B.1.4.5	B-6
Objective B.1.5	B-6
Policy B.1.5.1	B-7
Policy B.1.5.2	B-7
Policy B.1.5.3	B-8

<b>Item</b>	<b>Page Number</b>
Policy B.1.5.4	B-8
Policy B.1.5.5	B-8
Policy B.1.5.6	B-8
Policy B.1.5.7	B-9
Policy B.1.5.8	B-9
Policy B.1.5.9	B-9
Policy B.1.5.10	B-9
Policy B.1.5.11	B-10
Objective B.1.6	B-10
Policy B.1.6.1	B-10
Policy B.1.6.2	B-10
Policy B.1.6.3	B-10
Objective B.1.7	B-10
Policy B.1.7.1	B-11
Policy B.1.7.2	B-11
Objective B.1.8	B-11
Policy B.1.8.1	B-11
Policy B.1.8.2	B-12
Policy B.1.8.3	B-12
Objective B.1.9	B-12
Policy B.1.9.1	B-12
Policy B.1.9.2	B-12
Policy B.1.9.3	B-13
Objective B.1.10	B-13
Policy B.1.10.1	B-13
Policy B.1.10.2	B-13
Policy B.1.10.3	B-13
Policy B.1.10.4	B-13
Policy B.1.10.5	B-14

<b>Item</b>	<b>Page Number</b>
Objective B.1.11	B-14
Policy B.1.11.1	B-14
Policy B.1.11.2	B-14
Policy B.1.11.3	B-14
Policy B.1.11.4	B-15
Policy B.1.11.5	B-15
Policy B.1.11.6	B-15
Policy B.1.11.7	B-15
Policy B.1.11.8	B-15
Objective B.1.12	B-15
Policy B.1.12.1	B-16
Policy B.1.12.2	B-16
Policy B.1.12.3	B-16
Policy B.1.12.4	B-16
Objective B.1.13	B-16
Policy B.1.13.1	B-16
Policy B.1.13.2	B-17
Policy B.1.13.3	B-17
Objective B.1.14	B-17
Policy B.1.14.1	B-17
Policy B.1.14.2	B-17
Policy B.1.14.3	B-17
Policy B.1.14.4	B-17
Objective B.1.15	B-18
Policy B.1.15.1	B-18
Policy B.1.15.2	B-18
Policy B.1.15.3	B-18
Objective B.1.16	B-18
Policy B.1.16.1	B-18

Item	Page Number
Policy B.1.16.2	B-18

List of Tables

Table B.1 Flagler County Peak Hour Level of Service (LOS) Standards	B-3
---	-----

List of Maps

Existing Transportation Map Series – Maps B.1 through B.10

Map B.1: General Location	B-23
Map B.2: Roadway Jurisdiction	B-25
Map B.3: Roadway Functional Classification	B-27
Map B.4: Roadway Number of Lanes	B-29
Map B.5: FIHS, SIS, Rail and Airports	B-31
Map B.6: 2010 Level of Service	B-33
Map B.7: Existing Pedestrian/Bicycle Facilities	B-35
Map B.8: Nearest Public Use Airports	B-37
Map B.9: Airport Layout and Access	B-39
Map B.10: Emergency Evacuation Routes	B-41

Future Transportation Map Series – Maps B.11 through B.20

Map B.11: 2015 Peak Hour Level of Service	B-45
Map B.12: 2035 Peak Hour Level of Service	B-47
Map B.13: 2035 Roadway Number of Lanes	B-49
Map B.14: 2035 Right of Way Needs Map	B-51
Map B.15: 2035 Pedestrian/Bicycle Facilities	B-53
Map B.16: Uses in Vicinity of Airport	B-55
Map B.17: Future Land Use Near Airport	B-57
Map B.18: Zoning Near Airport	B-59
Map B.19: Airport Property Map	B-61
Map B.20: Future Traffic Circulation Map	B-63

## I. Introduction

The Transportation Element is one of the mandatory elements as identified in Section 163.3177, Florida Statutes. The Transportation Element shall include goals, objectives, and policies that address the following issues:

1. Identification of traffic circulation, including major thoroughfares and other routes, including bicycle and pedestrian ways;
2. Identification and development of all alternative modes of travel, such as public transportation, pedestrian, and bicycle travel;
3. Addressing the development and use of parking facilities;
4. Accessibility to and between intermodal terminals including, but not limited to, aviation, rail, and seaport facilities;
5. Availability of facilities and services to serve existing land uses and the compatibility between the Future Land Use and Transportation Elements;
6. Capability to evacuate the coastal population prior to an impending natural disaster;
7. Coordination and compatibility with airports, projected airport and aviation development, and land use compatibility around airports, which includes areas defined in ss. 333.01 and 333.02, Florida Statutes;
8. Identification of how Flagler County will use land use densities, building intensities, and transportation management programs to promote public transportation systems in designated public transportation corridors;
9. Where appropriate, identify transportation corridors, as defined in s. 334.03, Florida Statutes, intended for future transportation facilities designated pursuant to s. 337.273, Florida Statutes. If transportation corridors are designated, the local government may adopt a transportation corridor management ordinance; and
10. Incorporation of transportation strategies to address reduction in greenhouse gas emissions from the transportation sector.

The Transportation Element needs to be coordinated with the other elements of the Flagler County Comprehensive Plan to ensure the appropriate location and modes of transportation are provided to the public.

## **II. TRANSPORTATION ELEMENT Goals, Objectives, and Policies**

### **A. Goal Statements**

**GOAL B.1.1:** ~~To provide a safe, and efficient convenient, and energy-efficient motorized and non-motorized travel multimodal transportation system that is coordinated with the desired future land use pattern, protects natural resources, helps to reduce greenhouse gas emissions and maintains adequate capacity to meet demand projected through the planning horizon of 2035, for all residents and visitors of Flagler County.~~

- ~~2. To provide an effective roadway network with adequate capacity to meet the demand for travel in Flagler County.~~
- ~~3. To provide an integrated transportation system that includes landscape and sign regulations, non-motorized bicycle and pedestrian ways and mass transit service.~~

### **B. Transportation Element Objectives and Policies**

**Objective B.1.1:** Flagler County will provide a safe and efficient roadway system by maintaining adopted roadway level of service standards as a mechanism for coordinating land use and transportation.

**Policy B.1.1.1:** ~~In order to promote efficient development and travel patterns, and to encourage the location of urban land uses where infrastructure exists to support it, a lower level of service standard will apply to facilities located within the urban service area. The following peak hour Level of Service (LOS) standards are established within and outside the Urban Service Area (USA), as defined on the Transportation Map Series:~~

**Table B.1 Flagler County Peak Hour Level of Service (LOS) Standards**

<b>Facility Type</b>	<b><u>Urbanized LOS</u> Standard Within USA</b>	<b><u>Rural LOS</u> Standard Outside USA</b>	<b><u>Transitioning LOS</u> Standard</b>
<u>Principal Arterials</u> <u>Roadways (I-95)</u> <u>(Limited Access I-</u> <u>95)</u>	C	<u>CB</u>	<u>C</u>
<u>Principal Arterials</u> <u>Other Roadways</u>	<u>CD</u>	C	<u>D</u>
<u>Minor Arterials</u> <u>Roadways</u>	D	C	<u>D</u>
<u>Major Collectors</u> <u>Roadways</u>	D	C	<u>D</u>
<u>Minor Collectors</u>	<u>D</u>	<u>C</u>	<u>D</u>
<u>Local Roadways</u>	<u>D</u>	<u>C</u>	<u>D</u>

**Policy B.1.1.2:** The adopted Level of Service (LOS) standard on all Florida Intrastate Highway System (FIHS) current Strategic Intermodal System (SIS) facilities within the Flagler County will be consistent with the level-of-service LOS standards established by the Florida Department of Transportation (FDOT). Flagler County will coordinate with FDOT and the municipalities to develop a common, professionally acceptable methodology for measuring the impacts of new development on transportation facilities for the purpose of implementing the Concurrency Management System (CMS).

**Policy B.1.1.3:** Flagler County, through its Concurrency Management System (CMS) adopted in the Land Development Regulations (LDRs), shall ensure that the transportation facilities needed to serve new development are in place or scheduled to be under construction within three (3) years of the local government approval of a building permit or its functional equivalent that results in traffic generation.

**Policy B.1.1.4:** Flagler County will incorporate into the Land Development Regulations (LDRs) standards that maximize roadway capacity and safety by providing multimodal options and implementing Transportation System Management (TSM) measures such as encouraging off-peak use of transportation facilities such as staggered work hours, improving signal timing, reducing the number of curb cuts and median openings, adding turn lanes and other intersection improvements, and requiring new development to incorporate pedestrian and bicycle facilities.

**Objective B.1.2:** Flagler County will provide a safe and efficient roadway system by maintaining its transportation-related ~~the existing~~ infrastructure through a continued pavement management program and a continued bridge inspection and maintenance program that is owned and maintained by Flagler County, or otherwise subject to an interlocal agreement for maintenance.

**Policy B.1.2.1:** The Flagler County will perform maintenance activities on the County maintained roadways relative to roadway materials, road grading, and traffic control devices, ~~in accordance with Road and Bridge Department policies.~~

**Policy B.1.2.2:** The Flagler County will maintain and update traffic data to support studies, planning and operational studies, and the Concurrency Management System (CMS). ~~activities for the Engineering and Road and Bridge Departments.~~

**Policy B.1.2.3:** The Flagler County will continue to implement a pavement management program which monitors pavement conditions, establishes repair needs and priorities, and develops paving resurfacing schedules.

**Policy B.1.2.4:** The Flagler County will continue to manage the bridge inspection and bridge maintenance program for County roadways, and address the financial

means for accomplishing repairs, ~~consistent with Road and Bridge Department policies.~~

**Objective B.1.3:** Flagler County will strive to expand the opportunities and use of multimodal transportation systems.

**Policy B.1.3.1:** Flagler County will continue to maintain and enforce a Concurrency Management System (CMS) that monitors existing and projected roadway operating conditions on the County's Major Roadway Network for compliance with the adopted Level of Service (LOS) standards.

**Policy B.1.3.2:** To ensure adequate transit service provision, Flagler County will, upon completion of the Transit Development Plan (TDP), utilize information provided by the TDP and continue to provide information in Annual Operating Reports (AORs) regarding the number of passengers served by trip purpose.

**Policy B.1.3.3:** Flagler County shall use the recommendations of the Transit Development Plan (TDP) and other professional sources in order to establish numerical indicators that measure the mobility of the County's multimodal transportation system and, where appropriate, incorporate these into the Concurrency Management System (CMS).

**Objective B.21.14:** Flagler County shall maintain the existing right-of-way program for acquisition or reservation of needed road rights-of-way by adopting minimum road right-of-way requirements and land development regulations which require mandatory right-of-way dedications as a condition of development approval.

**Policy 2B.1.4.1:** The Flagler County shall ~~adopt~~ enforce minimum right-of-way requirements for new County and State roadways consistent with the standards

contained in the Land Development Regulations (LDRs), containing the following provisions:

Arterial Roadways — 150' right-of-way

Collector Roadways — 80' right-of-way

Local Roadways — 50' right-of-way

**Policy ~~2B.1.4.2~~:** The Flagler County shall continue to require mandatory dedications of necessary road rights-of-way for State, ~~and County,~~ and other local roadways as a condition of subdivision plat approval.

**Policy ~~2B.1.4.3~~:** The Flagler County shall use the existing right of way map and the “~~2010 Recommended Improvements~~” Future Traffic Circulation ~~map~~ Map in identifying future rights-of-way that need to be protected.

**Objective ~~Policy 2B.21.4.4~~:** Flagler County shall establish a right-of-way protection ~~policy policies~~ for in the Land Development Regulations (LDRs) County transportation system which will to protect the existing and future roadway network (as shown on the Future Traffic Circulation Map) from development and building encroachments. These requirements may be modified for existing development and platted properties where additional setback allowances are not available, or within approved PUDs and DRIs.

**Policy B.1.4.5:** Flagler County shall incorporate opportunities for the provision of pedestrian, bicycle, and other multimodal facilities within the right-of-way requirements contained in the Land Development Regulations (LDRs).

**Objective ~~2.3B.1.5~~:** The Flagler County shall meet the existing and projected demand for transportation facilities based on the existing and ~~approved~~ projected future land uses for 2040 2035 by implementing roadway improvements identified ~~in this plan~~ on the Future Traffic Circulation Map.

~~**Policy 2.3.1:** Projected traffic circulation system demand through the year 2010 will be met by undertaking the following projects:~~

- ~~1) Palm Coast Parkway from Cypress Point Parkway to Old Kings Road requires two (2) additional lanes by 2010: (4LD to 6LD).~~
- ~~2) Old Kings Road from SR 100 to Oak Trails Boulevard requires additional right of way (for an ultimate 4LD facility) and a portion of the roadway that is currently privately owned needs to be obtained by the County.~~
- ~~3) Old Kings Road from Forest Grove Road to US 1 requires realignment and paving.~~

~~**Policy 2B.31.25.1:** In order to protect the interregional intrastate functions of Interstate 95, the Flagler County will continue to coordinate with the Florida Department of Transportation (FDOT) and the City of Palm Coast to complete a new interchange at Matanzas Woods Parkway and Interstate 95. provide a parallel corridor via Old Kings Road to facilitate local traffic to use alternatives to the Florida Intrastate Highway System. A detailed analysis of this corridor should be conducted by 2000 to determine the likelihood of local traffic usage and what other improvements may be required (such as an interchange).~~

~~**Policy B.1.5.2:** In order to protect the interregional, intrastate functions of Interstate 95, Flagler County will continue to coordinate with the Florida Department of Transportation (FDOT), the City of Bunnell, and the City of Palm Coast to maximize the capacity and operational efficiency of the following parallel roadway corridors: Old Kings Road; Belle Terre Parkway/Belle Terre Boulevard; U.S. Highway 1 and SR A1A.~~

**Policy ~~2B.31.35.3~~:** Improvements to the Flagler County's transportation system and associated development should be planned so as to provide the protection of the environment. This includes providing for alternatives to single occupancy vehicles ~~such as~~ that may include, but not require increased densities and land use mixes to promote transit usage and the provisions ~~of~~ for park-and-ride facilities.

**Policy ~~2B.31.45.4~~:** The Flagler County shall review all proposed development for impacts upon the adopted Level of Service (LOS) standards by maintaining the ~~e~~Concurrence ~~m~~Management sSystem (CMS) and development review procedure in the Land Development Regulations (LDRs). The ~~concurrence management system~~ CMS will assure that sufficient capacity is available concurrent with the impacts of new growth.

**Policy ~~2B.31.5.5~~:** In coordination with the incorporated municipalities within Flagler County, a future Transportation Planning Organization (TPO) or Metropolitan Planning Organization (MPO), and the Florida Department of Transportation (FDOT), Flagler County shall monitor its transportation system ~~and the Concurrence Management Program~~ to ensure adequate transportation system capacity prior to issuance of development orders by adopting a development review procedure for the ~~e~~Concurrence ~~m~~Management sSystem (CMS). Flagler County, working in coordination with FDOT and the incorporated municipalities within Flagler County, may implement a long-term transportation concurrency management system to address significant backlogs that may arise after the 2015 planning horizon. The County intends to incorporate a "pay as you go" option into its ~~concurrence management system.~~ This review procedure would apply to this option, ~~as well as all other development requests.~~

**Policy ~~B.1.5.6~~:** Flagler County shall pursue joint planning agreements, interlocal agreements, or memoranda of understanding with the incorporated municipalities within Flagler County to establish maintenance responsibility and a common

transportation concurrency review methodology for maintenance of Level of Service (LOS) standards on Strategic Intermodal System (SIS) facilities and the County's Major Roadway Network.

**Policy ~~2B.31.5.67~~:** The Flagler County shall assess new development an equitable pro rata share of the costs to provide roadway improvements that are necessary to serve the new development in a manner consistent with the proportionate fair share provisions of the Land Development Regulations (LDRs) by including such provisions in an impact fee ordinance.

**Policy B.1.5.8:** Flagler County will update the Land Development Regulations (LDRs) to allow developer provision of certain multimodal improvements, e.g., transit bays and shelters, multi-use trails, etc., to be credited toward proportionate fair share costs.

**Policy ~~2B.31.5.79~~:** The Flagler County shall require formal agreements with the State Florida Department of Transportation (FDOT) for the reimbursement of local County impact fee funds expended on the State arterial road roadway network.

**Policy ~~2.3.8~~:** ~~The County shall adopt an additional two cents (.02) of local option gas tax.~~

**Policy ~~B.1.5.102.3.9~~:** ~~The County shall conduct a study of existing evacuation routes by the year 2003. This study shall address existing roadways designated as evacuation routes during natural occurrences such as hurricanes or fires. The study shall also examine the need for the designation of additional evacuation routes in order to assure that adequate roadway capacity exists during times of emergency.~~ Flagler County shall minimize additional impacts on identified evacuation routes within the coastal areas of the County through appropriate land use controls and processes incorporated into the County's Land Development Regulations (LDRs).

**Policy ~~2B.31.105.11~~ 2B.41.6.11:** The Flagler County shall ~~coordinate~~ continue to work with the owners of the toll bridge facility on Palm Coast Parkway to ensure that the toll is waived during emergency times when a coastal evacuation is required.

**Objective ~~2B.41.6~~ 2B.41.6:** Flagler County shall Review all development proposals, DRI applications, land use classification amendment requests, subdivision plats, and commercial construction site plans ~~in order~~ to require that they are consistent with and help implement the County's ~~Transportation plan~~ Transportation Element.

**Policy ~~2B.41.6.1~~ 2B.41.6.1:** The Flagler County will coordinate with FDOT and surrounding cities in order to maintain an up-to-date listing of analyzed and prioritized road improvement needs based on the ~~Traffic Circulation~~ Transportation Element.

**Policy ~~2B.41.6.2~~ 2B.41.6.2:** The Flagler County will protect roadway ~~arterial~~ traffic carrying capacity on the County's Major Roadway Network by restricting the number and spacing of driveway and median cuts ~~on the arterial roadways~~.

**Policy ~~2B.41.6.3~~ 2B.41.6.3:** The Flagler County will continue to enforce the transportation access management standards ~~set forth in~~ of the ~~Land dDevelopment code Regulations (LDRs)~~ for driveway and median cuts on the State and County arterial roadways.

**Objective ~~2B.1.57~~ 2B.1.57:** The By December 2012 and every three years thereafter, Flagler County intends to will study and recommend ~~Transportation sSystem mManagement~~ (TSM) improvements and travel demand management measures in order to increase roadway capacity, reduce peak hour congestion, reduce greenhouse gas emissions, and improve roadway safety.

**Policy ~~2B.1.75.1~~:** The Flagler County shall utilize ~~†~~Transportation ~~s~~System ~~m~~Management (TSM) improvements including, but not limited to, turn lanes, synchronization of signals, and intersection improvements, to maintain road capacity and function and thereby eliminate unacceptable levels of traffic congestion. ~~Countywide~~ Site-specific Transportation System Management (TSM) studies will be conducted ~~every three years~~ as needed and recommended improvements will be implemented ~~on an annual basis~~ through the development review process and/or the capital improvement planning process. As part of the ~~Countywide~~ TSM studies, the County will analyze may include analysis of the peak hour travel demand, and ~~evaluate strategies for managing this demand, such as flextime use with major employers, and other appropriate travel demand management techniques.~~

**Policy B.1.7.2:** Flagler County will work internally and with private sector employers to reduce the number of work-related vehicle trips and peak hour congestion by encouraging carpooling, bicycling and public transit use, promoting conference calls and videoconferencing, implementing flex time policies, and collocating public facilities.

**Objective ~~2B.1.68~~:** The Flagler County will provide for the coordination of transportation plans and programs with the Florida Department of Transportation (FDOT), municipalities, adjacent local governments, and other state agencies by creating a forum for communicating plans and programs with these entities.

**Policy ~~2B.1.68.1~~:** Flagler County will continue to provide representation on and lead the County Transportation Technical Review Committee. The committee is comprised of County staff, Florida Department of Transportation (FDOT) representatives, and municipal representatives.

**Policy 2B.168.2:** Flagler County shall coordinate with the Florida Department of Transportation (FDOT) and the cities of Palm Coast, Flagler Beach, Bunnell, Beverly Beach, and Marineland to prevent state and county maintained roadways from becoming constrained or backlogged roadway facilities.

**Policy B.1.8.3:** Flagler County will support the implementation of seamless and safe multimodal facilities and services in the transportation network by coordinating across agencies and integrating planned transit, pedestrian and bicycle facilities with roadway widening projects, intersection improvements, and resurfacing projects. Multimodal facilities and services will improve transportation choices, provide for underserved populations, reduce congestion, and reduce per capita greenhouse gas emissions. Facilities may include marked crosswalks, intersection improvements to enhance pedestrian safety, wider sidewalks, multi-use trails, bicycle lanes, and secure bicycle parking.

**Objective 3B.1.9:** Flagler County ~~L~~and dDevelopment ~~r~~Regulations (LDRs) will be enforced with regard to landscaping and sign regulations for all ~~properties located adjacent to the County's transportation system~~ and adjacent properties.

**Policy 3B.1.9.1:** All new developments and additions to existing development shall make provisions for safe and convenient internal traffic flow and demonstrate adequate off-street parking facilities for motorized and non-motorized vehicles prior to the issuance of a development order.

**Policy B.1.9.2:** Flagler County shall include standards in the Land Development Regulations that requires new development to install xeric and native landscape material adjacent to public rights-of-way in order to minimize the use of water and energy, reduce the localized heat island effect of the development and roadways, and sequester carbon.

**Policy B.1.9.3:** Flagler County will include landscape plans in roadway improvement projects and require that landscape plans in new development protect or complement the rural tree canopy adjacent to roadways and add to the urban tree canopy adjacent to and within right-of-ways.

**Objective ~~3B.21.10:~~** The Flagler County will promote the use of bicycles and walking by providing adequate facilities for pedestrians and bicyclists.

**Policy B.1.10.1:** By 2013, Flagler County will develop an integrated County-wide Pedestrian, Bicycle, and Multi-Use Trail Master Plan that is coordinated with the plans of the incorporated municipalities within Flagler County and the surrounding counties. The plan will be implemented concurrent with land development and public roadway improvement projects.

**Policy ~~3B.21.10.2:~~** The Flagler County will require all new development to include the installation of bicycle and pedestrian ~~ways~~ facilities consistent with the ~~countywide bicycle/pedestrian master plan~~ Pedestrian, Bicycle, and Multi-Use Trail Master Plan and the Land Development Regulations (LDRs).

**Policy ~~3B.21.210.3:~~** The Flagler County will plan for and ~~provide~~ require that new development include bicycle and pedestrian ~~ways~~ facilities on specified segments of the ~~major~~ County's Major Roadway Network, within public and recreation facilities, and as connectors between residential areas and parks, schools, and major shopping areas.

**Policy ~~3B.21.310.4:~~** The Flagler County will review all proposed development for its accommodation of bicycle and pedestrian traffic needs and require that new development include the installation of bicycle and pedestrian ~~ways~~ facilities consistent with the ~~countywide bicycle/pedestrian master plan~~ Pedestrian, Bicycle, and Multi-Use Trail Master Plan and Land Development Regulations (LDRs).

**Policy 3B.21.410.5:** The Flagler County will require that new development include the installation of pedestrian ways facilities for access to future mass public transit terminals routes consistent with the countywide Pedestrian, Bicycle, and Multi-Use Trail Master Plan, Land Development Regulations (LDRs), bicycle/pedestrian master plan and the Park and Recreation Capital Improvement Program, and the Transit Development Plan (TDP).

**Objective 3B.1.311:** The Flagler County will prepare a detailed mass transit study to examine the economic and practical advantages of improved traffic movement via a countywide mass transit system when it is financially feasible and warranted by service demand evaluate the need for future fixed route transit service and prepare and update a Transit Development Plan (TDP) to document public transportation services that will be economically feasible and implemented when there is demand for the services and the County qualifies for federal transit funds.

**Policy 3B.31.11.1:** The Flagler County will consider the provision of mass transit service fixed route public transportation services when service demand and Federal financial subsidy produce economic feasibility.

**Policy 3B.31.11.2:** At such time fixed route public transportation services are demanded by the public and are economically feasible, Flagler County will establish a public transportation facility that supports future transit operations and maintenance. The County will seek federal funds and all other appropriate funds to assist in establishing such a facility.

**Policy B.1.11.3:** Flagler County will establish measures for the preservation of right-of-way to accommodate existing and planned transit services and stop locations in right-of-way protection policies.

**Policy B.1.11.4:** Flagler County will create provisions within the Land Development Regulations' (LDRs') site and building design standards that provide accessibility to public transportation for new development. The County will require future developments to plan for public transit facilities, including the provision of facilities such as covered shelters, bus bays, and park-and-ride lots, based on the overall size of the development and proximity to existing and planned transit routes. The additional impervious area required for the public transportation facilities shall not be included in the calculation for maximum impervious area, as required by the Flagler County Land Development Regulations.

**Policy B.1.11.5:** Flagler County will identify land use policies and transit incentives, mix of uses, and density requirements that promote the use of public transportation in fixed route corridors.

**Policy 3B.31.11.26:** ~~The provision of mass transit~~ Public transportation will be used to relieve conditions of traffic congestion and constrained roadway segments when warranted based on travel patterns.

**Policy 3B.31.11.37:** All providers of transportation services for the disadvantaged shall ensure compliance with the requirements of the Americans with Disabilities Act (ADA).

**Policy 3B.31.11.48:** Service provision for the transportation disadvantaged shall be monitored to ensure that this segment of the population has adequate mobility. The Flagler County shall ~~develop~~ maintain an annual monitoring program that evaluates the demand for transportation disadvantaged services.

**Objective B.1.12:** Flagler County shall coordinate its comprehensive planning process, including the 2010 Evaluation and Appraisal Report (EAR) based amendments and subsequent amendments, with the adopted Airport Master Plan for the Flagler County

Airport, the continuing Florida Aviation System Planning process, and the Florida Department of Transportation (FDOT) Adopted Five Year Work Program.

**Policy B.1.12.1:** Flagler County shall review the Airport Master Plan and aviation capital improvement projects for consistency with the Future Land Use, Transportation, Coastal Management, and Conservation Elements of the 2010-2035 Comprehensive Plan.

**Policy B.1.12.2:** All aviation capital improvement projects in Flagler County shall be consistent with the Florida Department of Transportation's Adopted Five Year Work Program, the Flagler County Capital Improvements Element, and other agency budgets.

**Policy B.1.12.3:** Flagler County shall ensure that aviation-related new development and expansions are coordinated with the continuing Florida Aviation System Planning Process through participation in the East Central Florida Metropolitan Region Subcommittee and any successor organization or agency.

**Policy B.1.12.4:** Flagler County shall minimize the impacts to environmentally sensitive land or resources caused by the expansion of existing airport facilities.

**Objective B.1.13:** Flagler County shall strive to ensure that the uses of land and development standards applied to properties surrounding the Flagler County Airport are compatible with the existing operations and potential future expansion of the Airport.

**Policy B.1.13.1:** On a continuing basis, Flagler County shall review its land use and development standards to ensure consistency and compatibility with the adopted Airport Master Plan.

**Policy B.1.13.2:** Flagler County shall coordinate with the City of Palm Coast and the City of Bunnell, as applicable, to ensure that each City's land uses and development standards are consistent and compatible with the adopted Airport Master Plan.

**Policy B.1.13.3:** Flagler County shall forward to the Airport Manager for review and comment any development proposals and special use permits that may impact aviation operations. The County shall request that the City of Palm Coast and the City of Bunnell, as applicable, also follow this procedure.

**Objective B.1.14:** Flagler County shall integrate access routes to airports and related facilities with other modes of surface transportation.

**Policy B.1.14.1:** Flagler County shall develop strategies to address intermodal terminals and access to airport and rail facilities.

**Policy B.1.14.2:** Flagler County shall coordinate the intermodal management of surface transportation within ports, airports, and related facilities.

**Policy B.1.14.3:** Flagler County shall coordinate the future needs of aviation and other related public transportation facilities with roadway and transit service improvements.

**Policy B.1.14.4:** Flagler County, in coordination with the City of Palm Coast, shall conduct a feasibility study for a new roadway connection into the south end of the Airport from Belle Terre Boulevard, with a possible extension to the east to connect to Seminole Woods Parkway.

**Objective B.1.15:** Flagler County shall assist the Airport in economic development initiatives.

**Policy B.1.15.1:** Flagler County shall strive to ensure that the development of the Airport and surrounding properties provide for sustainable and viable economic growth.

**Policy B.1.15.2:** Flagler County shall support capacity improvements to allow for an expansion of jet service.

**Policy B.1.15.3:** Flagler County shall support development of an industrial park within the Airport boundary and on County owned land adjacent to the Airport.

**Objective B.1.16:** Flagler County shall work with the Corridor Management Entity (CME) to preserve the State Road A1A River and Sea Trail Scenic Highway as an historic resource and protect its State designation as a Florida Scenic Highway and its national designation as one of America's Scenic Byways.

**Policy B.1.16.1:** Flagler County has designated the State Road A1A Corridor as a constrained facility from the Volusia County line to the St. Johns County line. This policy does not preclude transportation system management (TSM) measures, such as intersection improvements, additional turn-lanes or similar operational improvements.

**Policy B.1.16.2:** Flagler County shall require that all applications for development within the designated area of the Scenic Corridor Overlay District must adhere to Ordinance Number 2001-26 and Ordinance Number 2004-11 as incorporated into the County's Land Development Regulations (LDRs).

**Flagler County Transportation Element Map Series**

<b>Item</b>	<b>Page Number</b>
<u>List of Maps</u>	
Existing Transportation Map Series – Maps B.1 through B.10	
Map B.1: General Location	B-23
Map B.2: Roadway Jurisdiction	B-25
Map B.3: Roadway Functional Classification	B-27
Map B.4: Roadway Number of Lanes	B-29
Map B.5: FIHS, SIS, Rail and Airports	B-31
Map B.6: 2010 Level of Service	B-33
Map B.7: Existing Pedestrian/Bicycle Facilities	B-35
Map B.8: Nearest Public Use Airports	B-37
Map B.9: Airport Layout and Access	B-39
Map B.10: Emergency Evacuation Routes	B-41
Future Transportation Map Series – Maps B.11 through B.20	
Map B.11: 2015 Peak Hour Level of Service	B-45
Map B.12: 2035 Peak Hour Level of Service	B-47
Map B.13: 2035 Roadway Number of Lanes	B-49
Map B.14: 2035 Right of Way Needs Map	B-51
Map B.15: 2035 Pedestrian/Bicycle Facilities	B-53
Map B.16: Uses in Vicinity of Airport	B-55
Map B.17: Future Land Use Near Airport	B-57
Map B.18: Zoning Near Airport	B-59
Map B.19: Airport Property Map	B-61
Map B.20: Future Traffic Circulation Map	B-63

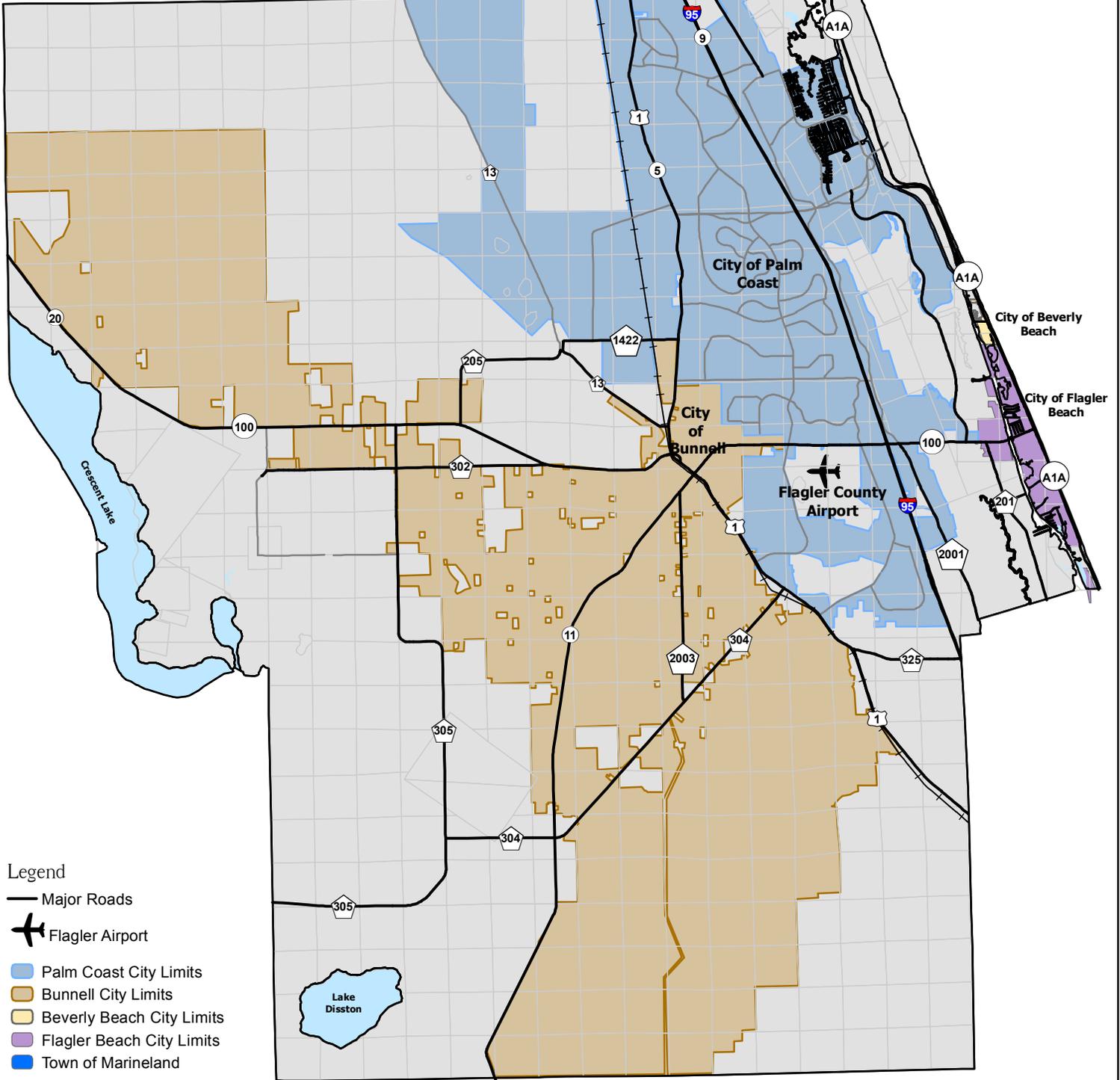
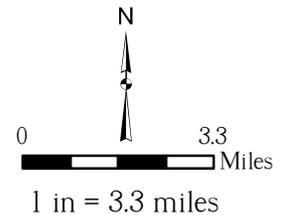
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**Existing Transportation Map Series**

**Maps B.1 through B.10**

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# Map B-1 General Location Map



## Legend

- Major Roads
- Flagler Airport
- Palm Coast City Limits
- Bunnell City Limits
- Beverly Beach City Limits
- Flagler Beach City Limits
- Town of Marineland



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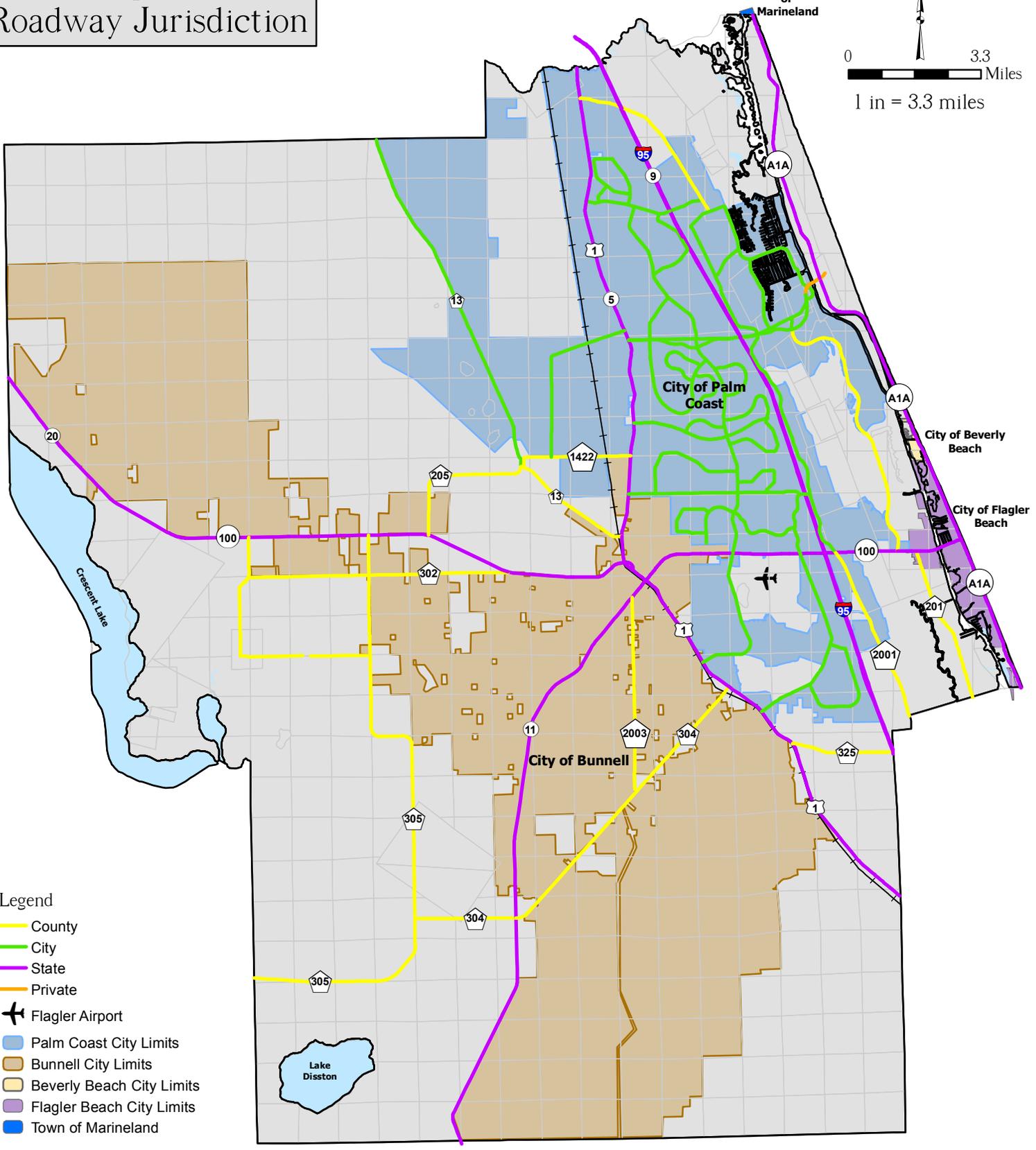
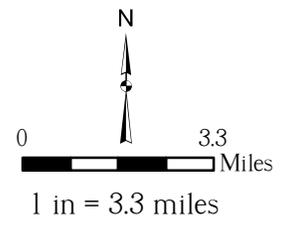
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# Map B-2 Roadway Jurisdiction



- Legend**
- County
  - City
  - State
  - Private
  - Flagler Airport
  - Palm Coast City Limits
  - Bunnell City Limits
  - Beverly Beach City Limits
  - Flagler Beach City Limits
  - Town of Marineland



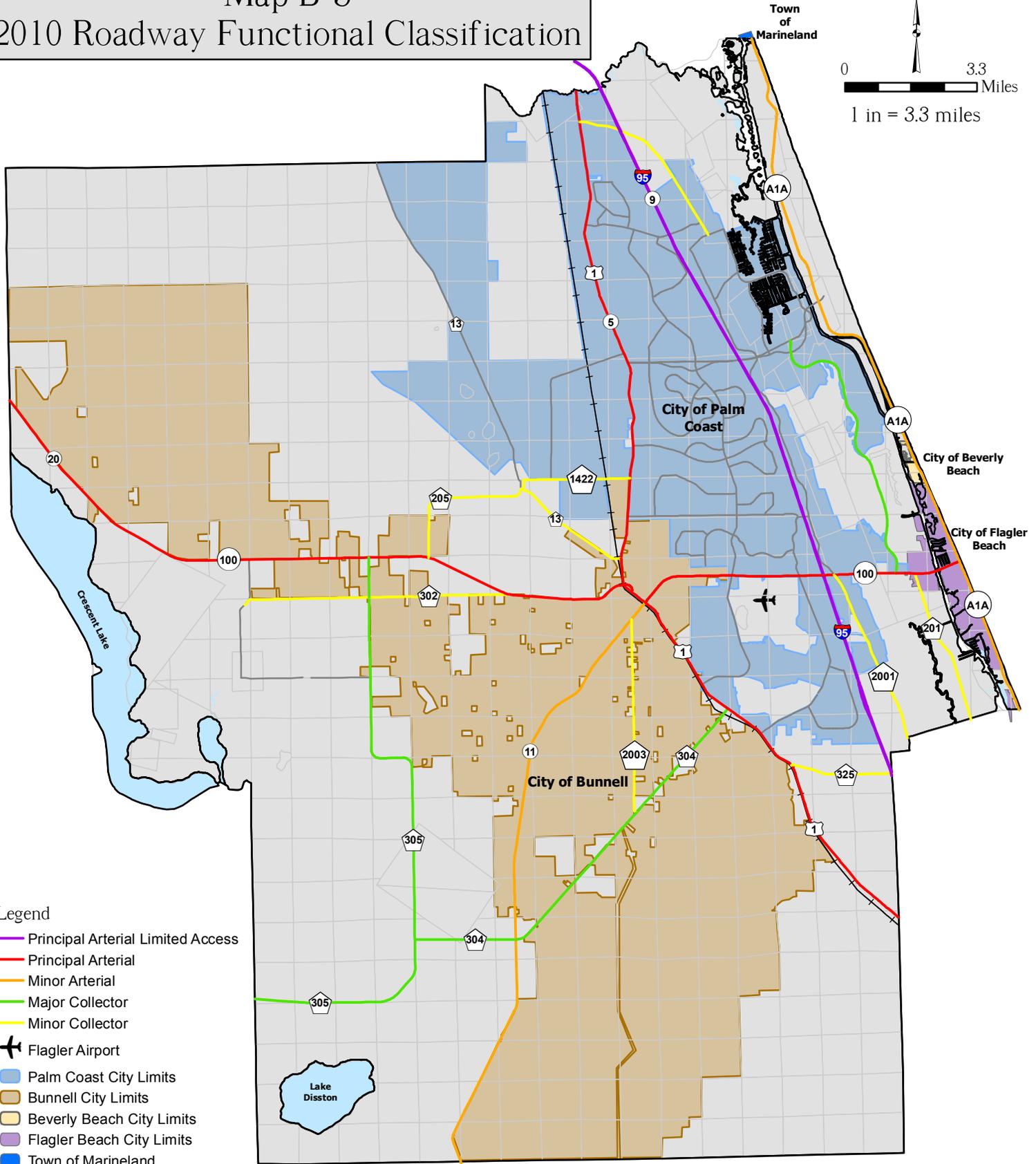
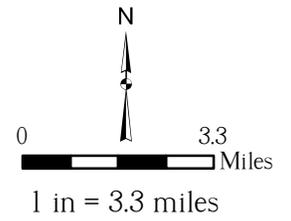
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# Map B-3 2010 Roadway Functional Classification



- Legend**
- Principal Arterial Limited Access
  - Principal Arterial
  - Minor Arterial
  - Major Collector
  - Minor Collector
  - Flagler Airport
  - Palm Coast City Limits
  - Bunnell City Limits
  - Beverly Beach City Limits
  - Flagler Beach City Limits
  - Town of Marineland

Sources: Florida Department of Transportation, 2010.  
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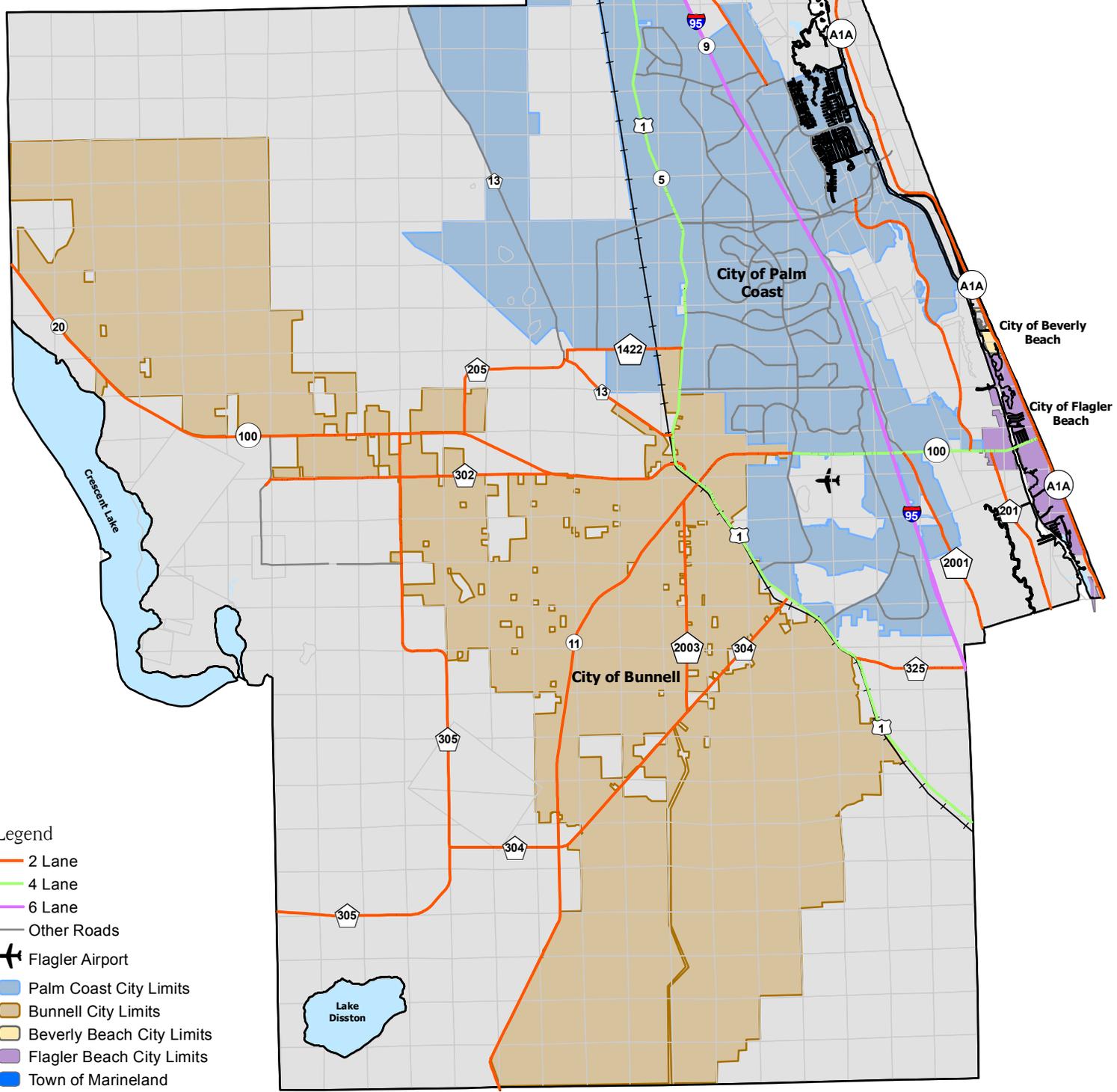
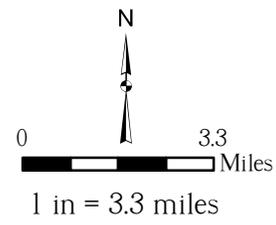
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# Map B-4 2010 Roadway Number of Lanes



- Legend**
- 2 Lane
  - 4 Lane
  - 6 Lane
  - Other Roads
  - Flagler Airport
  - Palm Coast City Limits
  - Bunnell City Limits
  - Beverly Beach City Limits
  - Flagler Beach City Limits
  - Town of Marineland



## Flagler County Comprehensive Plan 2010-2035 Transportation Element

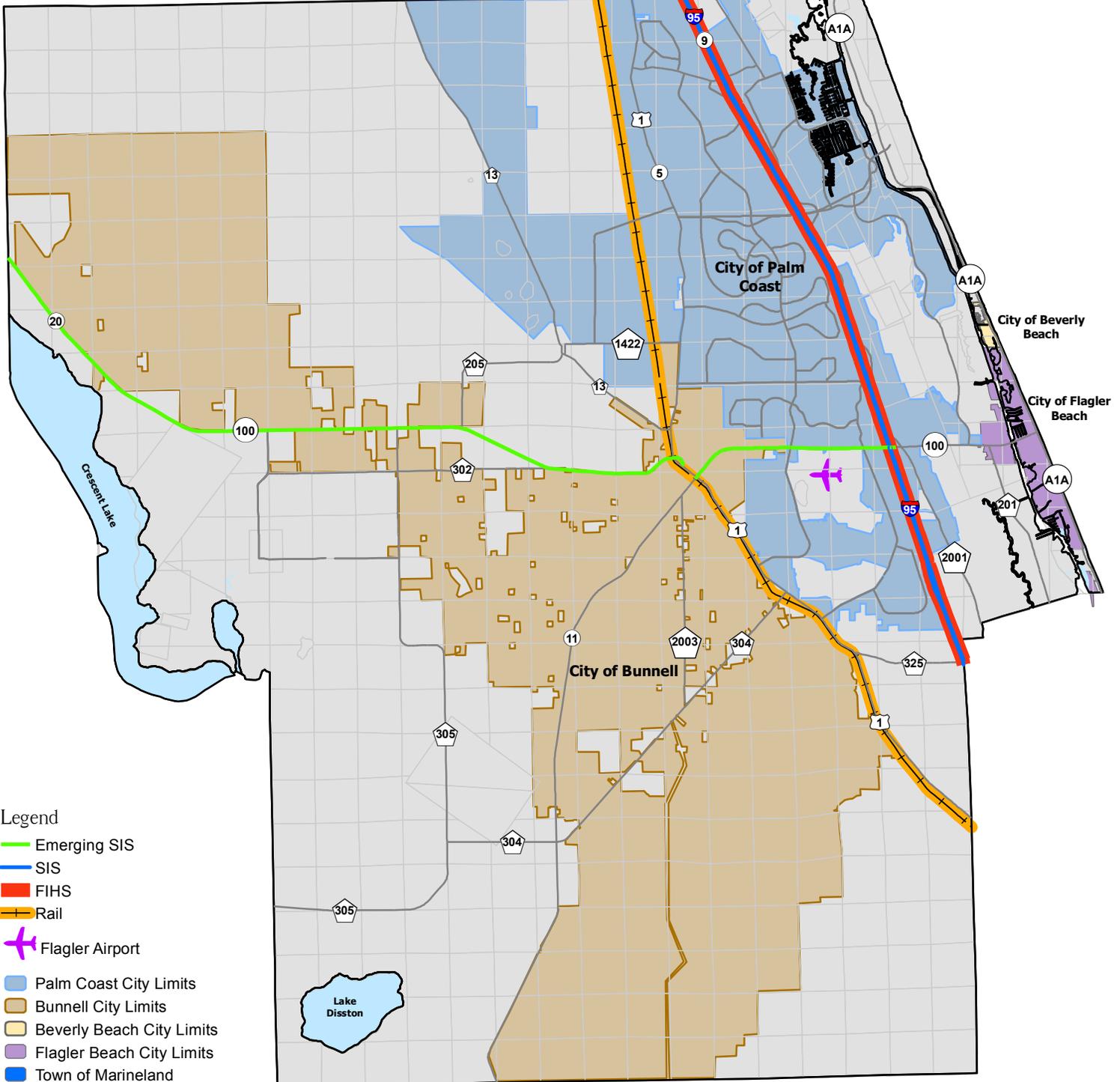
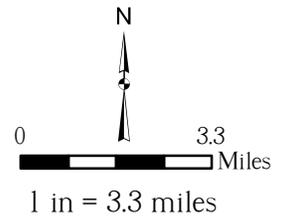


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# Map B-5 FIHS, SIS, Rail and Airports

Town of  
Marineland



## Legend

- Emerging SIS
- SIS
- FIHS
- Rail
- Flagler Airport
- Palm Coast City Limits
- Bunnell City Limits
- Beverly Beach City Limits
- Flagler Beach City Limits
- Town of Marineland

Sources: Florida Department of Transportation, 2010.



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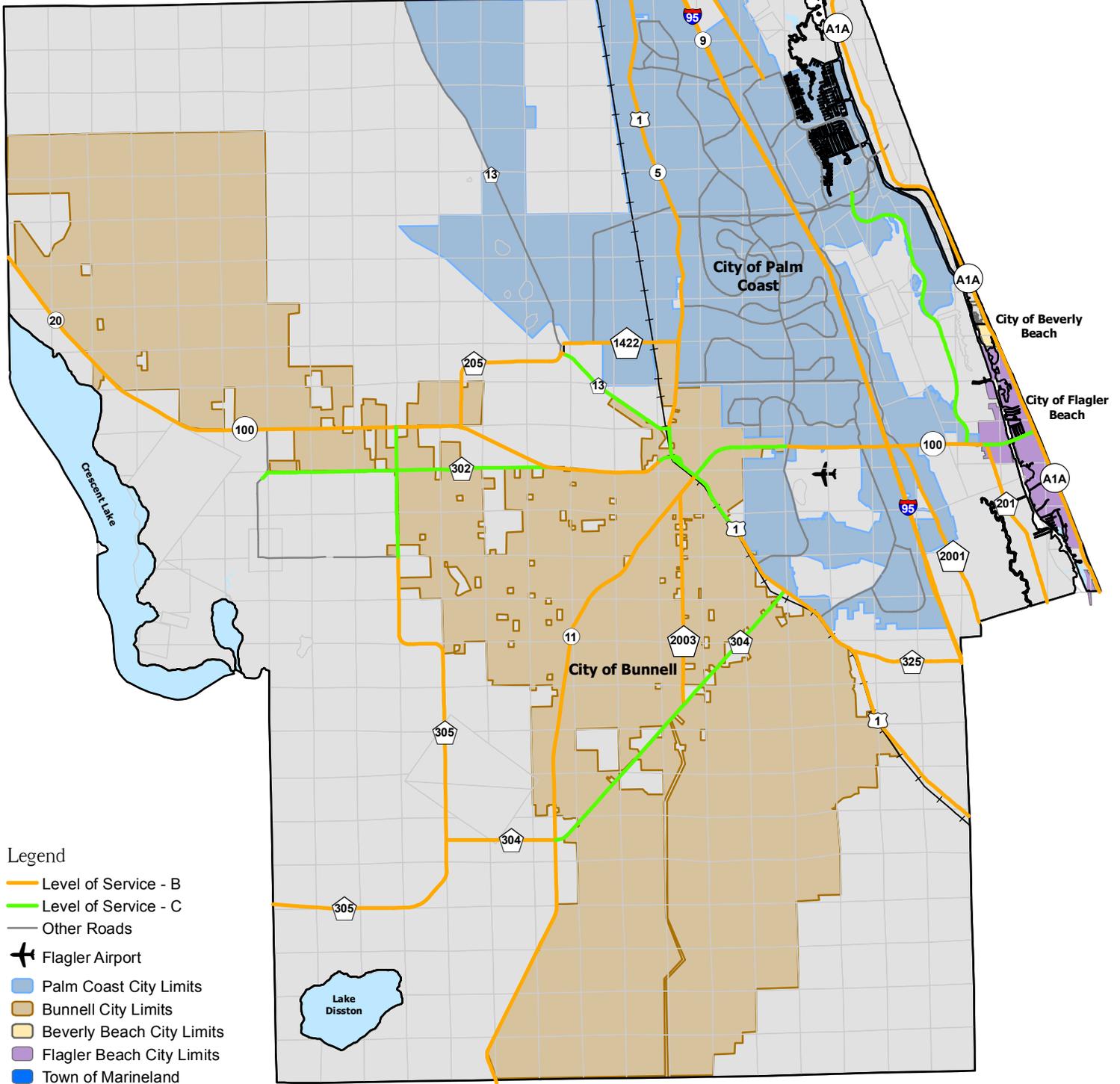
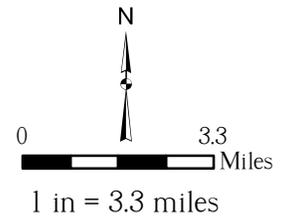
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# Map B-6 2010 Level of Service



### Legend

- Level of Service - B
- Level of Service - C
- Other Roads
- Flagler Airport
- Palm Coast City Limits
- Bunnell City Limits
- Beverly Beach City Limits
- Flagler Beach City Limits
- Town of Marineland

Sources: Florida Department of Transportation, 2010.  
England-Thims & Miller, Inc., 2010



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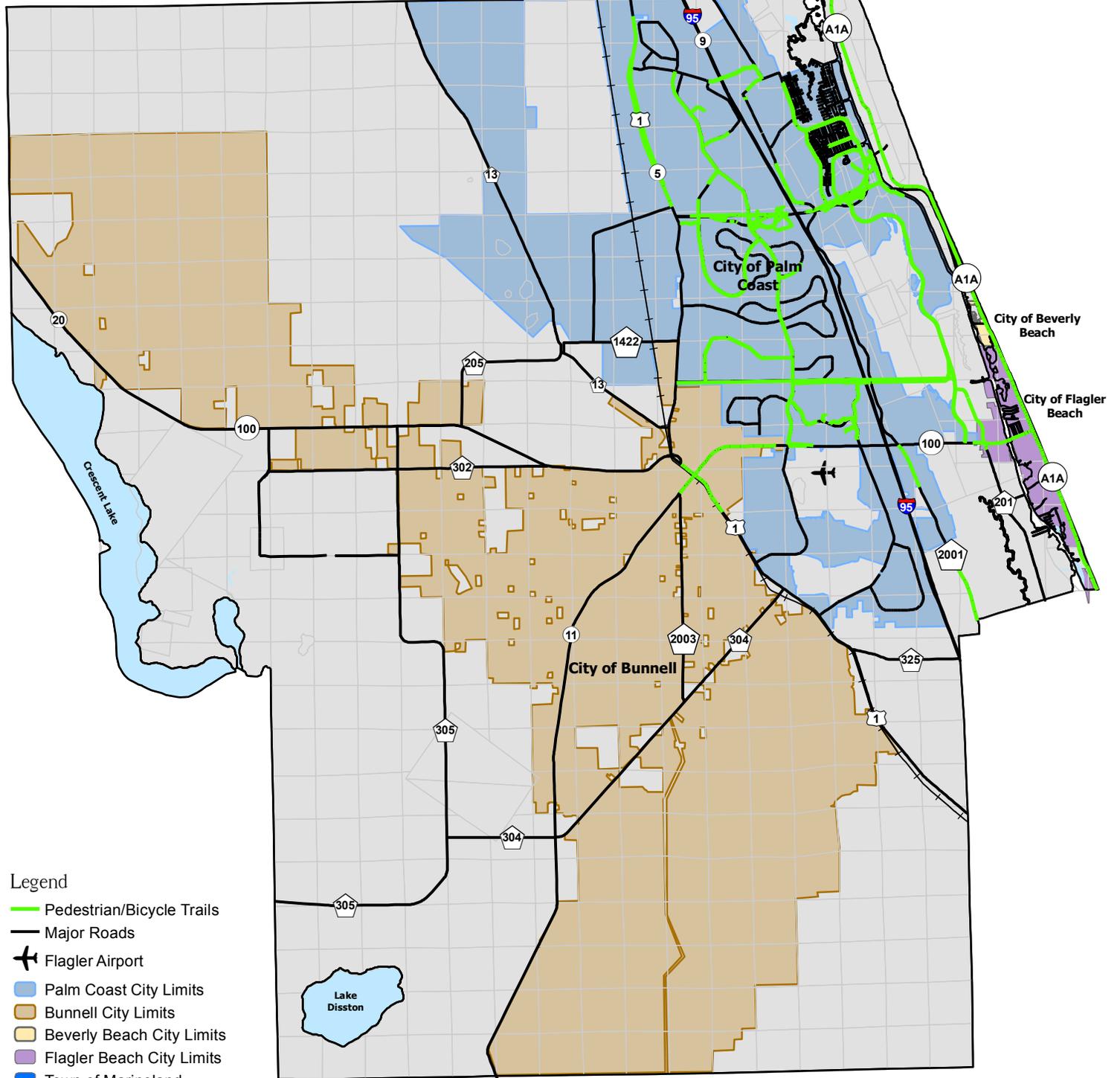
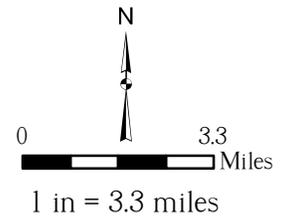


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# Map B-7

## Existing Pedestrian/Bicycle Facilities



### Legend

-  Pedestrian/Bicycle Trails
-  Major Roads
-  Flagler Airport
-  Palm Coast City Limits
-  Bunnell City Limits
-  Beverly Beach City Limits
-  Flagler Beach City Limits
-  Town of Marineland

Sources: City of Palm Coast 2035 Comprehensive Plan  
England-Thims & Miller, Inc., 2010



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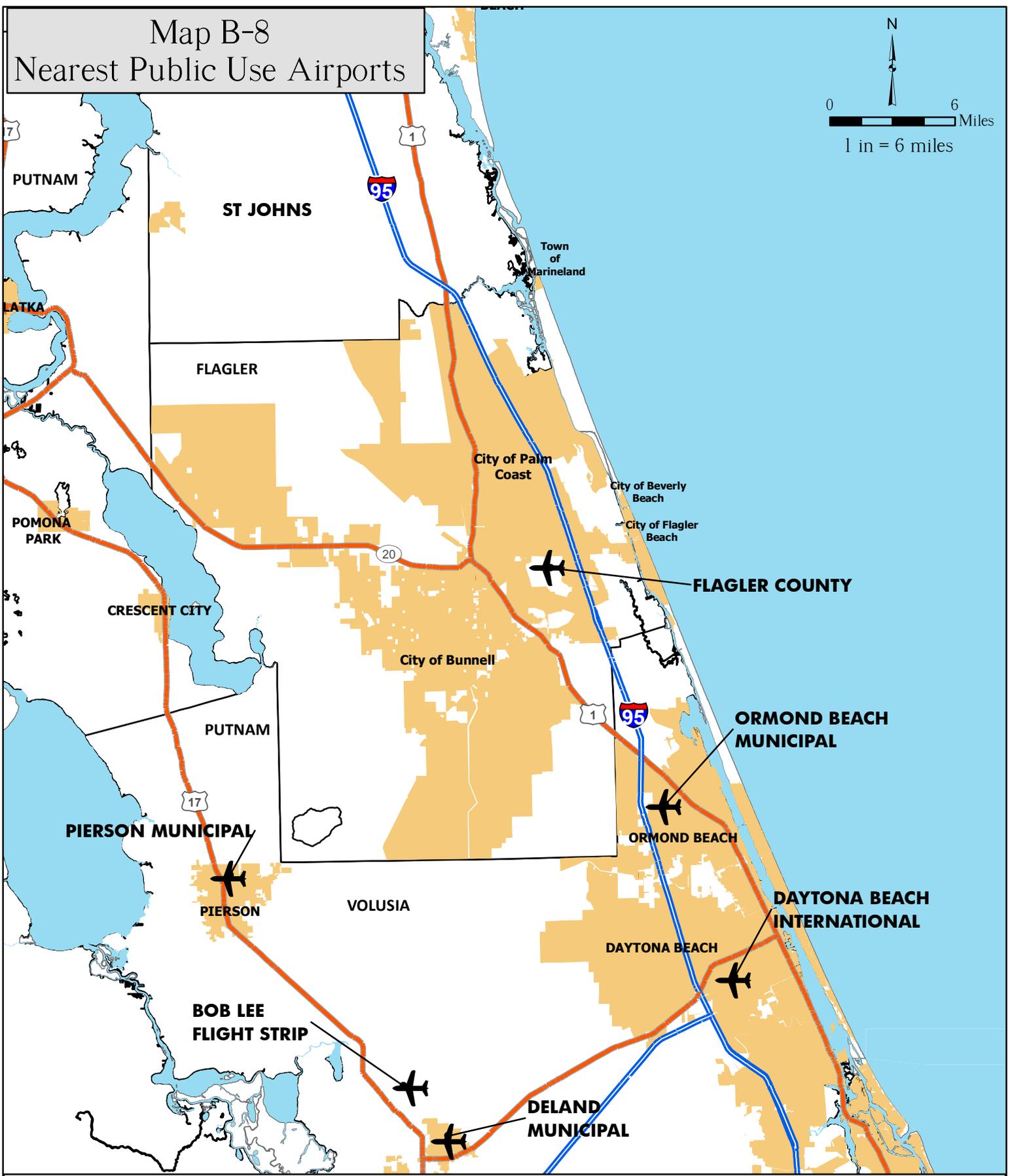
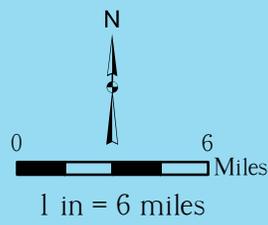
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# Map B-8 Nearest Public Use Airports



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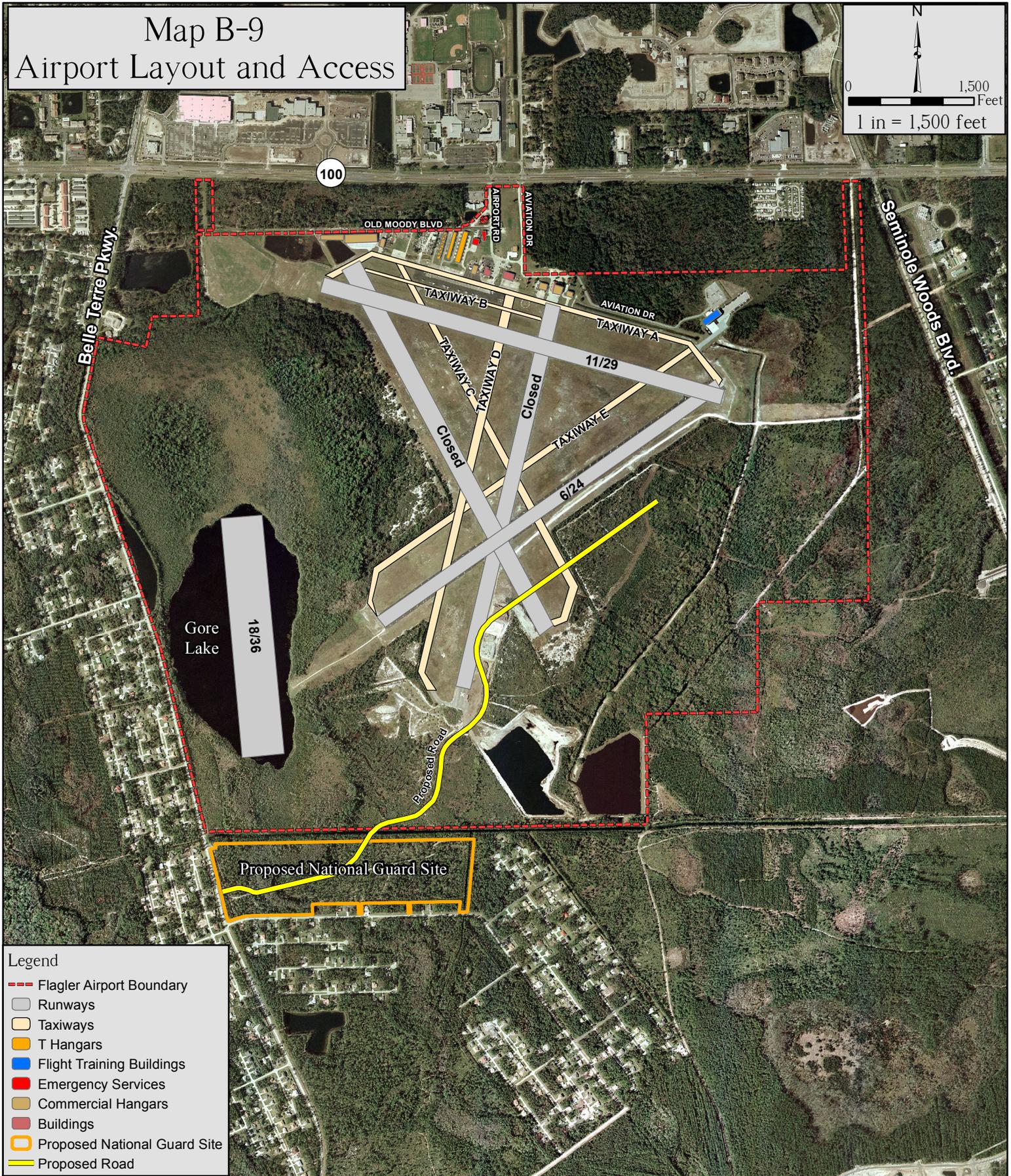
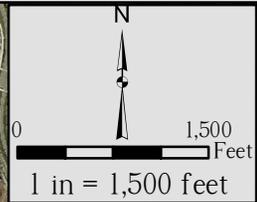


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# Map B-9 Airport Layout and Access



### Legend

- - - Flagler Airport Boundary
- Runways
- Taxiways
- T Hangars
- Flight Training Buildings
- Emergency Services
- Commercial Hangars
- Buildings
- Proposed National Guard Site
- Proposed Road



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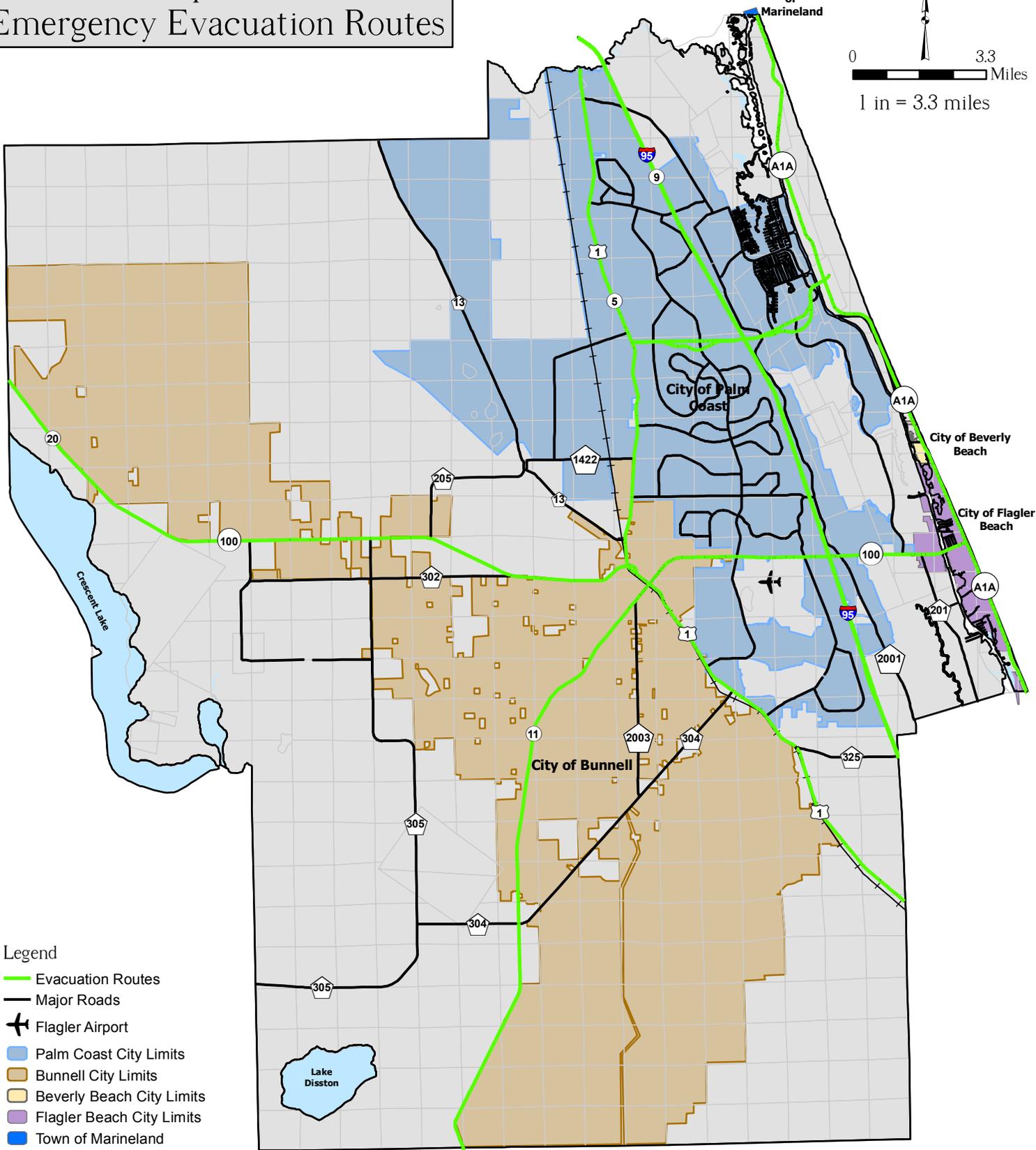
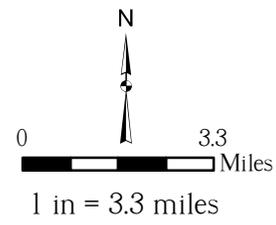
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# Map B-10 Emergency Evacuation Routes



- Legend**
- Evacuation Routes
  - Major Roads
  - Flagler Airport
  - Palm Coast City Limits
  - Bunnell City Limits
  - Beverly Beach City Limits
  - Flagler Beach City Limits
  - Town of Marineland

Sources: Florida Division of Emergency Management, 2010



## Flagler County Comprehensive Plan 2010-2035 Transportation Element



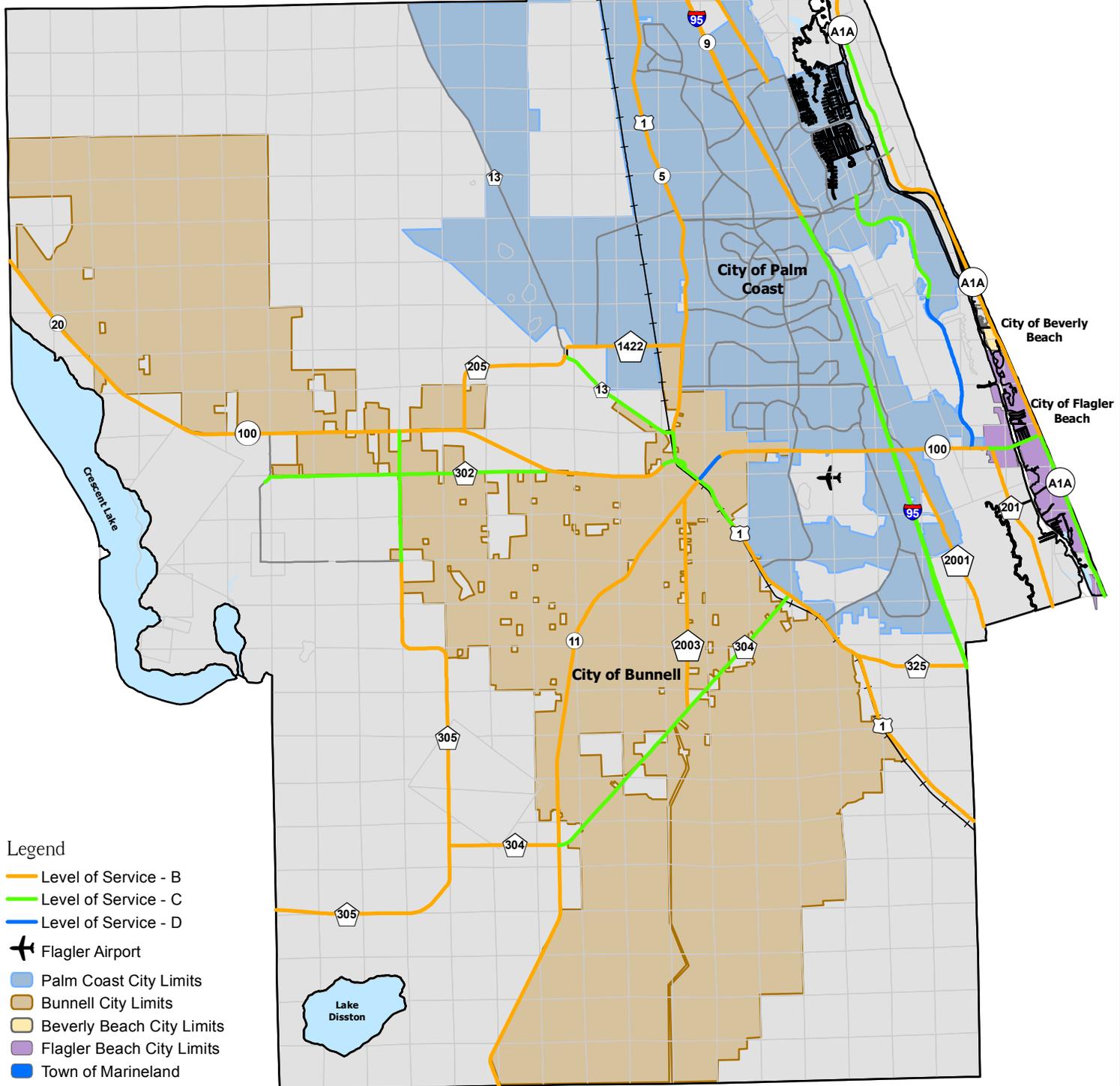
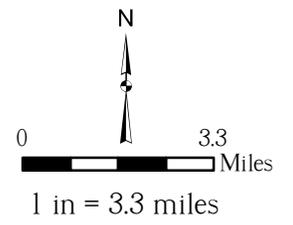
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**Future Transportation Map Series**  
**Maps B.11 through B.20**

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# Map B-11 2015 Peak Hour Level of Service



- Legend**
- Level of Service - B
  - Level of Service - C
  - Level of Service - D
  - Flagler Airport
  - Palm Coast City Limits
  - Bunnell City Limits
  - Beverly Beach City Limits
  - Flagler Beach City Limits
  - Town of Marineland

Sources: Florida Department of Transportation, 2010.  
England-Thims & Miller, Inc., 2010



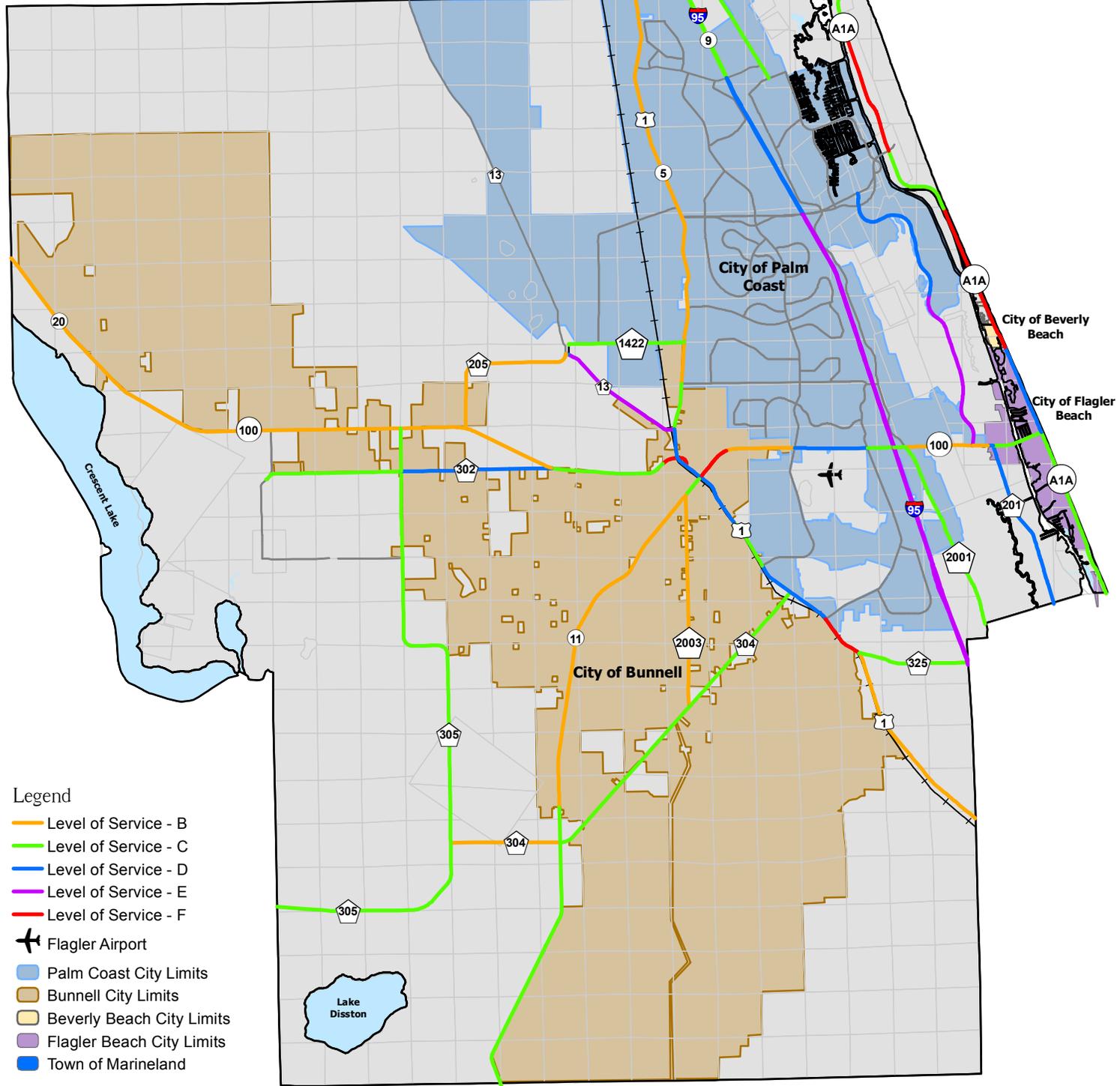
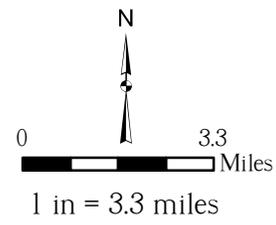
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# Map B-12 2035 Peak Hour Level of Service



- Legend**
- Level of Service - B
  - Level of Service - C
  - Level of Service - D
  - Level of Service - E
  - Level of Service - F
  - Flagler Airport
  - Palm Coast City Limits
  - Bunnell City Limits
  - Beverly Beach City Limits
  - Flagler Beach City Limits
  - Town of Marineland

Sources: Florida Department of Transportation, 2010.  
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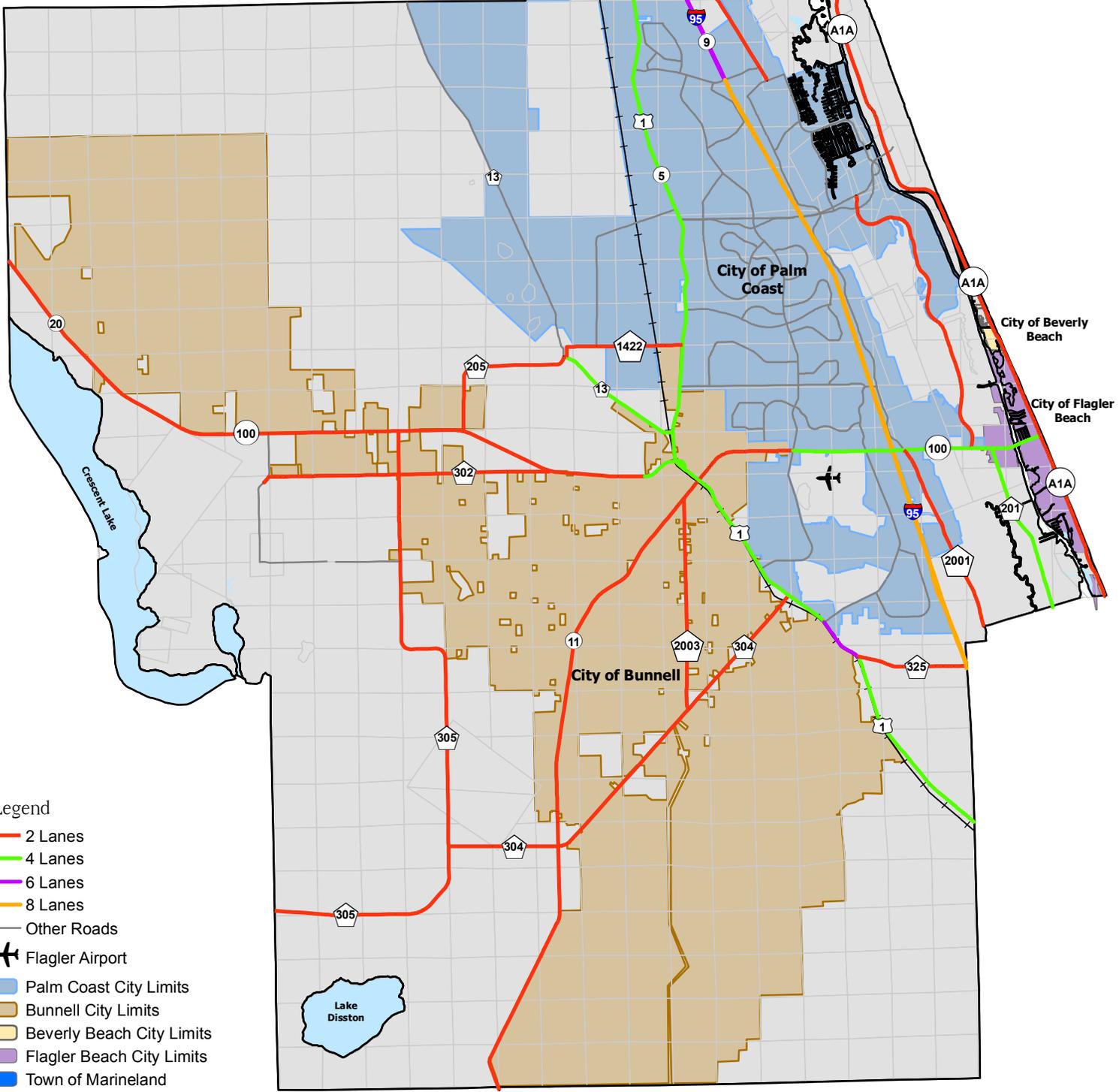
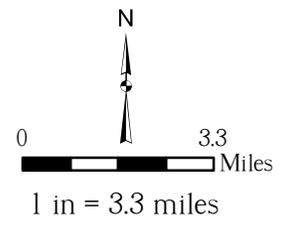


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# Map B-13 2035 Roadway Number of Lanes



- Legend**
- 2 Lanes
  - 4 Lanes
  - 6 Lanes
  - 8 Lanes
  - Other Roads
  - ✈ Flagler Airport
  - Palm Coast City Limits
  - Bunnell City Limits
  - Beverly Beach City Limits
  - Flagler Beach City Limits
  - Town of Marineland



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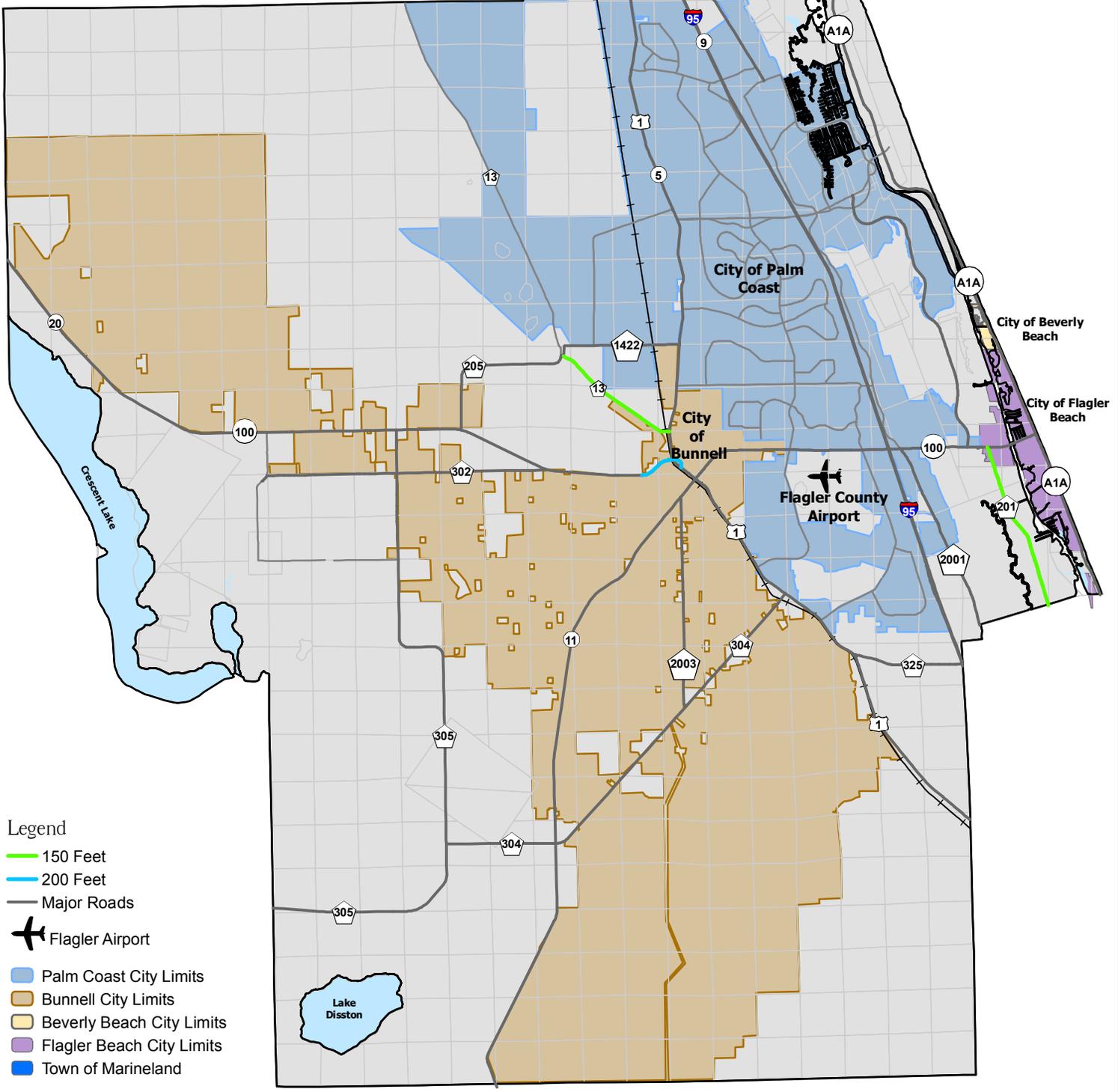
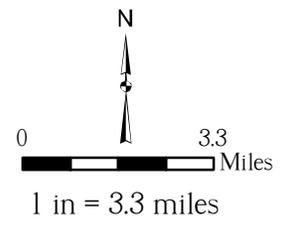


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# Map B-14 2035 Right of Way Needs Map



- Legend**
- 150 Feet
  - 200 Feet
  - Major Roads
  - Flagler Airport
  - Palm Coast City Limits
  - Bunnell City Limits
  - Beverly Beach City Limits
  - Flagler Beach City Limits
  - Town of Marineland



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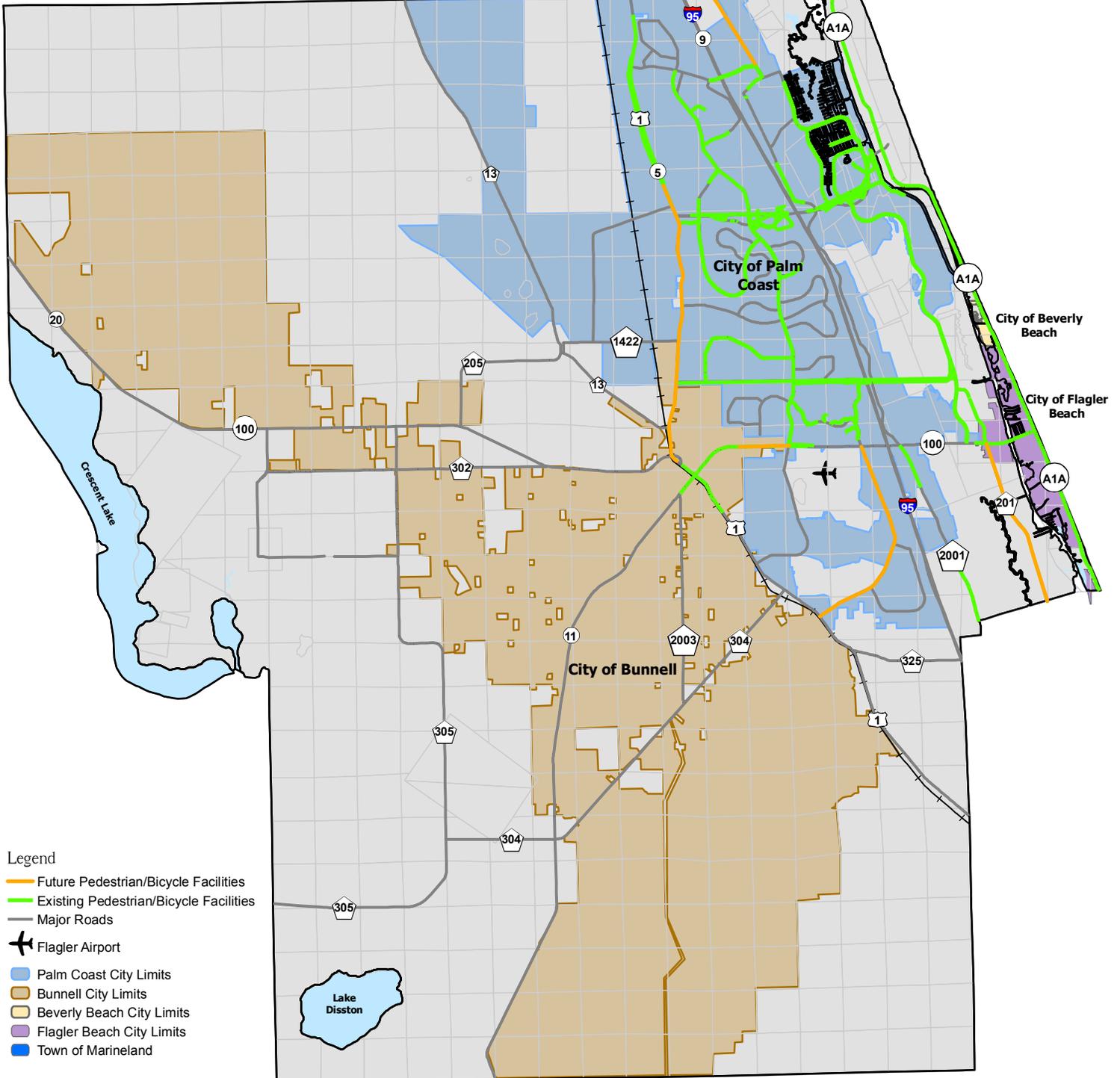
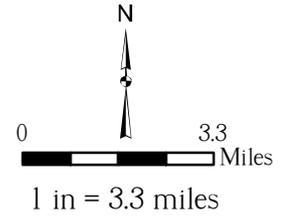
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# Map B-15 2035 Pedestrian/Bicycle Facilities



- Legend**
- Future Pedestrian/Bicycle Facilities
  - Existing Pedestrian/Bicycle Facilities
  - Major Roads
  - Flagler Airport
  - Palm Coast City Limits
  - Bunnell City Limits
  - Beverly Beach City Limits
  - Flagler Beach City Limits
  - Town of Marineland

Sources: City of Palm Coast 2035 Comprehensive Plan  
England-Thims & Miller, Inc., 2010



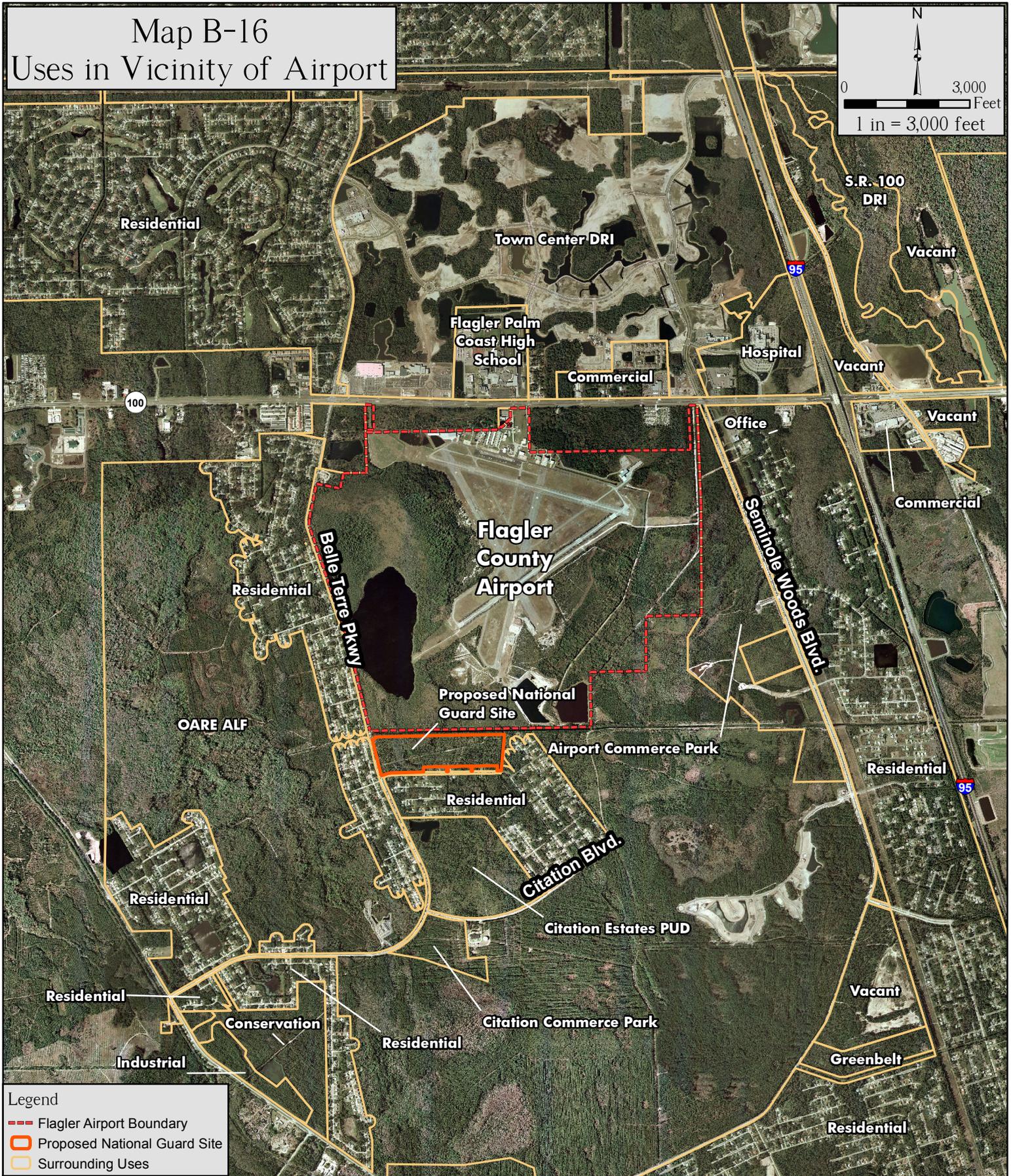
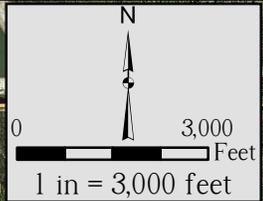
## Flagler County Comprehensive Plan 2010-2035 Transportation Element



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# Map B-16 Uses in Vicinity of Airport



- Legend**
- Flagler Airport Boundary
  - Proposed National Guard Site
  - Surrounding Uses



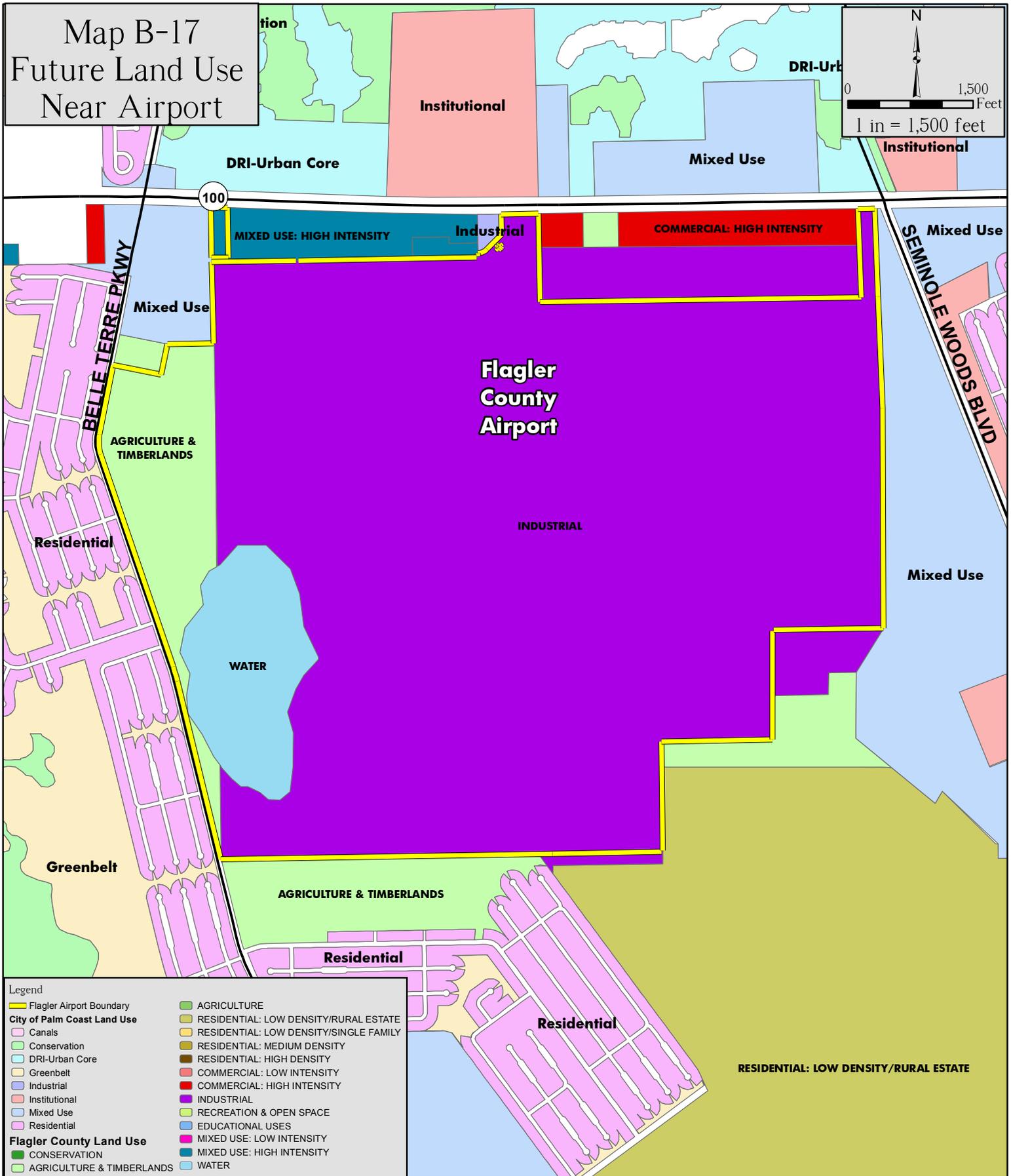
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# Map B-17 Future Land Use Near Airport



RENAISSANCE  
PLANNING  
GROUP



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## Flagler County Comprehensive Plan 2010-2035 Transportation Element

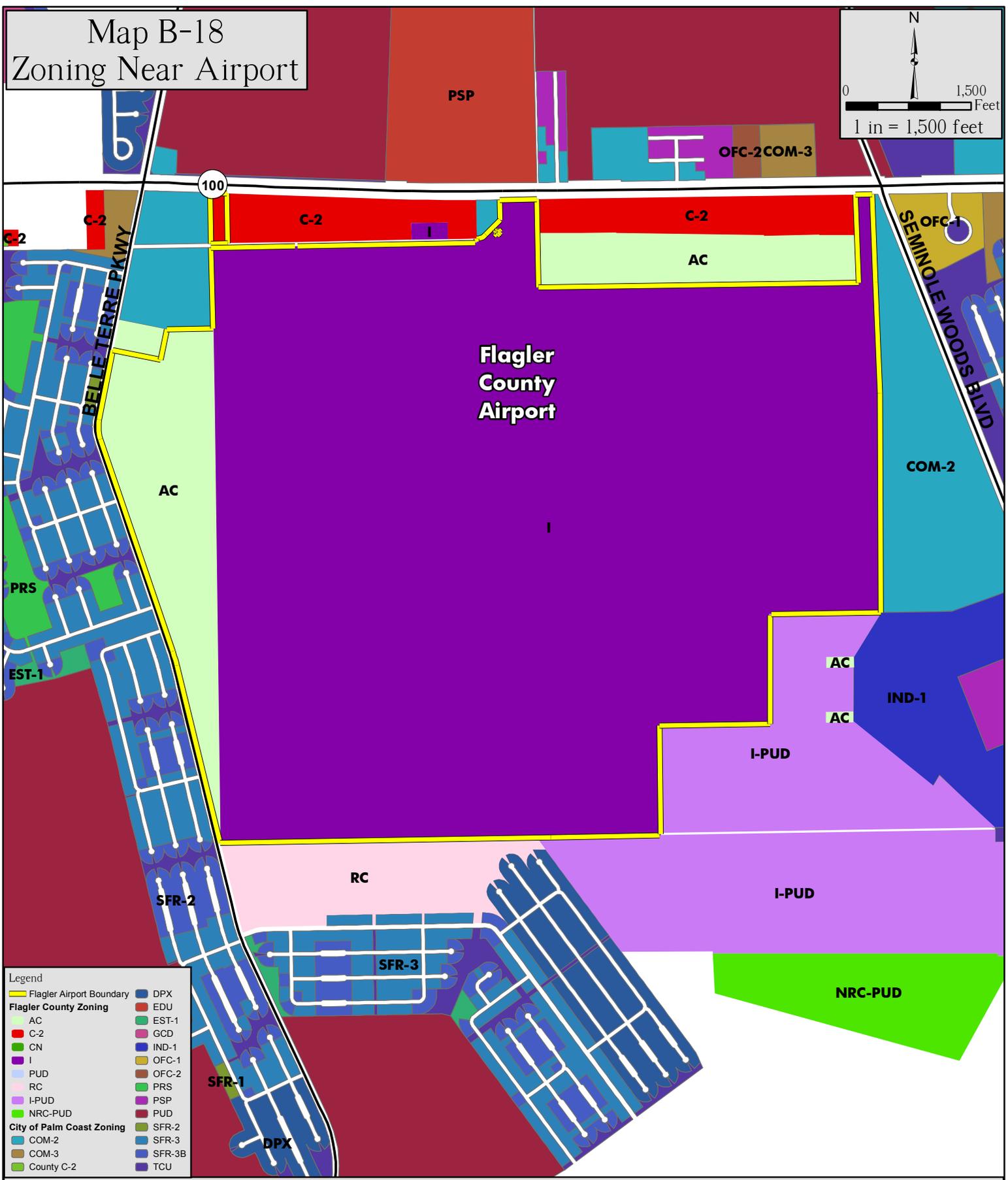
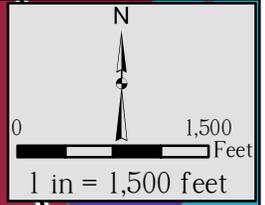


FLAGLER  
COUNTY  
FLORIDA

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# Map B-18 Zoning Near Airport



- Legend**
- Flagler Airport Boundary
  - Flagler County Zoning**
  - AC
  - C-2
  - CN
  - I
  - PUD
  - RC
  - I-PUD
  - NRC-PUD
  - City of Palm Coast Zoning**
  - COM-2
  - COM-3
  - County C-2
  - DPX
  - EDU
  - EST-1
  - GCD
  - IND-1
  - OFC-1
  - OFC-2
  - PRS
  - PSP
  - PUD
  - SFR-2
  - SFR-3
  - SFR-3B
  - TCU



**RENAISSANCE  
PLANNING  
GROUP**



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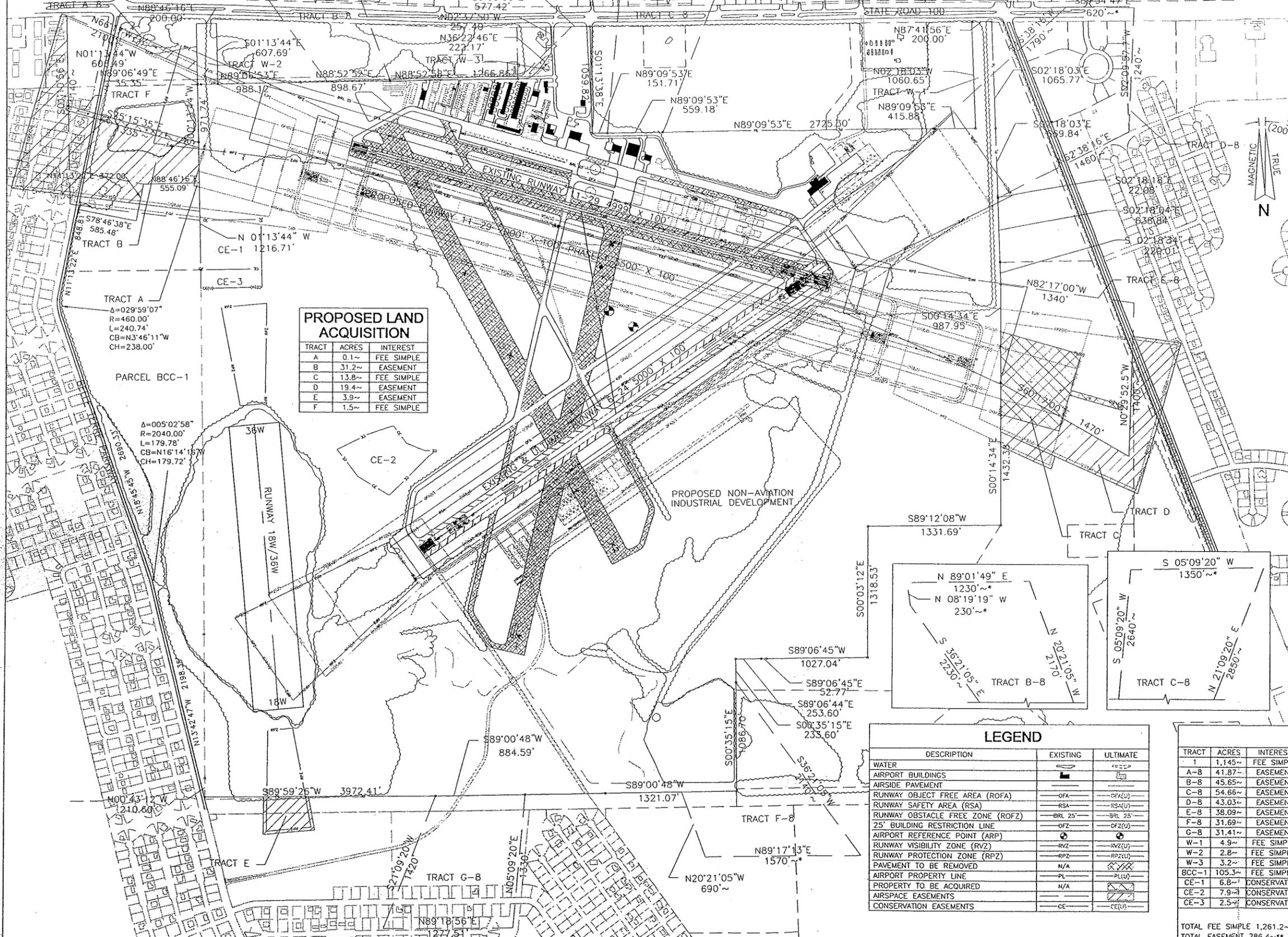
## Flagler County Comprehensive Plan 2010-2035 Transportation Element



**FLAGLER COUNTY  
FLORIDA**

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- ### NOTES
- EASEMENT RIGHTS:
    - THE CONTINUING RIGHT TO CLEAR, CUT REMOVE AND TAKE TITLE TO ANY AND ALL TIMBER, STUMPS, BRUSH, BUILDINGS AND OTHER AERIAL OBSTRUCTIONS, NATURAL OR ARTIFICIAL, EXTENDING INTO OR ABOVE THE GROUND LEVEL, LOCATED IN THOSE PORTIONS OF THE LANDS WHICH LIE WITHIN 1,000 FEET FROM THE OUTER END OF THE NOW EXISTING RUNWAYS CONSTRUCTED ON THE ADJACENT BUNNELL AUXILIARY AIRFIELD.
    - THE CONTINUING RIGHT TO CLEAR, CUT REMOVE AND TAKE TITLE TO ANY AND ALL TIMBER, STUMPS, BRUSH, BUILDINGS AND OTHER AERIAL OBSTRUCTIONS EXTENDING INTO OR ABOVE A GLIDE ANGLE PLANE OF 1 ON 40 ( ONE FEET VERTICALLY FOR EVERY FORTY FEET HORIZONTALLY) LOCATED IN THOSE PORTIONS OF THE LANDS WHICH LIE BEYOND 1,000 FEET FROM THE OUTER END OF THE NOW EXISTING RUNWAYS CONSTRUCTED ON THE ADJACENT BUNNELL AUXILIARY AIRFIELD. THE PROJECTION OF SAID GLIDE ANGLE PLANE HAS A POINT OF BEGINNING STARTING AT THE OUTER END OF SAID RUNWAYS, THUS CREATING AN INITIAL PERMISSIVE HEIGHT OF 25 FEET FOR OBSTRUCTIONS AT A POINT 1,000 FEET DISTANT FROM THE OUTER END OF EACH RUNWAY.
  - SOURCE: UNITED STATES OF AMERICA VS. 286.4 ACRES OF LAND MORE OR LESS IN FLAGLER COUNTY, FLORIDA, G.F.C. ALLEN, ET AL NO. 799-J-CIVIL, NOV. 21, 1946.
  - EASEMENT LEGAL DESCRIPTIONS FROM DRAWING #319,417 RELATING TO CIVIL CASE NO.799-J-CIVIL.
  - BOUNDARY INFORMATION SOURCE, IIT COMMUNITY CORP. MAP PREPARED BY PHILLIPS, WINE AND PHILLIPS INC. SURVEYORS, CONSULTING ENGINEERS, DATED NOV. 29, 1972
  - SOURCE: DEPARTMENT OF COMMERCE, CIVIL AERONAUTICS ADMINISTRATION IIT COMMUNITY DEVELOPMENT
  - \* NO METES INFORMATION GIVEN IN LEGAL DOCUMENTS ONLY DISTANCES NOTED.

### PROPOSED LAND ACQUISITION

TRACT	ACRES	INTEREST
A	0.1~	FEE SIMPLE
B	31.2~	EASEMENT
C	13.8~	FEE SIMPLE
D	19.4~	EASEMENT
E	3.9~	EASEMENT
F	1.5~	FEE SIMPLE

### LEGAL DESCRIPTION

A PARCEL OF LAND LYING AND BEING SITUATED IN FLAGLER COUNTY, FLORIDA, BEING PORTIONS OF SECTIONS 7, 8, 17 AND 18, TOWNSHIP 12 SOUTH, RANGE 31 EAST, TALLAHASSEE MERIDIAN, FLORIDA, CONTAINING 1145 ACRES, MORE OR LESS, AND BEING PARTICULARLY DESCRIBED AS FOLLOWS:

THE EAST HALF (E 1/2) OF THE SOUTHWEST QUARTER (SW 1/4) OF SECTION 7, TOWNSHIP 12 SOUTH, RANGE 31 EAST, SOUTH OF THE SOUTHERLY RIGHT-OF-WAY LINE OF FLORIDA STATE ROAD 72.

THE SOUTHEAST QUARTER (SE 1/4) OF SECTION 7, TOWNSHIP 12 SOUTH, RANGE 31 EAST, SOUTH OF THE SOUTHERLY RIGHT-OF-WAY LINE OF FLORIDA STATE ROAD 72.

THE SOUTH HALF (S 1/2) OF THE SOUTHWEST QUARTER (SW 1/4) AND THE SOUTHWEST QUARTER (SW 1/4) OF THE SOUTHEAST QUARTER (SE 1/4) OF SECTION 8, TOWNSHIP 12 SOUTH, RANGE 31 EAST.

THE WEST HALF (W 1/2) OF THE NORTHEAST QUARTER (NE 1/4); ALL OF THE NORTHWEST QUARTER (NW 1/4); THE NORTH HALF (N 1/2) OF THE SOUTHWEST QUARTER (SW 1/4) AND THE SOUTHWEST QUARTER (SW 1/4) OF THE SOUTH-WEST QUARTER (SW 1/4) OF SECTION 17, TOWNSHIP 12 SOUTH, RANGE 31 EAST.

ALL OF THE NORTHEAST QUARTER (NE 1/4); THE EAST HALF (E 1/2) OF THE NORTHWEST QUARTER (NW 1/4); AND ALL OF THE SOUTHEAST QUARTER (SE 1/4) OF SECTION 18, TOWNSHIP 1 SOUTH, RANGE 31 EAST.

AS DELINEATED ON THAT CERTAIN MAP ENTITLED "U.S. NAVAL AIR STATION, JACKSONVILLE, FLORIDA, MAP OF LANDS TO BE ACQUIRED FOR BULOW FIELD, FLAGLER COUNTY, FLORIDA", NAS DRAWING NO. 53-1-1 APPROVED MARCH 9, 1942.

### LEGEND

DESCRIPTION	EXISTING	ULTIMATE
WATER		
AIRPORT BUILDINGS		
AIRSIDE PAVEMENT		
RUNWAY OBJECT FREE AREA (ROFA)	— OFA —	— OFZ(L) —
RUNWAY SAFETY AREA (RSA)	— RSA —	— RSA(L) —
RUNWAY OBSTACLE FREE ZONE (ROFZ)	— BRZ 25' —	— BRZ 25' —
25' BUILDING RESTRICTION LINE	— OFZ —	— OFZ(L) —
AIRPORT REFERENCE POINT (ARP)		
RUNWAY VISIBILITY ZONE (RVZ)	— RVZ —	— RVZ(L) —
RUNWAY PROTECTION ZONE (RPZ)	— RPZ —	— RPZ(L) —
PAVEMENT TO BE REMOVED	N/A	
AIRPORT PROPERTY LINE	— PL —	— PL(L) —
PROPERTY TO BE ACQUIRED	N/A	
AIRSPACE EASEMENTS	— H/A —	
CONSERVATION EASEMENTS	— CE —	— CE(L) —

### PROPERTY DATA

TRACT	ACRES	INTEREST	ACQUIRED FROM/GRANTED TO	DATE	FED. GRANT #
1	1,145~	FEE SIMPLE	WAR ASSETS ADMINISTRATION**	APRIL 21, 1947	N/A
A-8	41.87~	EASEMENT	WAR ASSETS ADMINISTRATION**	APRIL 21, 1947	N/A
B-8	45.65~	EASEMENT	WAR ASSETS ADMINISTRATION**	APRIL 21, 1947	N/A
C-8	54.66~	EASEMENT	WAR ASSETS ADMINISTRATION**	APRIL 21, 1947	N/A
D-8	43.03~	EASEMENT	WAR ASSETS ADMINISTRATION**	APRIL 21, 1947	N/A
E-8	38.09~	EASEMENT	WAR ASSETS ADMINISTRATION**	APRIL 21, 1947	N/A
F-8	31.69~	EASEMENT	WAR ASSETS ADMINISTRATION**	APRIL 21, 1947	N/A
G-8	31.41~	EASEMENT	WAR ASSETS ADMINISTRATION**	APRIL 21, 1947	N/A
W-1	4.9~	FEE SIMPLE	WADSWORTH LAND CO.	OCT. 7, 1970	N/A
W-2	2.8~	FEE SIMPLE	WADSWORTH LAND CO.	OCT. 7, 1970	N/A
W-3	3.2~	FEE SIMPLE	WADSWORTH LAND CO.	OCT. 7, 1970	N/A
BCC-1	105.3~	FEE SIMPLE	FCBCC	JAN 22, 2008	N/A
CE-1	6.8~	CONSERVATION	SJWMD	JUL 22, 2003	N/A
CE-2	7.9~	CONSERVATION	SJWMD	MAY 13, 2005	N/A
CE-3	2.5~	CONSERVATION	SJWMD	JUL 17, 2006	N/A

TOTAL FEE SIMPLE 1,261.2~\*\*  
TOTAL EASEMENT 286.4~\*\*

\*\* QUIT CLAIM DEED BETWEEN THE UNITED STATES OF AMERICA AND THE COUNTY OF FLAGLER, APRIL 21, 1947, BOOK 28, PAGE 35, A.3.

### REVISIONS:

REV. NO.	DATE	DESCRIPTION OF REVISION
1	3/14/08	ADDED PARCEL BCC-1

DESIGNED BY	DAC/GAL	DATE	AUG 08
DRAWN BY	DACKCL	DATE	AUG 08
CHECKED BY	MSS/GAL	DATE	AUG 08



PLANS PREPARED BY  

 ENGINEERS PLANNERS ECONOMISTS  
 Wilbur Smith Associates

PLANS PREPARED FOR  
 FLAGLER COUNTY AIRPORT  
 PALM COAST, FLORIDA

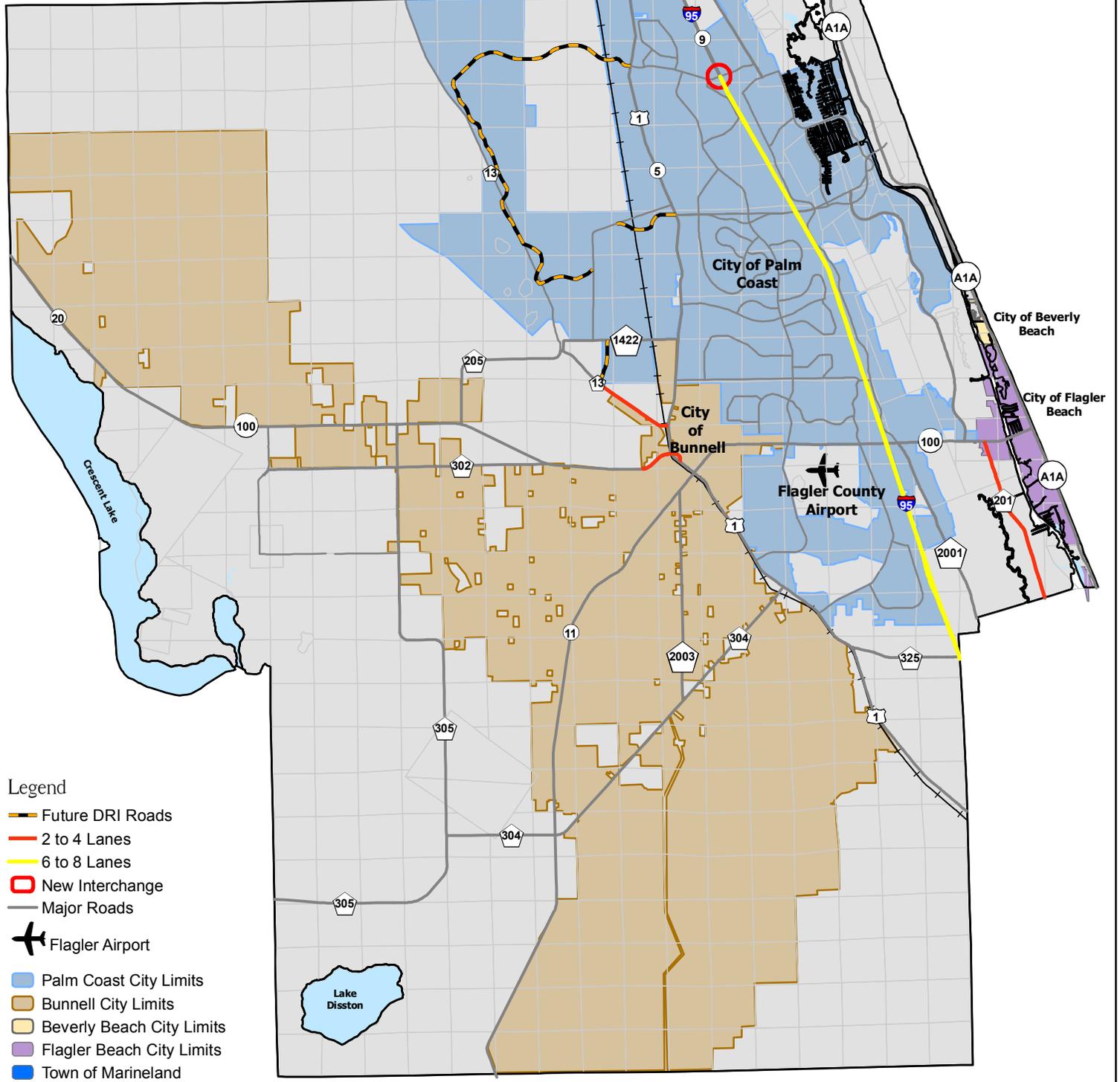
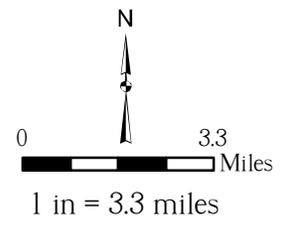
PROJECT NO. (CLIENT) PROJECT NO. (WSA)  
 387360

AIRPORT PROPERTY MAP

FINAL NO. 11

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# Map B-20 Future Traffic Circulation Map



- Legend**
- Future DRI Roads
  - 2 to 4 Lanes
  - 6 to 8 Lanes
  - New Interchange
  - Major Roads
  - Flagler Airport
  - Palm Coast City Limits
  - Bunnell City Limits
  - Beverly Beach City Limits
  - Flagler Beach City Limits
  - Town of Marineland



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