CITY OF SEBASTIAN
Comprehensive Plan
2040



CITY OF SEBASTIAN
HOME OF PELICAN ISLAND

TABLE OF CONTENTS

ACKNOWLEDGEMENTS 1
INTRODUCTION 4
MAP SERIES 12
ACRONYMS & DEFINITIONS 50
1. LAND USE 74
2. TRANSPORTATION & MOBILITY 113
3. HOUSING 153
4. INFRASTRUCTURE 176
5. CONSERVATION & COASTAL MANAGEMENT 194
6. PARKS, RECREATION, & OPEN SPACE 230
7. GOVERNANCE & IMPLEMENTATION 259
8. PUBLIC SCHOOLS 314
9. ECONOMIC DEVELOPMENT 343
10. Private Property Rights 368

CITY OF SEBASTIAN COMPREHENSIVE PLAN 2040

The City of Sebastian has a history of charting its future through collaboration and hard work. Continued success will be achieved not through the leadership of a specific group or individual but through partnerships, both public and private. While recognizing the success of existing partnerships, we acknowledge new collaborations may play an important role in achieving the Visions of our community. **Working together**, we can plan for quality growth, enhance what is uniquely Sebastian, and promote connections between our neighborhoods.

The **City of Sebastian Comprehensive Plan 2040** is a new plan that provides an approach to the City's Vision based on a more realistic analysis of the City's carrying and development capacities while reflecting the City's key neighborhoods.

The **City of Sebastian Comprehensive Plan 2040** is the direct result of a collaborative effort between the City of Sebastian and its residents. We extend our sincere appreciation to the residents, business owners, elected officials, and stakeholders who participated in the planning process and guided the development of this plan. Everyone's time, input, and energy are greatly appreciated.

Thank You from your Kimley-Horn Team

City of Sebastian

Mayor and Council

Ed Dodd, Mayor
Jim Hill, Vice-Mayor
Christopher Nunn
Fred Jones
Bob McPartlan

Planning and Zoning Commission

David Reyes, Chair
Joel Roth, Vice Chair
Tahir (Bash) Qizilbash
Bill Simmons
Robert Hughan
Rick Carter
Al Alvarez
John Christino, Alternate
Louise Kautenburg, Alternate

City Manager's Office

Paul Carlisle, City Manager

Planning & Zoning Staff

Lisa Frazier, AICP, Director
Dorri Bosworth, Planning Manager
Robert Loring, Senior Planner
Michelle Faulkner, CFM, Planner
Kimberly Haigler, Environmental Planner/GIS Specialist

City of Sebastian Advisory Boards

Natural Resources Board
Parks & Recreation Advisory Committee

Kimley-Horn and Associates, Inc.

Kelley Klepper, AICP
Adam Kerr, P.E.
Brian Ashby, P.E.
Amanda Brandon, AICP
Mike Vaudo, AICP
Julie Burford

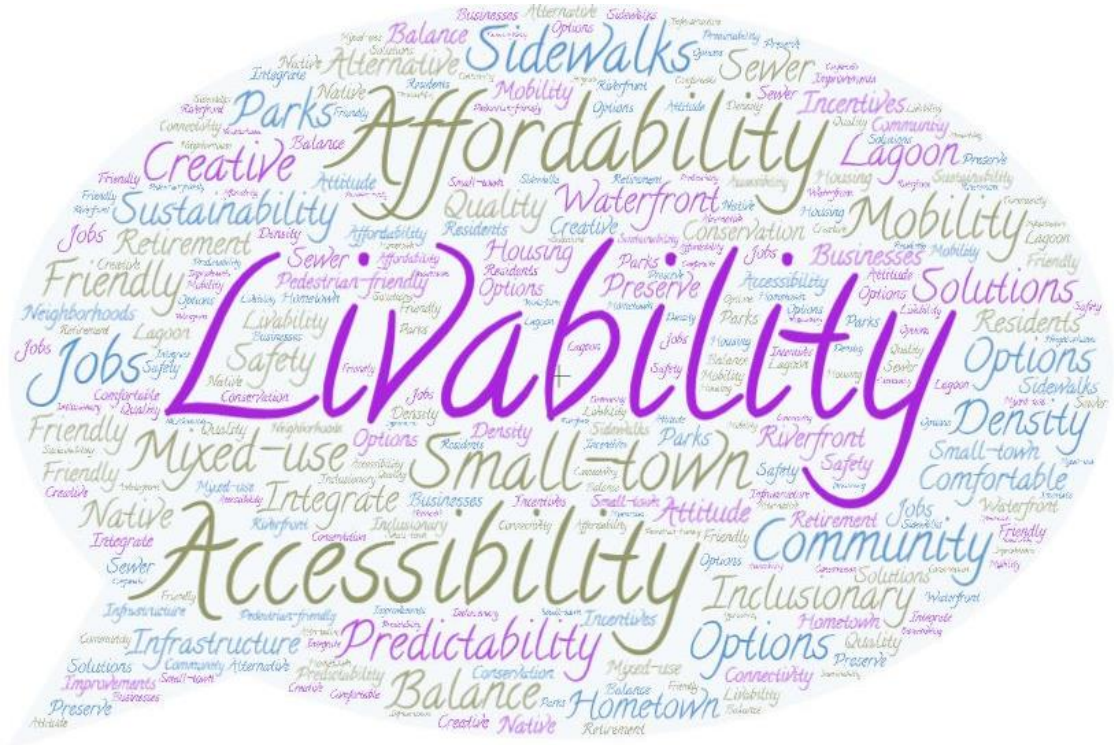


INTRODUCTION

INTRODUCTION

The **City of Sebastian Comprehensive Plan 2040 (Plan)** has been prepared to not only address regulatory changes since the last comprehensive plan was adopted but also provide a document that:

- Creates a community–wide vision to guide growth and development including redevelopment.
- Improves the stability, physical condition, and economic well-being of the City.
- Makes Sebastian a more livable and sustainable community of choice between now and 2040 by implementing a wide range of resiliency and livability standards.
- Emphasizes the importance of not only creating a plan, but translating it into real action and tangible results.
- Adds a strategic perspective to what is otherwise developed as a guide to the City's long-term vision over the next 10 to 20 years.
- Underscores the need to keep the plan relevant through reviews and periodic updates.
- Integrates livability and smart growth concepts such as encouraging mixed-use development, increasing densities, encouraging mobility improvements, promoting accessibility and affordability, improving environmental protection and sewer infrastructure, and increasing economic opportunities and predictability.



Plan Framework

The **City of Sebastian Comprehensive Plan 2040** is comprised of 9 Elements each addressing a specific topic or series of interrelated topics. Due to the nature of the Plan, specific policies may cross one or more Elements and is referenced as such including the Element and respective Objective and or Policy. The Plan is comprised of the following Elements:

1. Land Use
2. Transportation & Mobility
3. Housing
4. Infrastructure
5. Conservation & Coastal Management
6. Parks, Recreation, & Open Space
7. Governance & Implementation
8. Public Schools
9. Economic Development

The **City of Sebastian Comprehensive Plan 2040** was developed through a process that incorporated an assessment of the City's existing Comprehensive Plan, analysis of existing conditions, a series of community meetings, input from City of Sebastian Departments/staff, and work sessions with both the Planning Commission and the City Council. This Plan analyzed and has been amended to reflect not only changes in Florida Statutes since the last Comprehensive Plan was adopted, it also included a review and elimination of land development code provisions, removal of inconsistencies, updates to references including use of terms and agencies. Specifically, the following items were reviewed as part of the initial Comprehensive Plan review and documented as part of a review matrix that is included in the Appendix:

- Growth Management (GM) Change (changes in Florida Statutes)
- Regulatory (Code related)
- Consistency (with Other Elements and/or Policies)
- Studies/Dates
- Master Plans
- Other/Planning Areas
- Undefined Topics
- Insufficient Guidance

Each Element contains a series of Goals, Objectives, and Policies, (GOPs) that provide the guidance and framework of the Element and the Plan as a whole. Following the GOPs, the supporting DIA documentation is presented including any supporting studies, reports, maps, data, and/or references.

The Comprehensive Plan is the City's **FRAMEWORK** for the future. The Plan and its strategies (expressed as Goals, Objectives, and Policies) are crucial when preparing for opportunities such as land use,

transportation/mobility, natural resources, housing and redevelopment. The City's residents and its visitors need a safe and secure place to live, a healthy economy that provides jobs and services, ways to get around the City (bike, pedestrian, car, transit), and quality recreational features. It is the responsibility of the City to provide the necessary public services and facilities, develop strategies, coordinate with neighboring jurisdictions (e.g. Indian River County) as well as regional, state and federal agencies, and adopt regulations and standards that implement this framework. The Comprehensive Plan is an umbrella document in that it guides other City plans, capital projects, and programs which affect the community in large and small ways. This Plan promotes the City's neighborhoods, vibrancy of its downtown, recognition and preservation of its natural systems, and opportunities for multimodal connectivity, all of which are integrated into the larger regional context.

Comprehensive plans may be perceived as being relatively general in nature; however, Comprehensive Plans form the legal basis for community development and redevelopment within a jurisdiction. Comprehensive Plans are complex policy documents required by Florida Statutes that account for the relationships among the various community issues through required and optional Elements. The City must think adaptively to craft a bold yet flexible Plan that advances a vision with goals, objectives and policies to address emerging issues such as continued growth with an emphasis on redevelopment of targeted areas, transportation opportunities, density, infrastructure, natural systems preservation and capital improvements. This includes policies and land development regulations, which focus on balancing residential and nonresidential land uses consistent with changing market demands. The existing suburban development pattern is proposed to be transformed and adapted to more efficient land use patterns emphasizing a mix of uses, compact urban forms, buffers and connected systems (natural habitat, pedestrian and vehicular).

Legal Status

The legal status of the Comprehensive Plan requires that all Goals, Objectives, and Policies will be considered in making legal determinations of consistency with the Comprehensive Plan, pursuant to State Laws and Statutes.

Vested Rights

In accordance with Chapter 163, Section 163.3167, nothing in this Comprehensive Plan shall limit or modify the rights of any person to complete any development that has been authorized by the City. See the City's Land Development Code for the City's vested rights determination process.

Graphics and Images

The use of graphics, images, photographs or similar throughout the **City of Sebastian Comprehensive Plan 2040** are for illustrative purposes only and not intended to convey or require a specific element(s).

Use of Terms: "Shall", "Should", "Will" and "May"

The terms "shall", "should", "will", and "may" are included within this Comprehensive Plan and are understood to be used in the following manner:

Shall: provisions or items that are mandatory.

Will: declares a purpose to accomplish an item in the future.

Should/May: items that are more flexible in nature and are non-mandatory but encouraged.

Plan Interpretation

A. The Planning Director (hereinafter referred to as the Director) or his or her designee shall interpret the Comprehensive Plan and its application to public and private land and to activities permitted thereon. Plan interpretations are to be based on the applicable text, maps, figures and tables within the adopted Comprehensive Plan along with the Data Inventory and Analysis (DIA) developed to support the Comprehensive Plan.

B. Use and Status of Support Documentation – The DIA is not adopted as part of the Plan but may be used in any review, interpretation and update of the adopted Comprehensive Plan.

C. Interpretation of Conflicts – Conflicts shall be judged under the following guidelines:

1. In the event of any difference of meaning or implication between the text of the Plan and any caption, illustration, graphic, summary table, or illustrative table, the text shall control.

2. In the event of an apparent conflict between the Future Land Use Map and any other map or figure in the adopted Comprehensive Plan, the Future Land Use Map shall control.

D. Interpretation of Undefined Terms – Terms not otherwise defined in the Comprehensive Plan shall be interpreted first by reference to the relevant provisions of the Community Planning Act Part II, Chapter 163 F.S., or other relevant and appropriate State Statutes if specifically defined therein; secondly, by reference to terminology adopted by City Ordinance; thirdly, by reference to terminology generally accepted by Federal or State agencies; fourthly, by reference to terminology generally accepted by the planning profession; and otherwise according to the latest edition of Webster's New Collegiate Dictionary.

E. Administrative Interpretations – It is the responsibility of the Director to make Comprehensive Plan administrative interpretations. Applications for an administrative interpretation together with the appropriate fee as may be required by resolution of the City Council shall be filed with the Director. Administrative interpretations may be required as a result of one of the following actions:

1. *Failure to obtain a Comprehensive Plan consistency finding based on submission of a development order application*: In the event a development order application is found inconsistent with the Plan, the application may be forwarded to the Director for an administrative interpretation. The building permit, subdivision or site plan application, or conditional use application shall serve as the application for an administrative interpretation.

2. *Request for interpretation of land use designation boundaries:* Written requests are required for administrative interpretations related to land use designation boundaries. The request shall include a legal description of the parcel(s) and depending on the circumstance a current survey may be required. The applicant may submit additional materials that he feels supports his application and the Director may ask for additional information to explain said request.

3. *Any other action that would require a Comprehensive Plan interpretation:* Any affected party may make application for an administrative interpretation of the Comprehensive Plan. Specifically, the application shall include a written statement which clearly identifies the section or sections of the Plan

for which an interpretation is required along with references to text, maps, figures and support document(s) which the applicant feels supports the application.

F. Appeal of an Administrative Interpretation – Any administrative interpretation made by the Director under the provisions of this Chapter may be appealed in accordance with Section 54-1-2.2 of the Land Development Code.

Plan Amendments

All amendments to the Comprehensive Plan shall be reviewed and adopted in accordance with the Community Planning Act, Part II, Chapter 163, Florida Statutes.

Plan Update

The City's Comprehensive Plan may be amended at any time. The State of Florida requires municipalities to review and update, where appropriate, their Comprehensive Plan at least every seven (7) years to reflect changes in Growth Management Laws, changing conditions within the community, updates to policies which may no longer be accurate or effective as well as based on where the community thinks the Plan is working or not working.

The City of Sebastian is scheduled to provide the State Land Planning Agency with its review and direction of the current Comprehensive Plan with adoption of the EAR-Based Amendments (Evaluation and Appraisal Report) within one year of that date. However, municipalities are not limited to this schedule and may undertake a review prior to this date if, in the municipality's opinion, the review and update is warranted.

In 2019, the City undertook a major step in updating the Comprehensive Plan when it prepared and subsequently adopted the *City of Sebastian, Coastal Resiliency Plan, Prepared By: Kimley-Horn and Associates, Inc., March 2019* (Coastal Resiliency Plan) and corresponding amendments to the Coastal & Conservation Element of the Comprehensive Plan.

The City noted that the current Comprehensive Plan (2009 Adopted Plan) was not adequately providing guidance for a number of reasons including:

- a lack of clear understanding and direction in the previous plan,
- an increased number of regulatory policies typically reserved for the City's Zoning Codes/Land Development Codes,
- studies and sub-plans required per the Plan were either not completed or have since been completed,
- consistency with community comments allowing for a more realistic build out (development) scenario that is sustainable by the City,
- changes in the Florida Growth Management Laws which have either rendered certain policies moot or would require an update to existing policies for the Plan to be in compliance. Note: changes to the currently adopted Comprehensive Plan based on regulatory changes are identified within the Appendix.

The City took this opportunity to redefine its land uses and their related polices, develop a Plan that was simple, direct, and easy to use, resulting in a series of core initiatives centered on the following:

Efficient and Effective Public Services – a commitment to providing programs and services to the community in the most efficient and cost-effective manner possible without sacrificing responsiveness and quality.

Responsible Growth Management and Development - a commitment to maintaining and developing healthy communities and sustainable neighborhoods to foster economic and social stability, provide for the safety and welfare of residents, provide affordable housing, and ensure access to employment, education, recreation and public services.

Economic Development - supporting efforts to develop effective economic development strategies that will position the City to take advantage of current and future economic conditions by identifying key opportunities for recruitment of businesses, industries, and services that provide jobs and meet the needs of the community.

Quality of Life – a recognition that an enhanced quality of life is essential to attract visitors and residents to the City of Sebastian. To that end, the City recognizes and supports programs, services and activities that enhance the City's diverse natural habitats and open spaces, recreation facilities and amenities; exercising environmentally sound and prudent management of growth.

Public Engagement Process

Key to the update of the City's Comprehensive Plan is an inclusionary public engagement process. Understanding community values today ensures that this plan supports and advances those priorities over the long term. As noted above, the planning process began in 2018 with the development of the City's Coastal Resiliency Plan and related updates to the Comprehensive Plan, and then moved to the update of the entire Comprehensive Plan in 2019-2020. The City's community involvement approach was simple:

- to create a strategy that achieves desirable results over the next 10 to 20 years,
- understand the City's successes and challenges since the 2010 Comprehensive Plan,
- take a community snapshot to reassess the vision and priorities expressed by the community and its leadership.

A total of ten (10) public workshops, hearings and open houses were held (with COVID-19 safety restrictions) at regularly scheduled meetings of the Natural Resources Board, Parks & Recreation Advisory Committee, Planning & Zoning Commission and City Council. Due to COVID-19 restrictions, no mobile workshops could be held.

Public notices were made in the local paper, webpage and Facebook postings with relevant information over a twelve-month period. A schematic of scheduled events was posted on the webpage.

Announcements were continuously made at public meetings to inform the citizens of various ways to be engaged as well as a public announcement recording on COStv.

Citizen participation was enhanced by seeking input from the many volunteer Boards and Commissions active in the City's governance and allowing interested persons to provide comments in person, in writing or through review via the City's website. Interested persons were afforded the opportunity to provide comments, formally or informally, in writing for the duration of planning process. This input supplemented the data and analysis derived throughout the process.

The Planning and Zoning Commission of the City of Sebastian, acting as the Local Planning Agency, held a public hearing at its duly noticed October 15, 2020 public meeting to consider the proposed Comprehensive Plan amendment and recommended that City Council adopt the same with minimal amendments incorporated into the City Council review materials. The City Council held a public hearing on January 27, 2021 and unanimously voted to transmit the Comprehensive Plan 2040 to the Florida Department of Economic Opportunity as presented.

Public Input

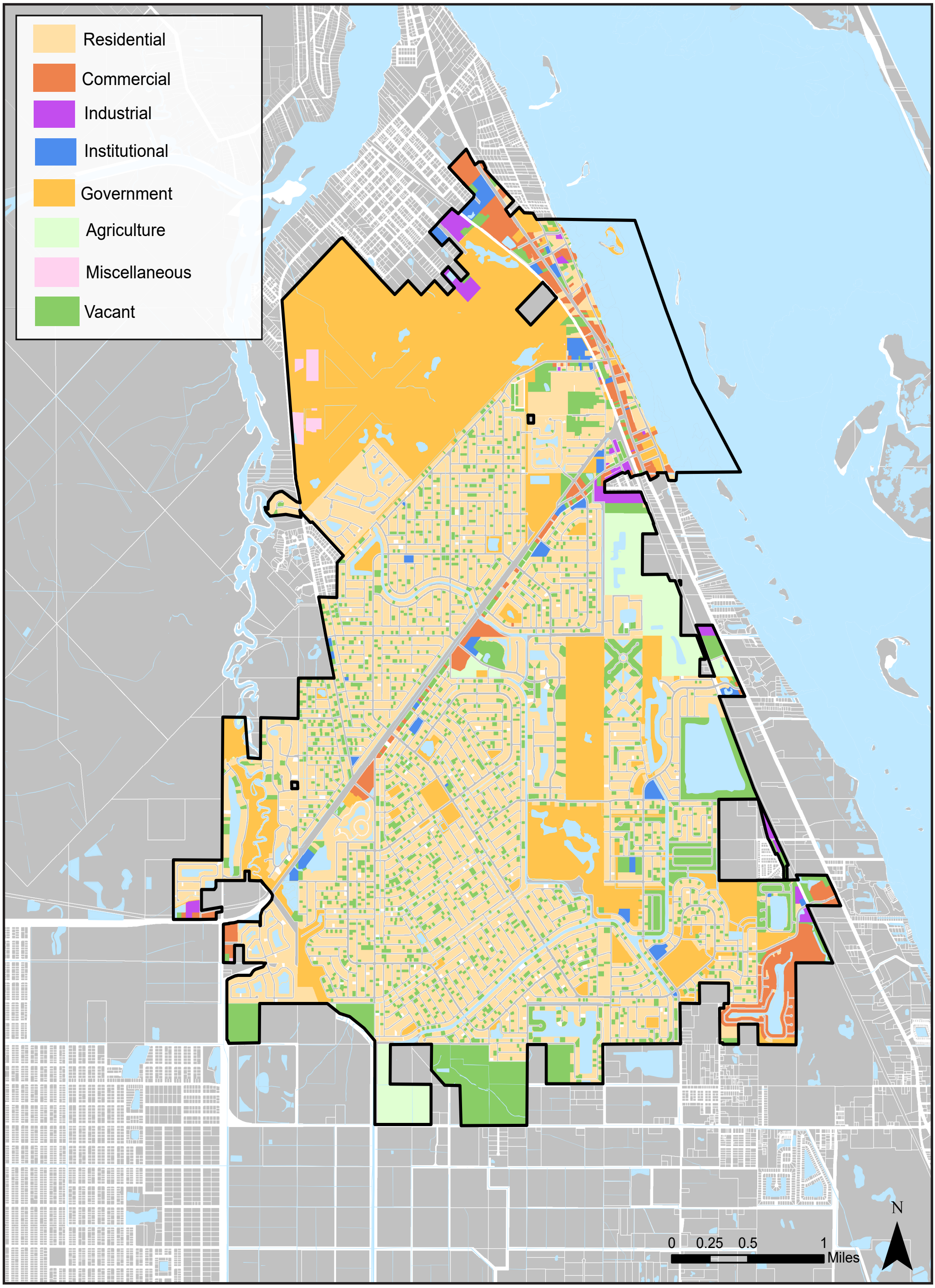
The Comprehensive Plan provides a broad vision of the City's future. By identifying issues and opportunities facing the City of Sebastian today, the City can proactively address those issues and capitalize on possibilities to improve the quality of life for its citizens. In addition, the plan presents strategies for achieving that vision. The understanding of community dynamics and the outcomes of public engagement opportunities were critical pieces in the creation of the City of Sebastian Comprehensive Plan 2040. A common theme that emerged from the planning process is the community's understanding that the physical environment of the City—it's neighborhoods, buildings, streets, utilities, and natural resources—have a far-reaching impact on economic vitality and cultural legacy.

The Comprehensive Plan helps achieve success by recognizing a set of community initiatives that are clear, relatable, and important to City leaders and residents. Upon adoption of the Comprehensive Plan, the City will then undertake the required process to amend (update) the City's Land Development Code.


WELCOME TO
SEBASTIAN
HOME OF
PELICAN ISLAND
FRIENDLY PEOPLE
& SIX OLD GROUCHES
EST.
1924

MAP SERIES

Map 1-1: Existing Land Uses



CITY OF SEBASTIAN

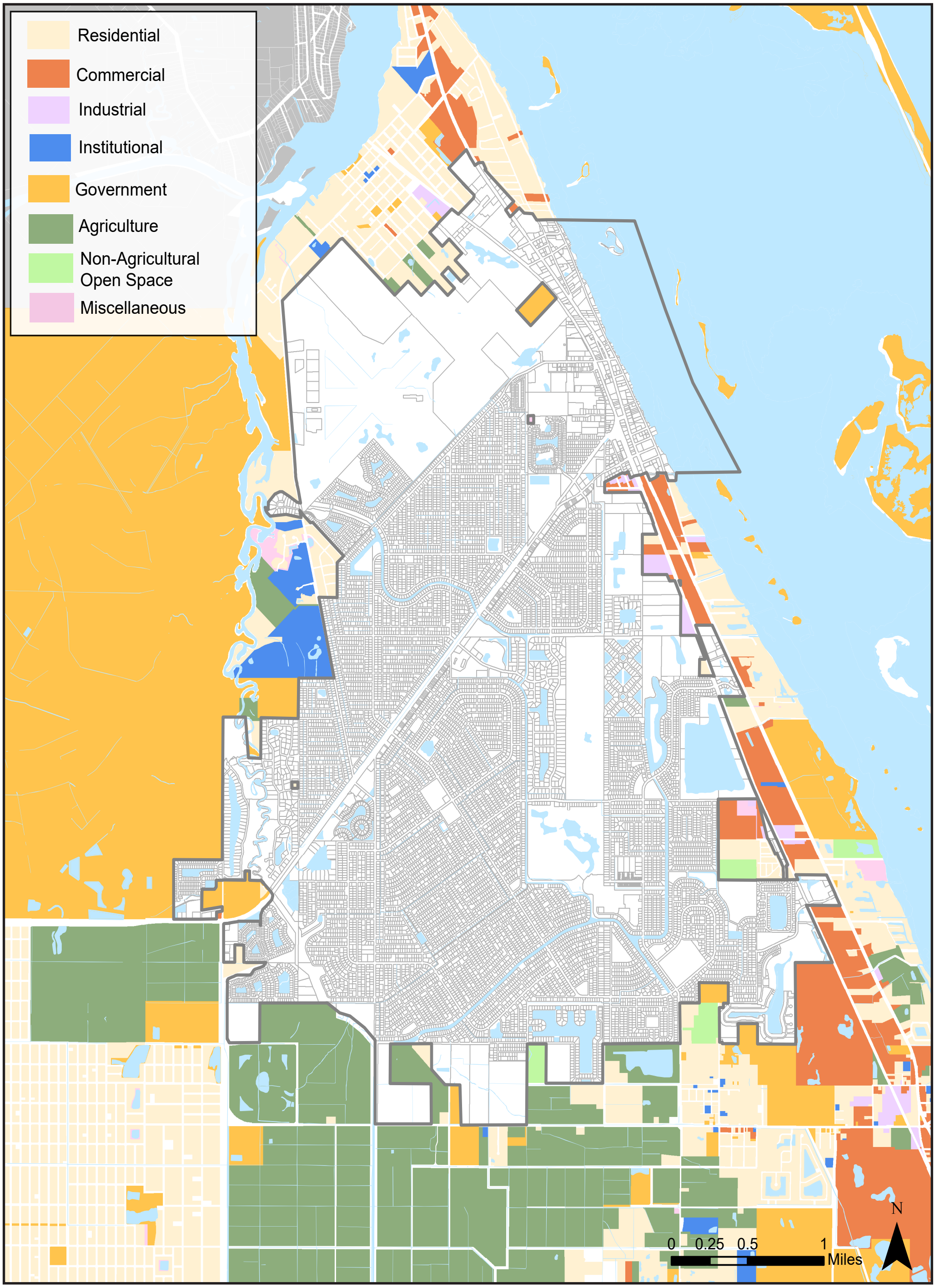
June 2021

EXISTING LAND USES

Source: Florida Department of Revenue

Kimley»Horn

Map 1-2: Adjacent Existing Land Uses



CITY OF SEBASTIAN

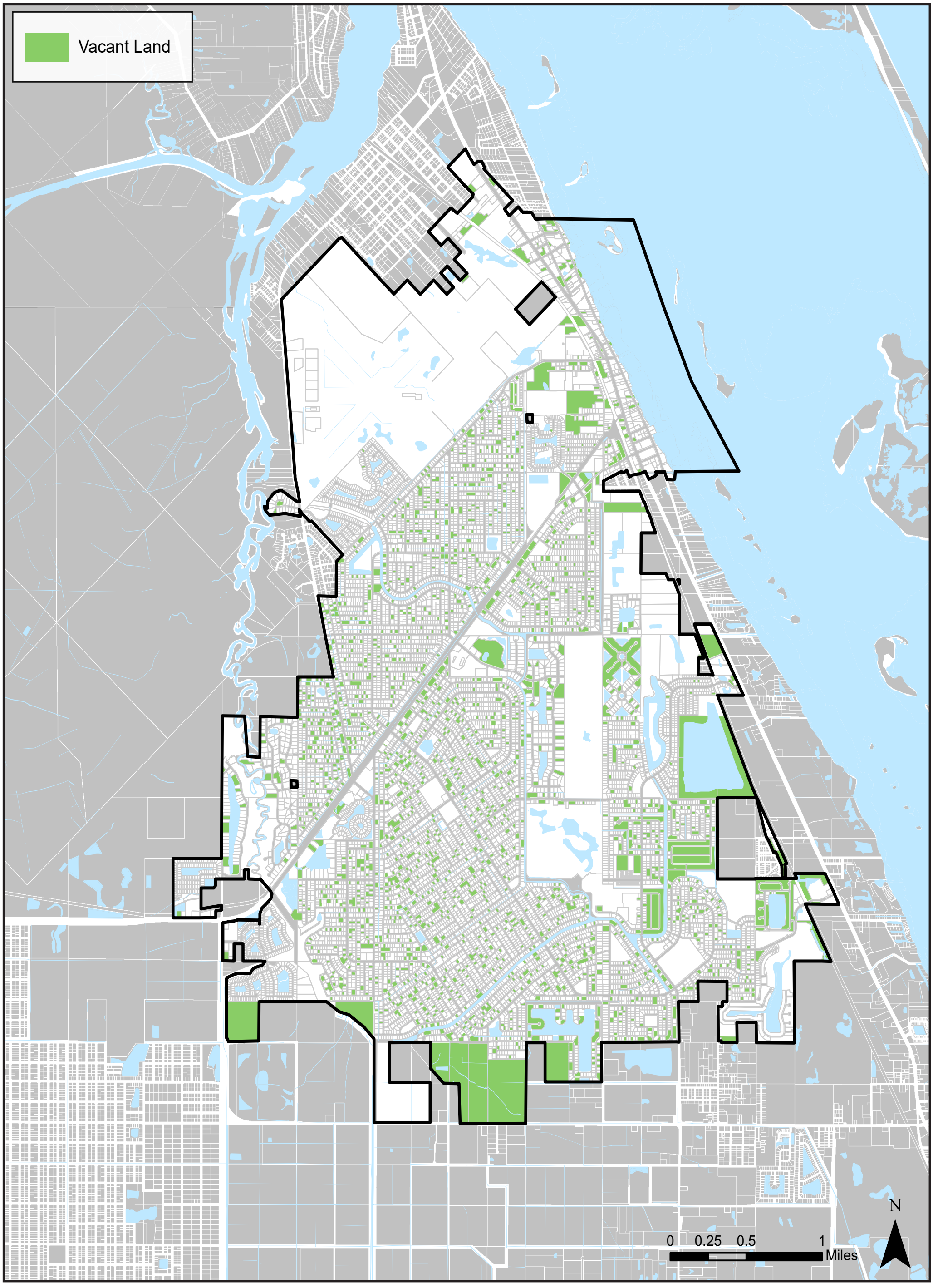
June 2021

ADJACENT LAND USES

Source: Florida Department of Revenue

Kimley»Horn

Map 1-3: Vacant Land



CITY OF SEBASTIAN

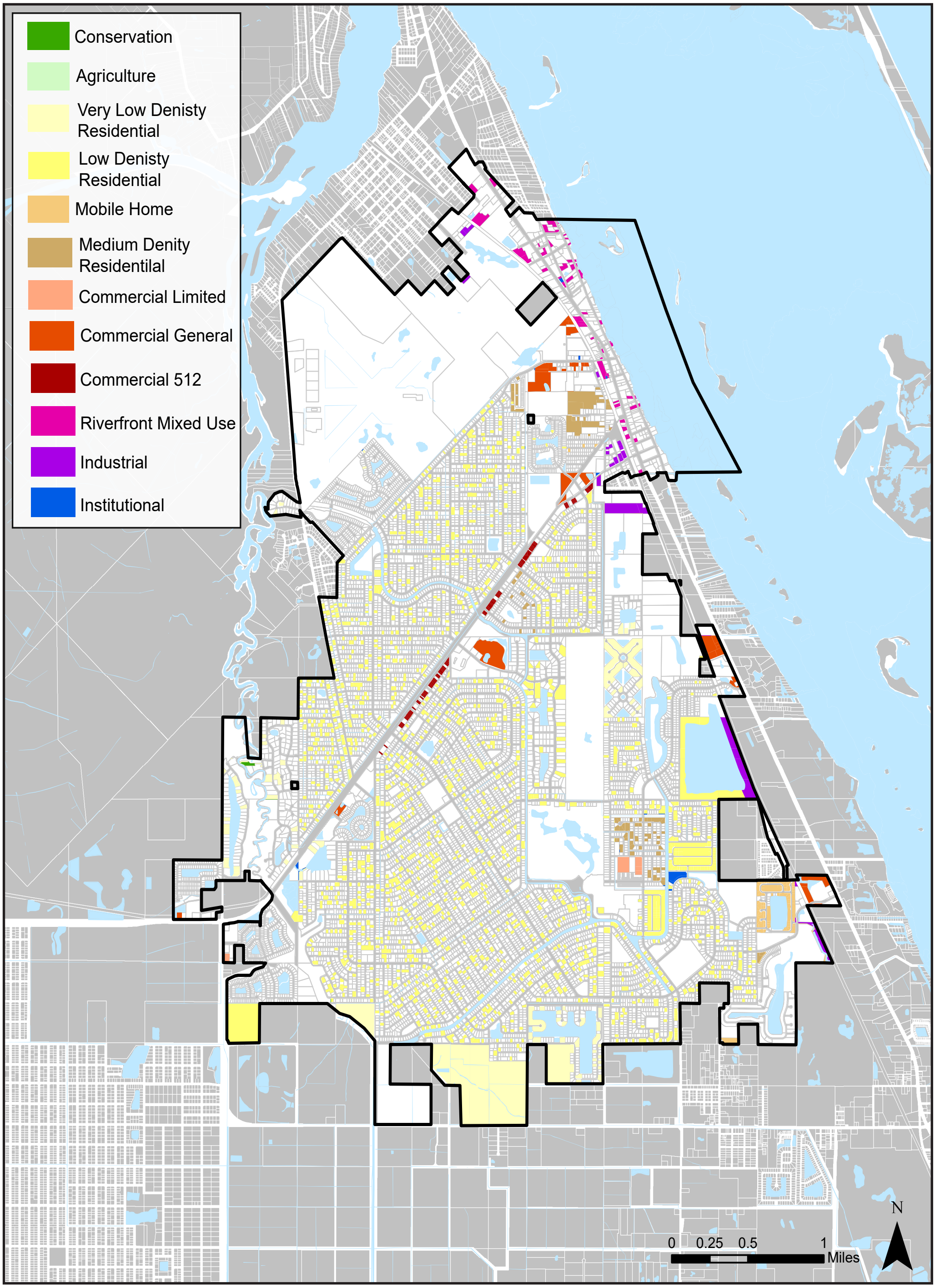
June 2021

VACANT LAND

Source: Florida Department of Revenue

Kimley»Horn

Map 1-4: Vacant Parcels by Future Land Use



CITY OF SEBASTIAN

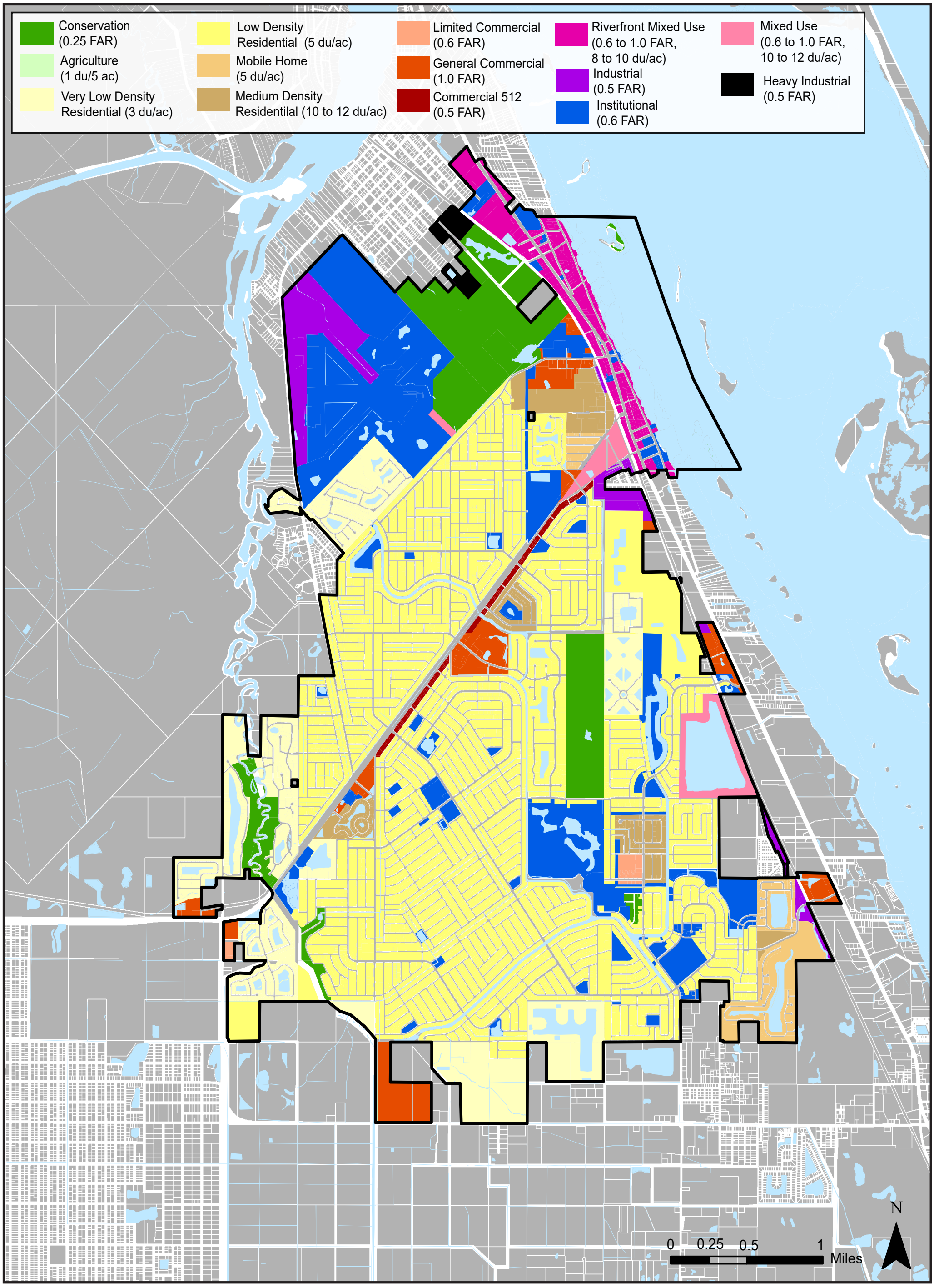
June 2021

VACANT PARCELS BY FLU

Source: Florida Department of Revenue & City of Sebastian

Kimley»Horn

Map 1-5: 2040 Future Land Use Map



CITY OF SEBASTIAN

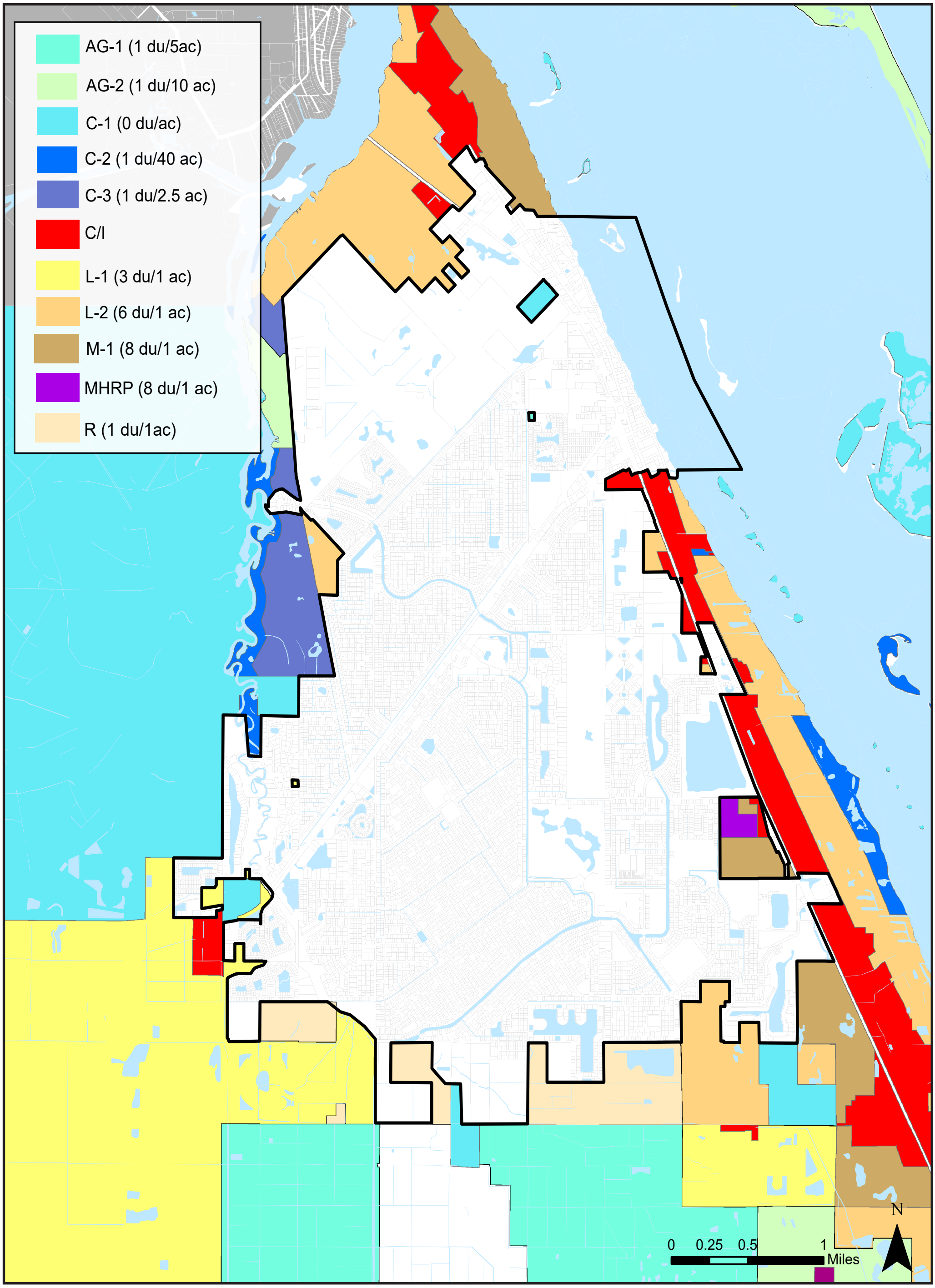
June 2021

2040 FUTURE LAND USE

Source: City of Sebastian

Kimley»Horn

Map 1-6: Adjacent Future Land Uses



CITY OF SEBASTIAN

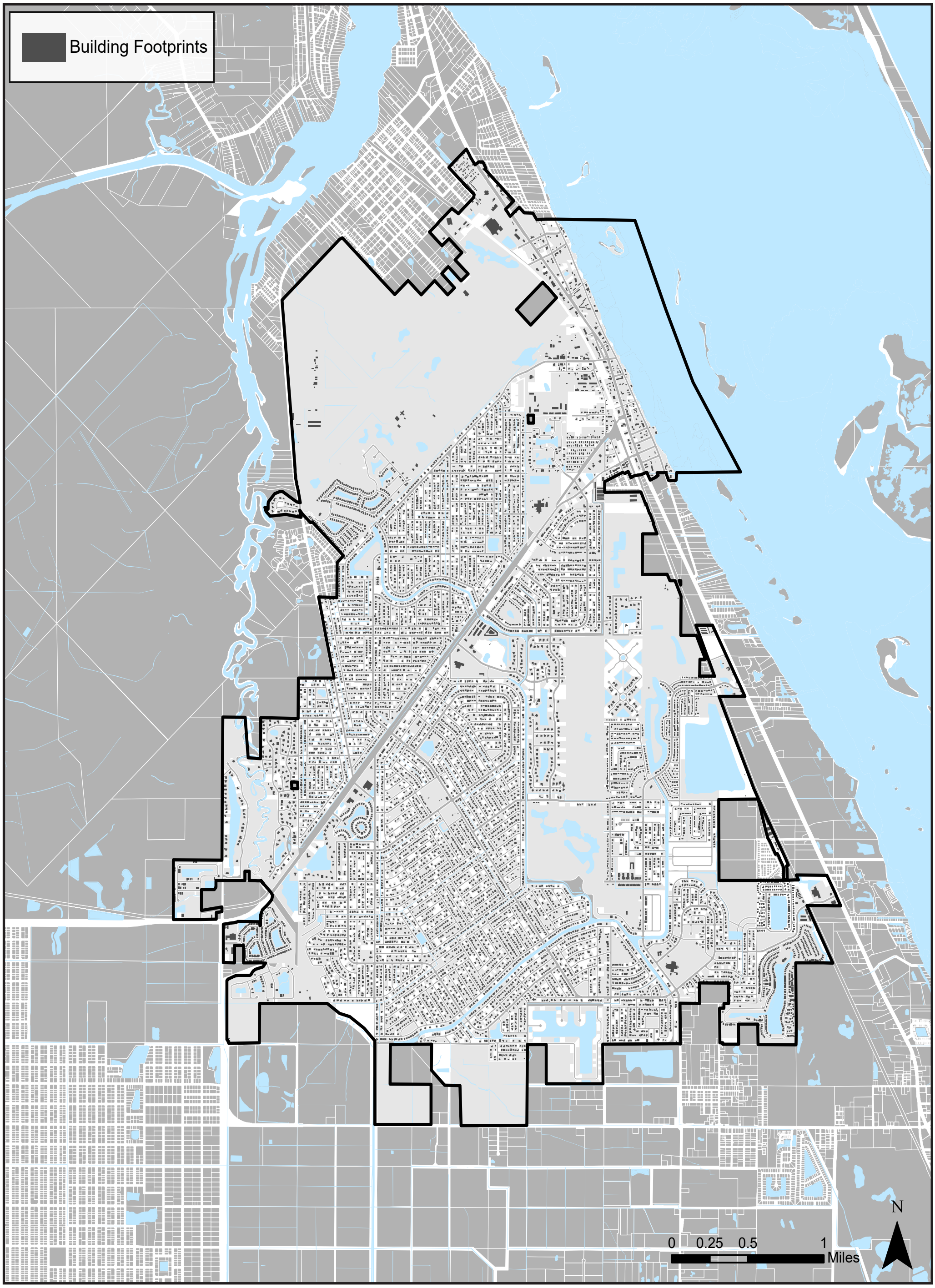
June 2021

ADJACENT FUTURE LAND USES

Source: City of Sebastian

Kimley»Horn

Map 1-7: Existing Build Out



CITY OF SEBASTIAN

June 2021

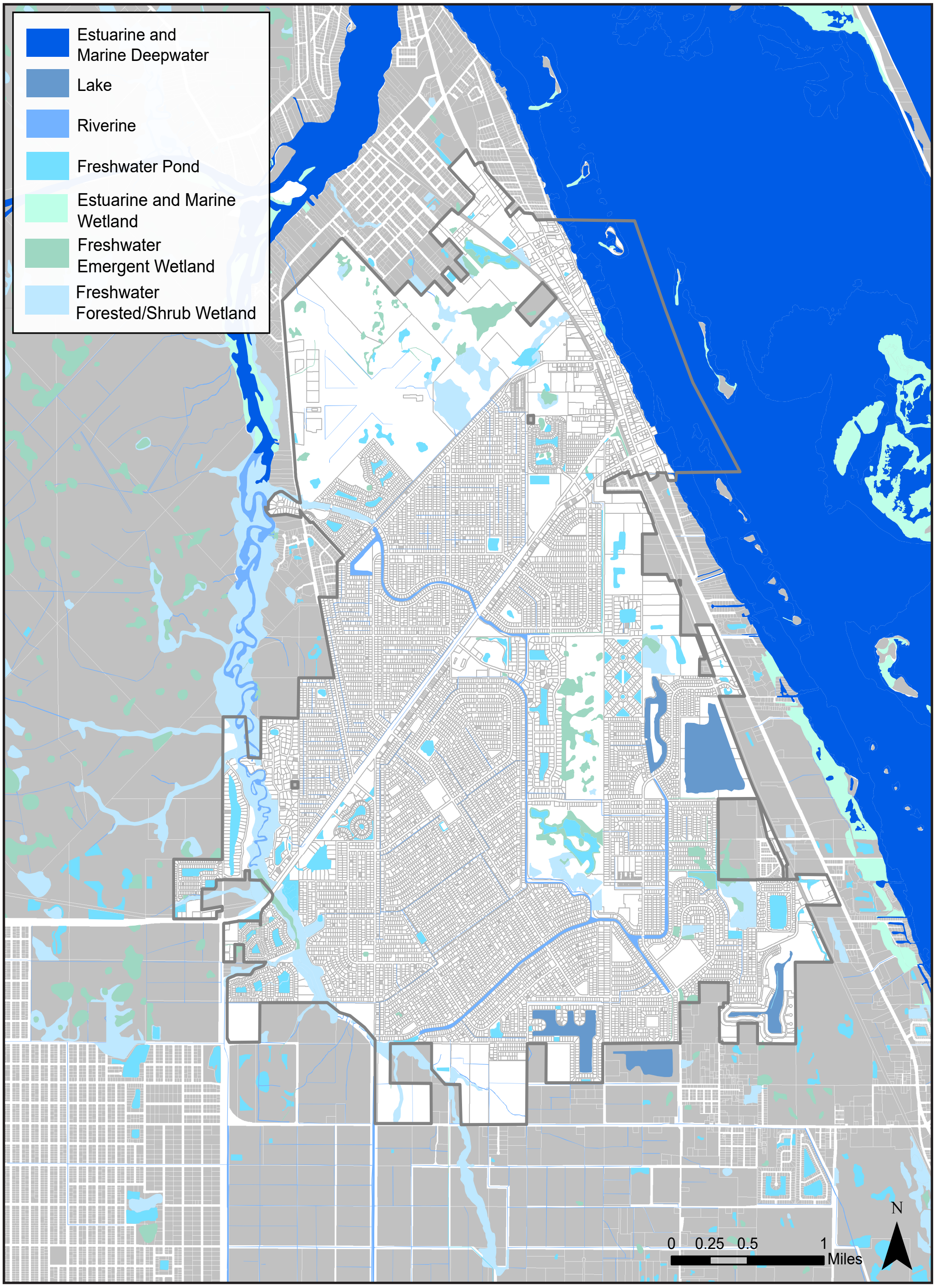
EXISTING BUILD OUT

Source: Microsoft Building Footprints

Kimley»Horn

CITY OF SEBASTIAN
HOME OF PELICAN ISLAND

Map 1-8: Waterbodies



CITY OF SEBASTIAN

June 2021

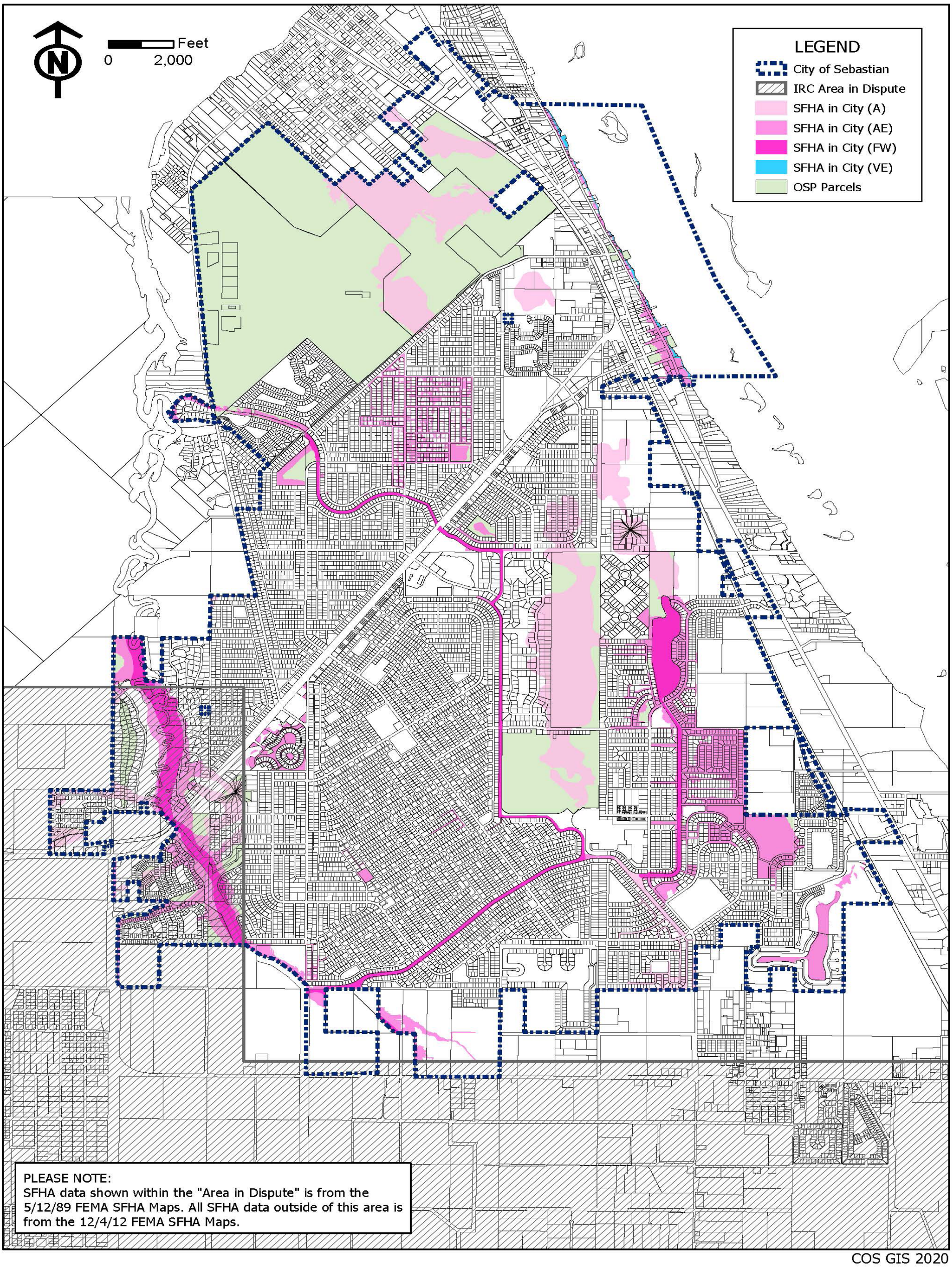
WATERBODIES

Source: U.S. Fish and Wildlife Service

Kimley»Horn

Map 1-9: Flood Zones

City of Sebastian, Florida
Community Rating System (CRS) Activity 370
Flood Insurance Assessment (FIA) Map



CITY OF SEBASTIAN

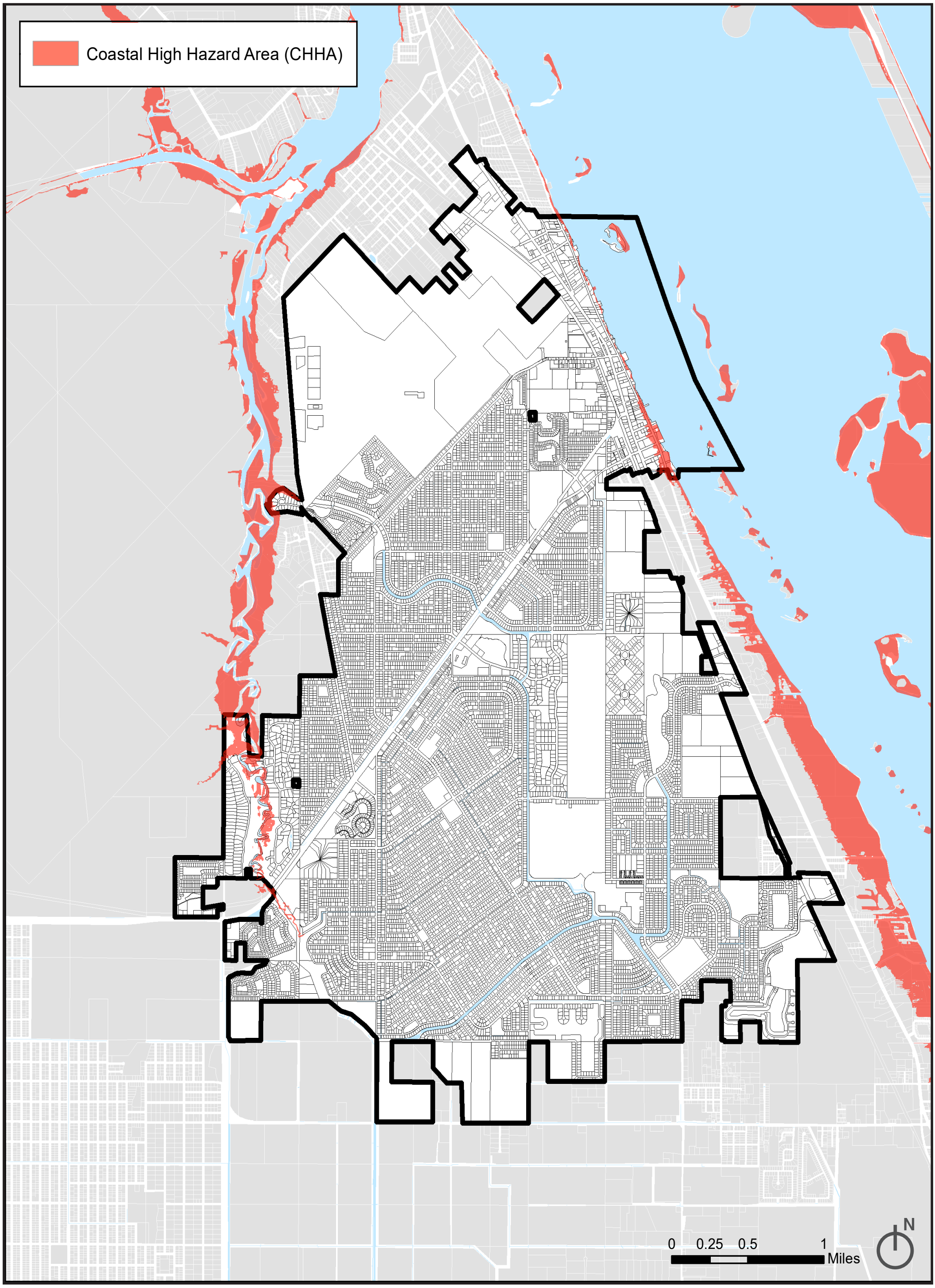
June 2021

FLOOD ZONES

Source: City of Sebastian

Kimley»Horn

Map 1-10: Coastal High Hazard Area (CHHA)



CITY OF SEBASTIAN

June 2021

CHHA

Source: Florida Department of Emergency Management 2016-2017 SLOSH Model Data

Kimley»Horn

Map 1-11: Soils and Topography

Soils

- Archbold sand, 0 to 5 percent slopes
- Arents, 0 to 5 percent slopes
- Astatula sand, 0 to 5 percent slopes
- Chobee loamy fine sand, frequently ponded, 0 to 1 percent slopes
- EauGallie fine sand
- Electra sand, 0 to 5 percent slopes
- Floridana sand, frequently ponded, 0 to 2 percent slopes
- Holopaw fine sand, 0 to 2 percent slopes
- Immokalee fine sand
- Immokalee-Urban land complex
- Lokosee fine sand
- Malabar fine sand
- Manatee mucky loamy fine sand, depressional
- Myakka fine sand, frequently ponded, 0 to 1 percent slopes
- Myakka-Myakka, wet, fine sands, 0 to 2 percent slopes
- Oldsmar fine sand
- Orsino fine sand, 0 to 5 percent slopes
- Pepper sand
- Pineda-Pineda, wet, fine sand, 0 to 2 percent slopes
- Pomello sand, 0 to 5 percent slopes
- Pompano fine sand, 0 to 2 percent slopes
- Quartzipsamments, 0 to 5 percent slopes
- Riviera fine sand, 0 to 2 percent slopes
- Riviera fine sand, frequently ponded, 0 to 1 percent slopes
- Satellite fine sand, 0 to 2 percent slopes
- St. Lucie sand, 0 to 8 percent slopes
- Urban land, 0 to 2 percent slopes
- Wabasso-Wabasso, wet, fine sand, 0 to 2 percent slopes
- Water
- Waters of the Atlantic Ocean

N

0 0.25 0.5 1 Miles

CITY OF SEBASTIAN

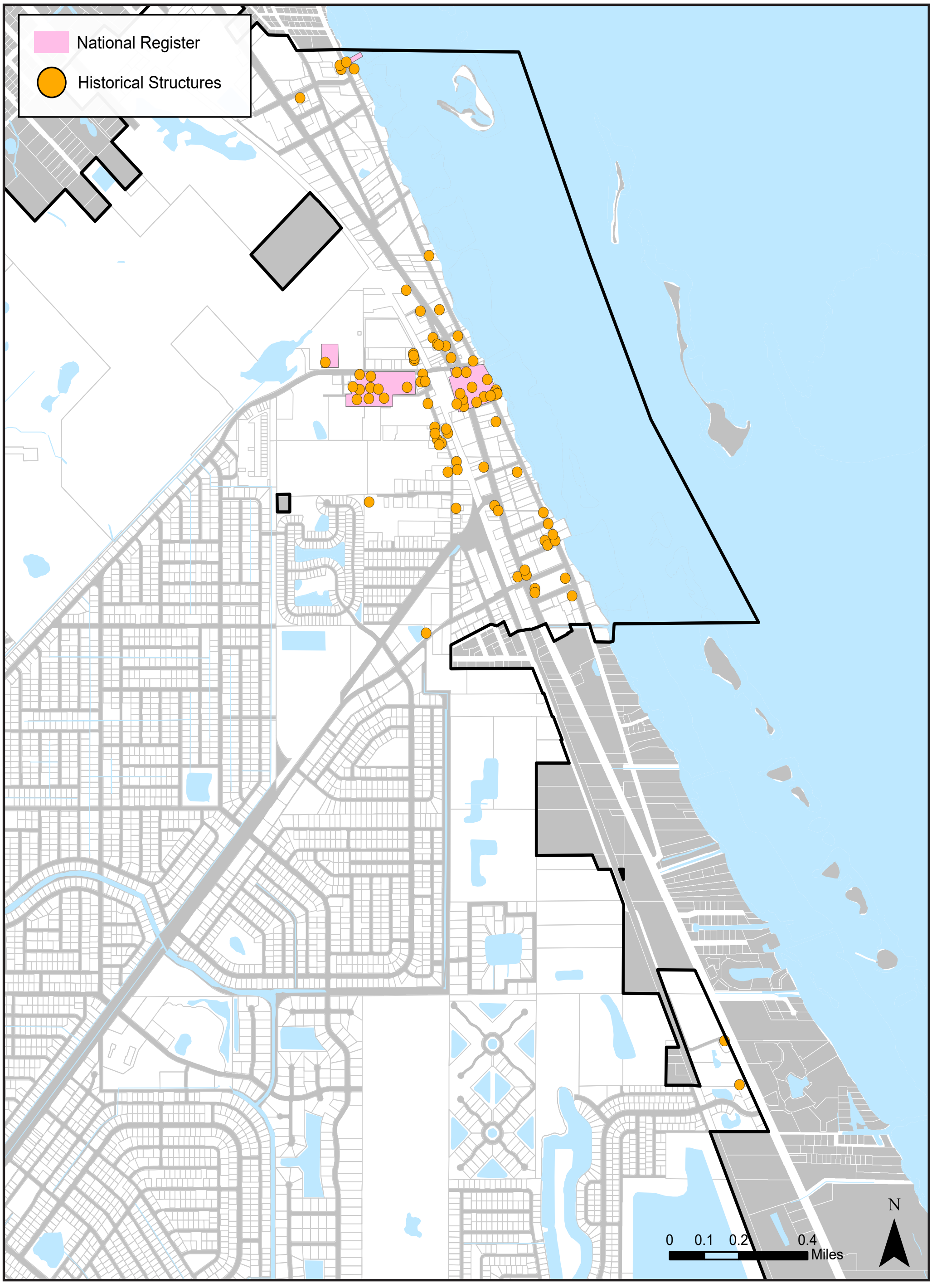
June 2021

SOILS & TOPOGRAPHY

Source: Soil Conservation Service

Kimley»Horn

Map 1-12: Historical Resources



CITY OF SEBASTIAN

June 2021

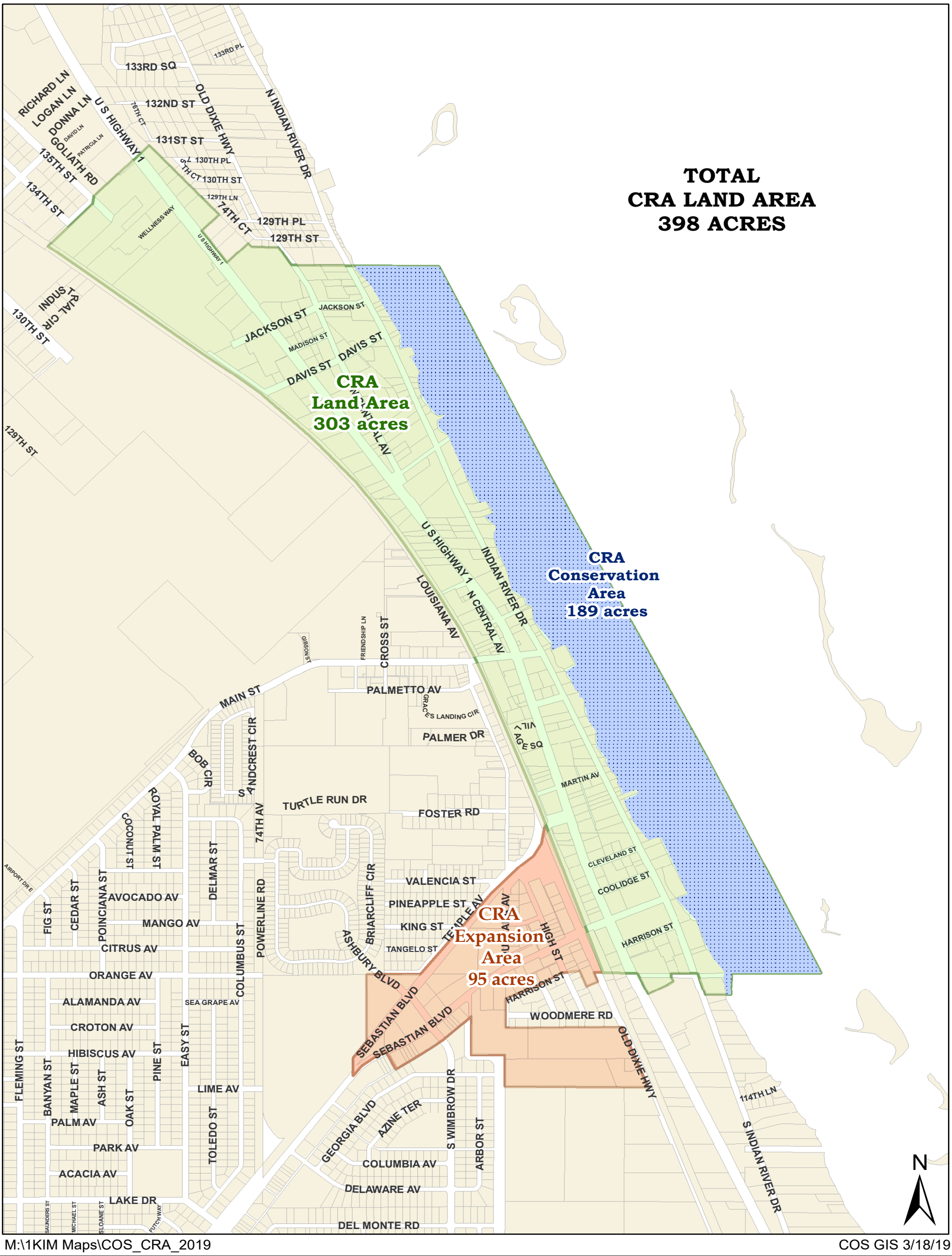
HISTORICAL RESOURCES

Source: Division of Historical Resources of the Florida Department of State

Kimley»Horn

Map 1-13: Community Redevelopment Area (CRA)

Community Redevelopment Area
CITY OF SEBASTIAN, FL



M:\1KIM Maps\COS_CRA_2019

COS GIS 3/18/19

CITY OF SEBASTIAN

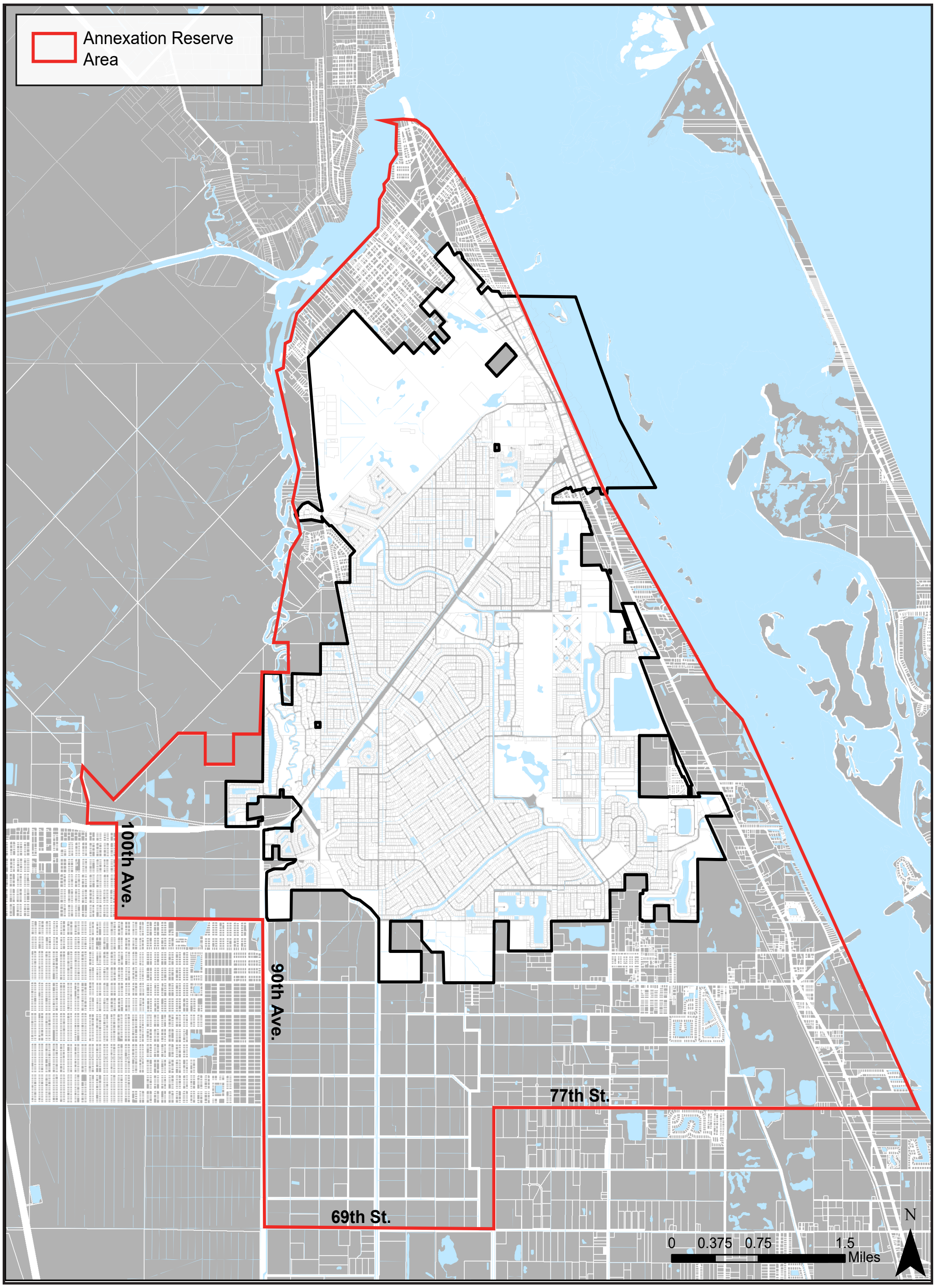
June 2021

CRA

Source: City of Sebastian

Kimley»Horn

Map 1-14: Annexation Reserve Area



CITY OF SEBASTIAN

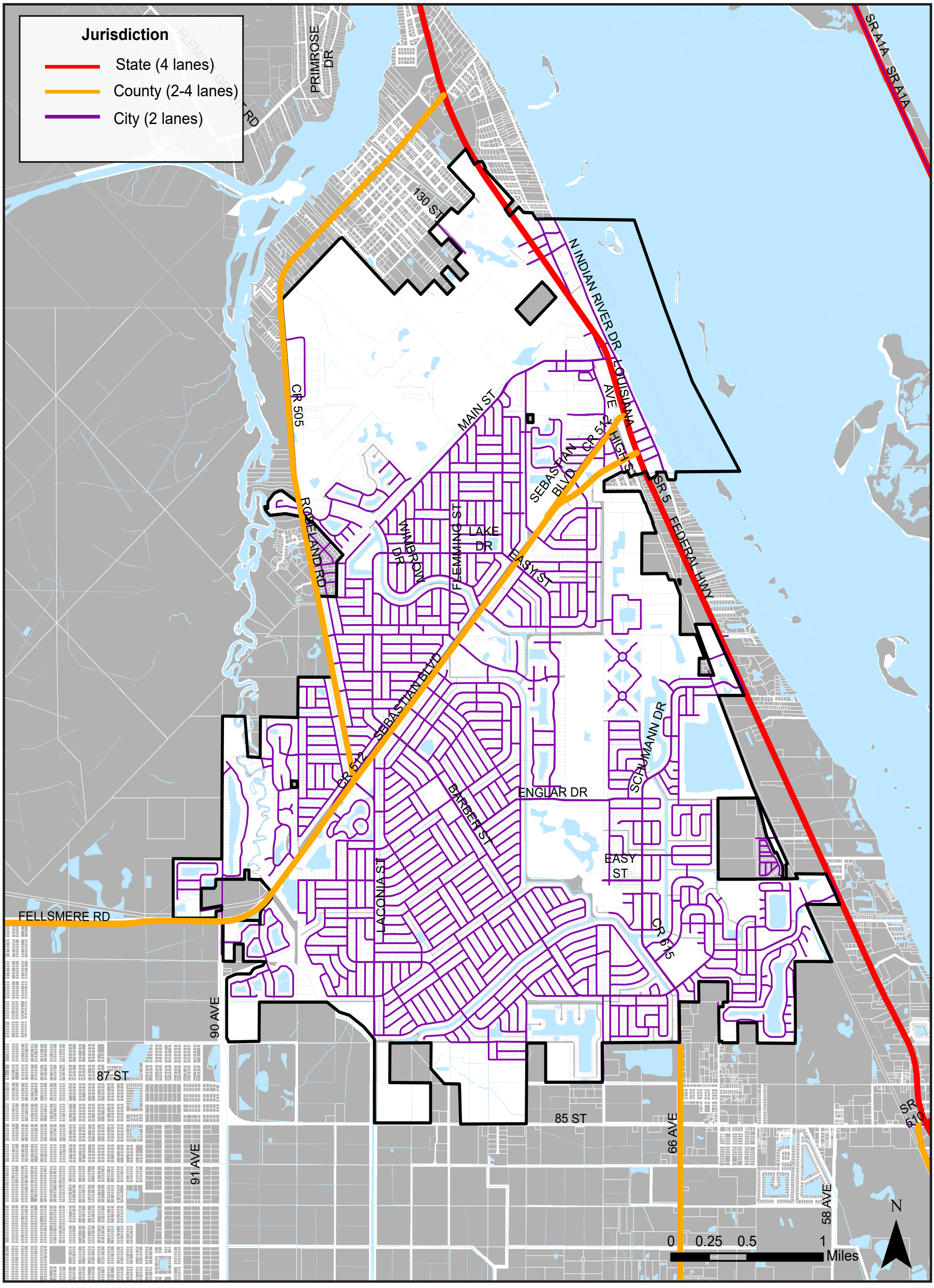
June 2021

ANNEXATION RESERVE AREA

Source: City of Sebastian

Kimley»Horn

Map 2-1: Road Jurisdiction



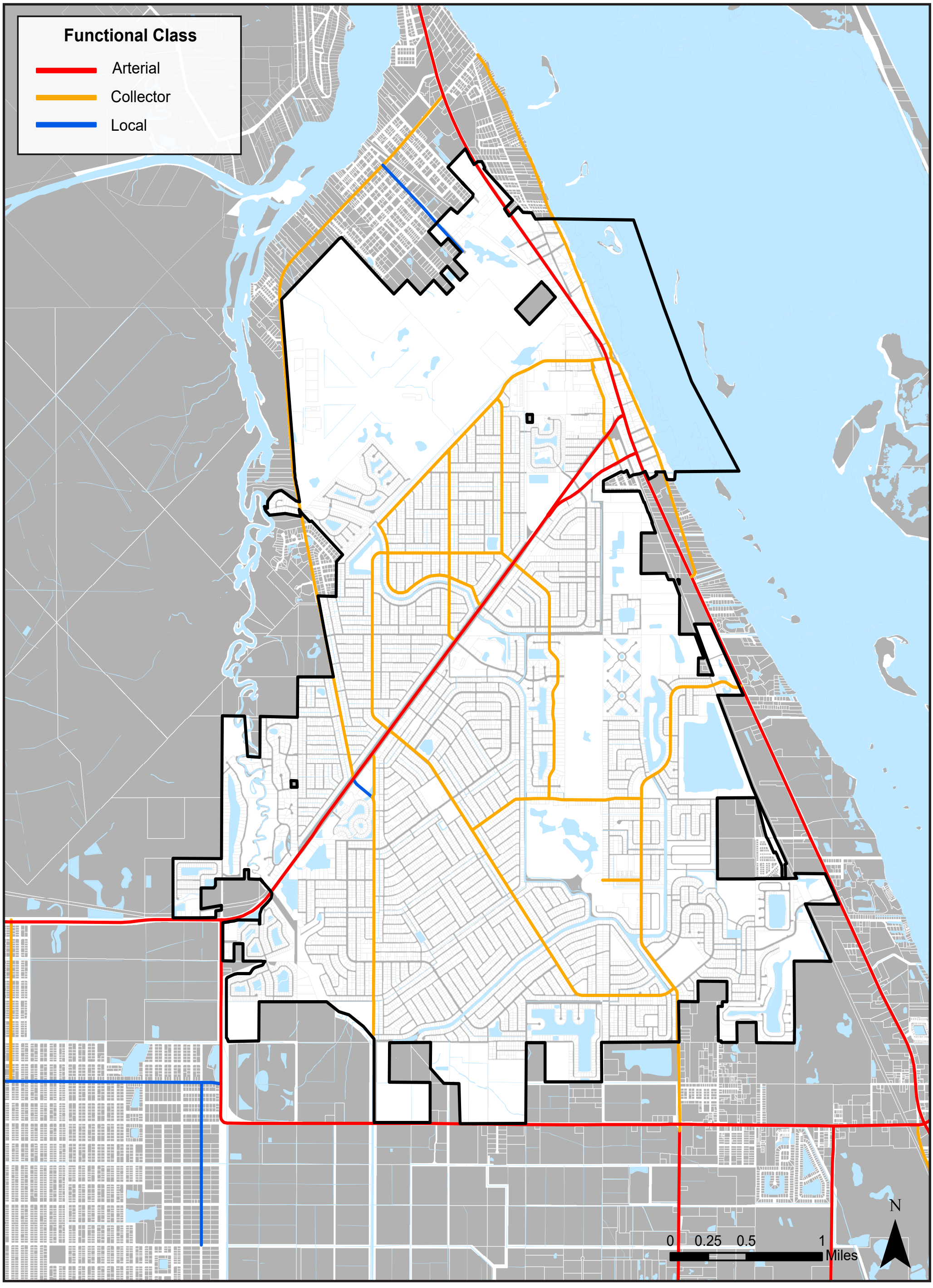
CITY OF SEBASTIAN

June 2021

ROAD JURISDICTION

Kimley»Horn

Map 2-2: Functional Class



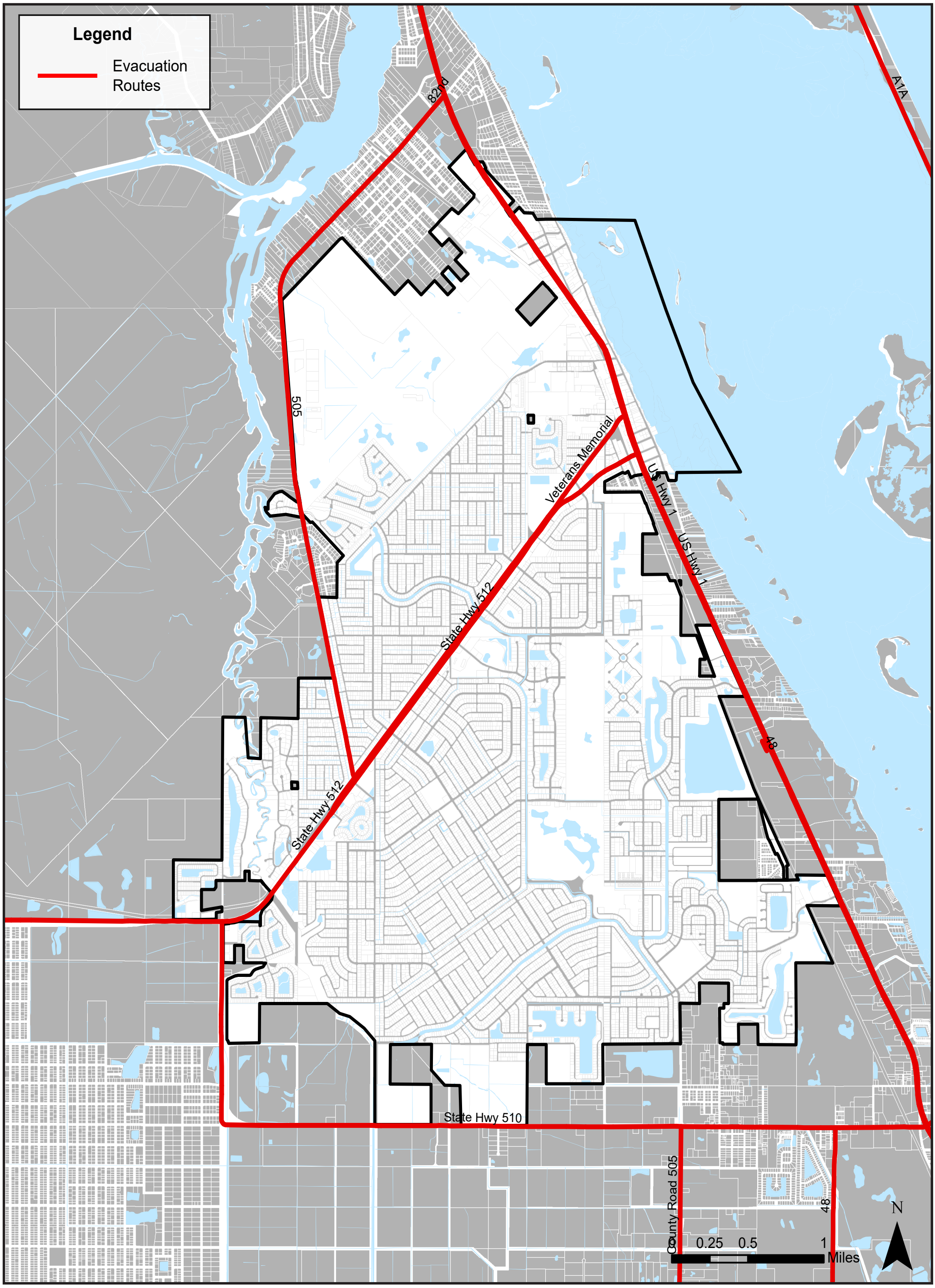
CITY OF SEBASTIAN

June 2021

FUNCTIONAL CLASS

Kimley»Horn

Map 2-3: Evacuation Routes



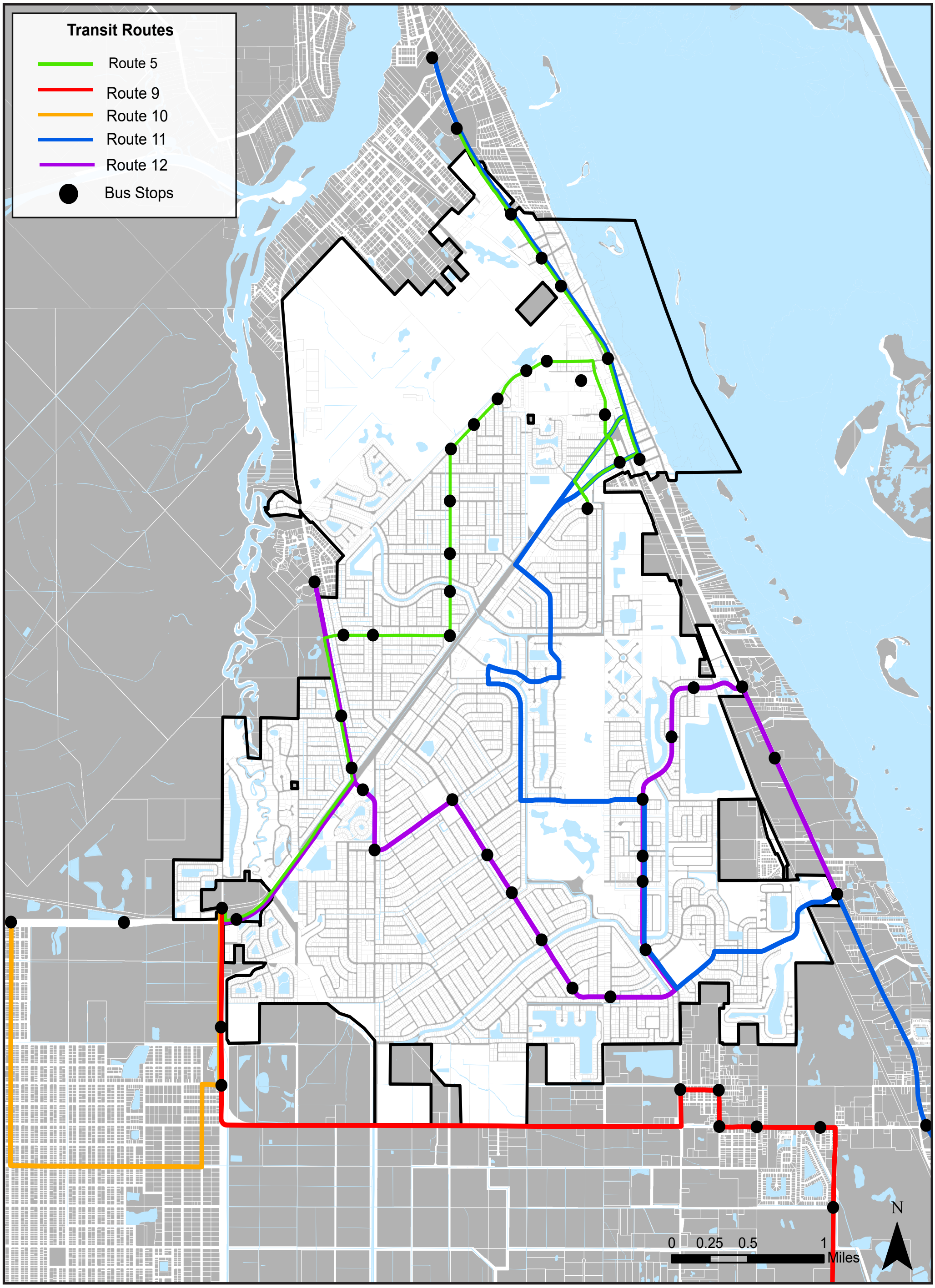
CITY OF SEBASTIAN

June 2021

EVACUATION ROUTES

Kimley»Horn

Map 2-4: Transit Routes



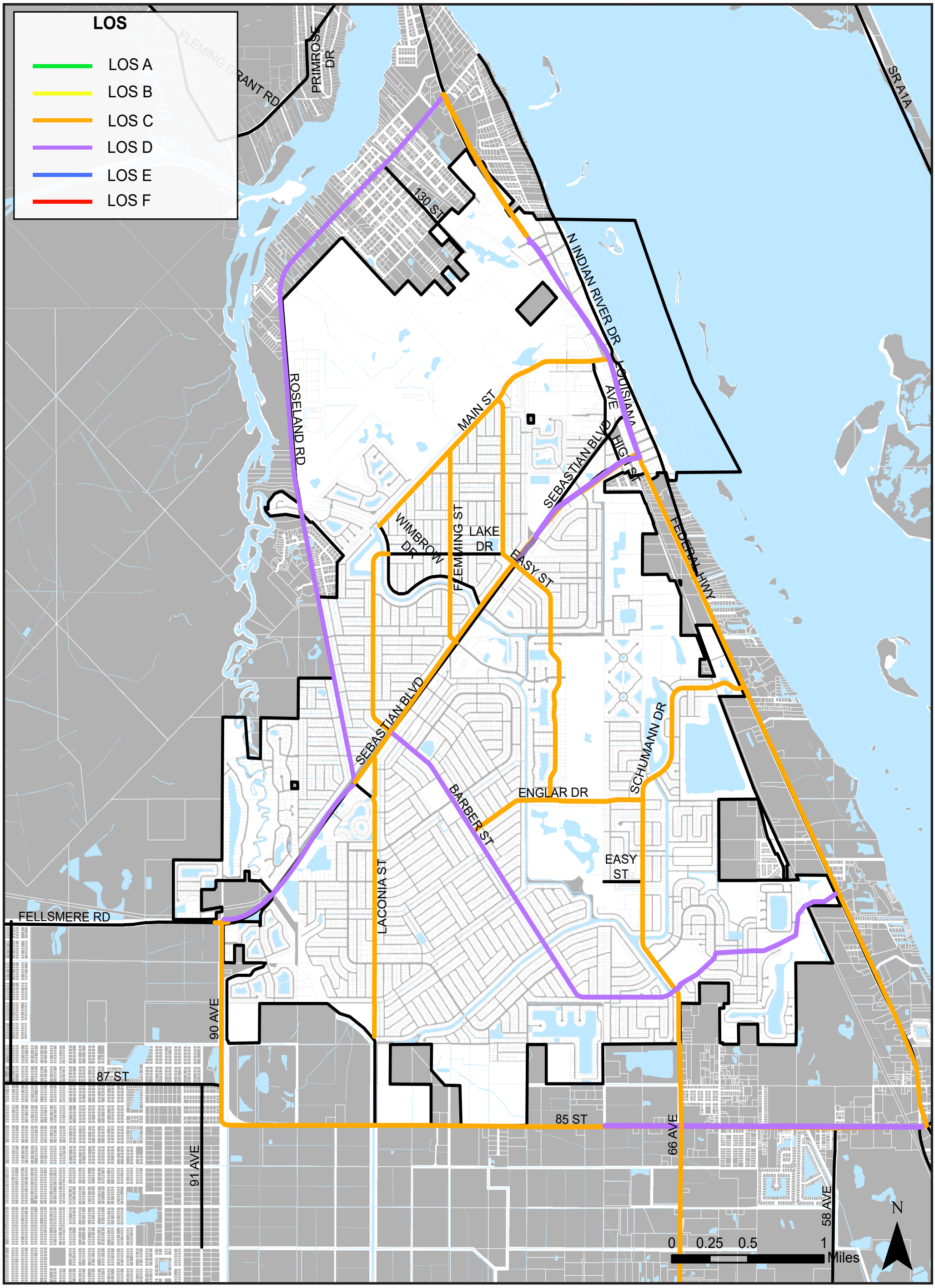
CITY OF SEBASTIAN

June 2021

TRANSIT ROUTES

Kimley»Horn

Map 2-5: Existing Level of Service, 2020



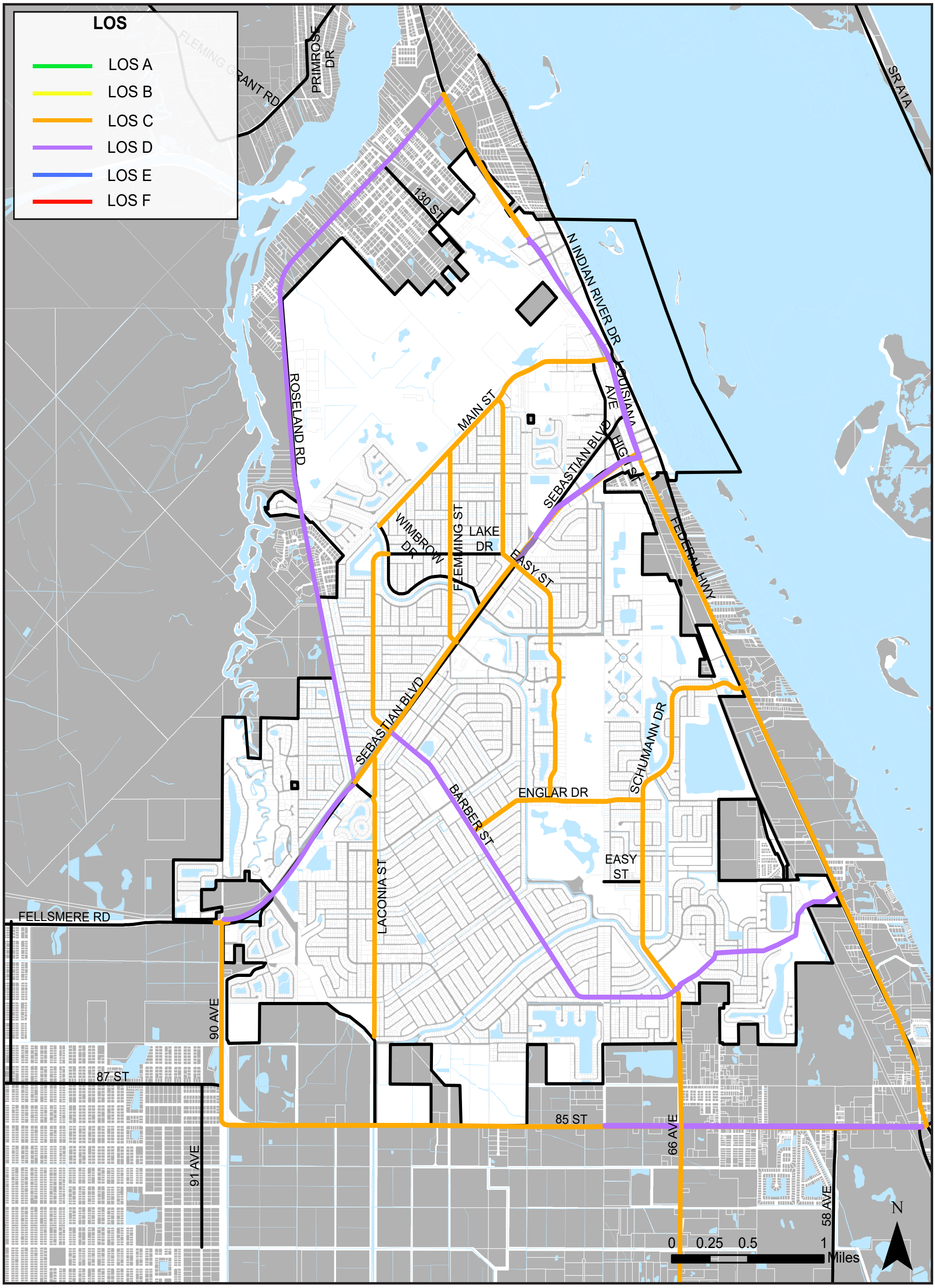
CITY OF SEBASTIAN

June 2021

LOS 2020

Kimley»Horn

Map 2-6: Existing Level of Service, 2025



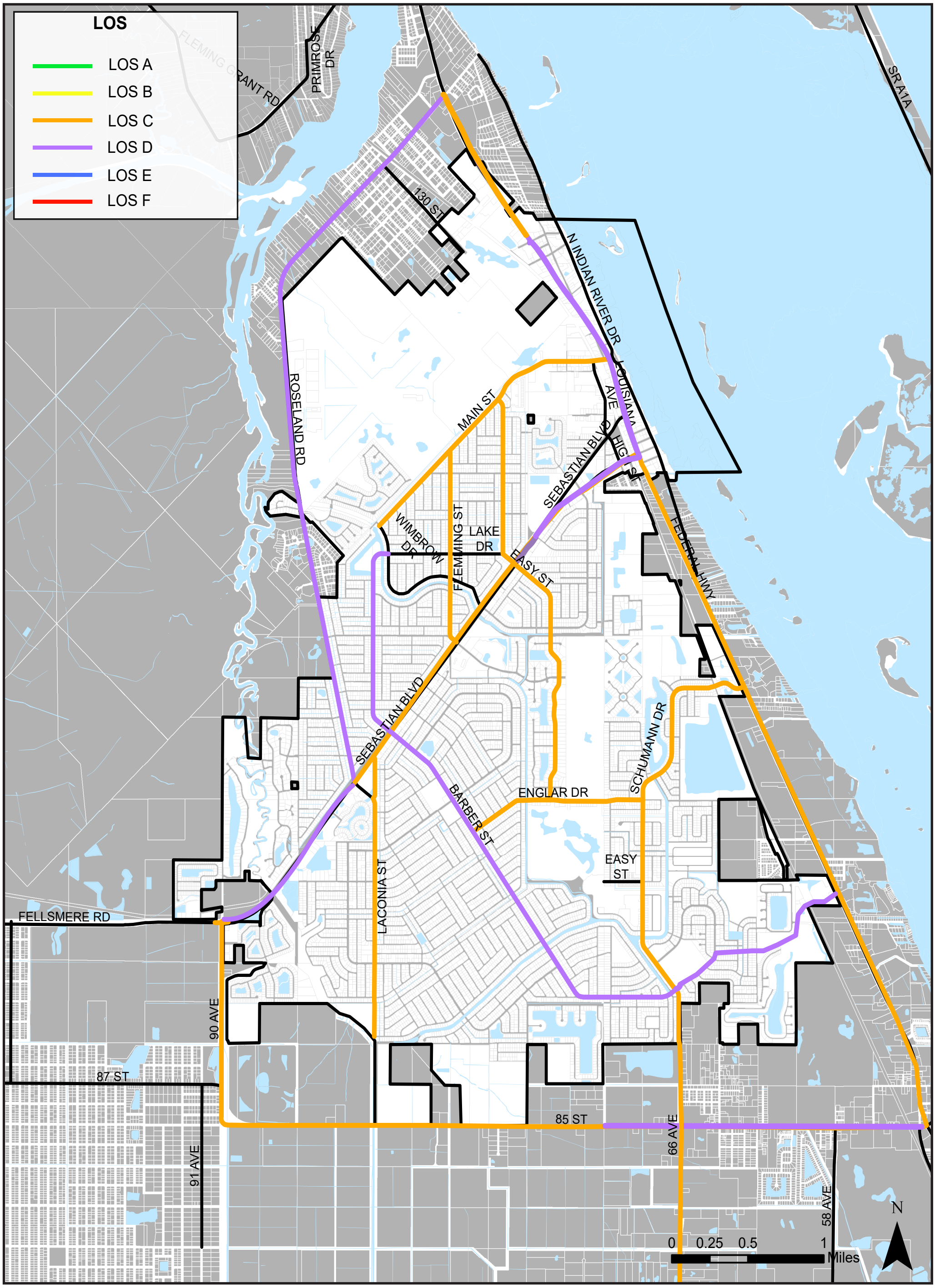
CITY OF SEBASTIAN

June 2021

LOS 2025

Kimley»Horn

Map 2-7: Existing Level of Service, 2040



CITY OF SEBASTIAN

June 2021

LOS 2040

Kimley»Horn

Map 2-8: Proposed Bike and Pedestrian Routes

Proposed Bike & Pedestrian Routes FY 2040

- Proposed Bike Lanes
- Proposed Pedestrian Sidewalks
- Proposed Bike and Pedestrian Routes

0 0.25 0.5 1 Miles

N

CITY OF SEBASTIAN

June 2021

BIKE & PEDESTRIAN ROUTES

Source: Indian River County 2040 Long Range Transportation Plan

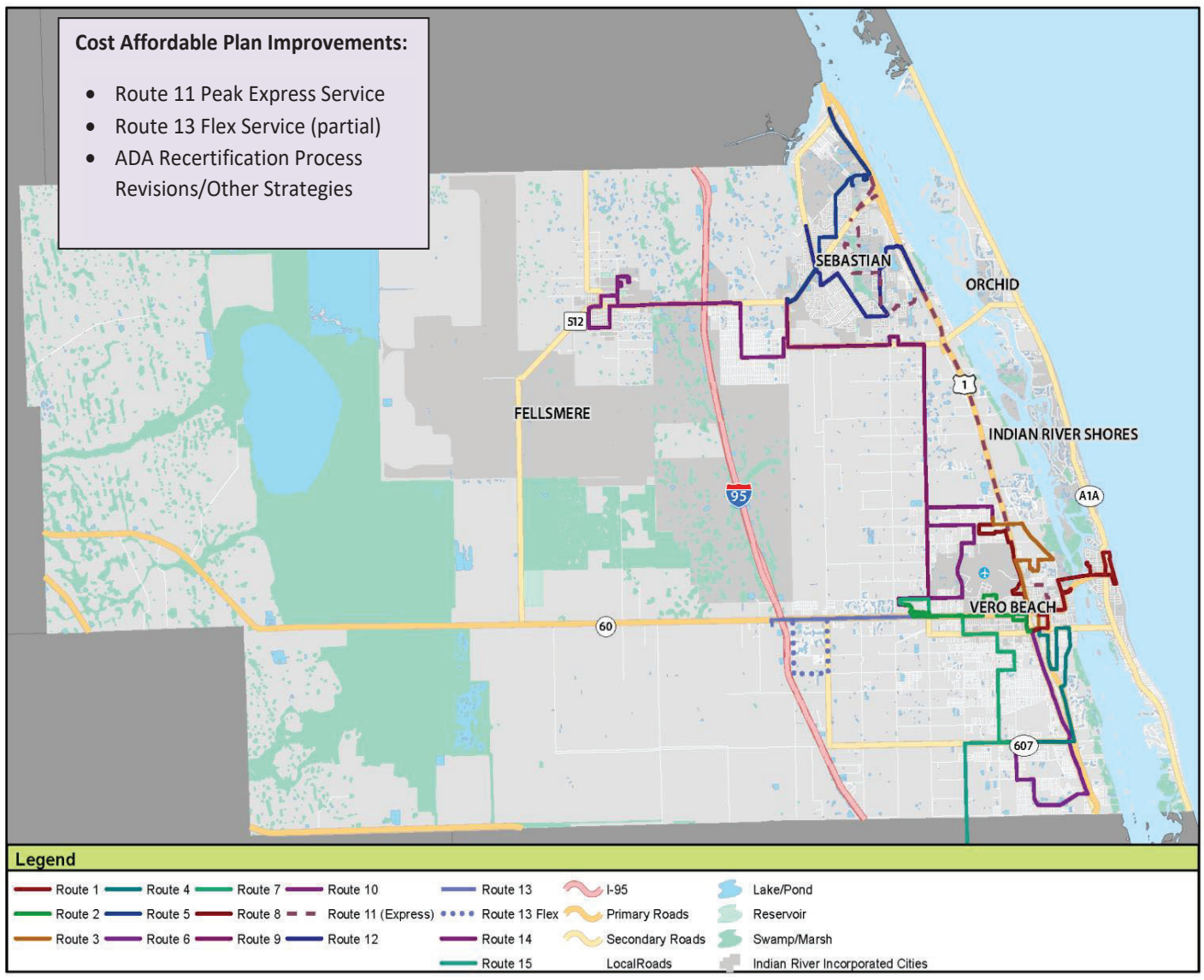
Kimley»Horn

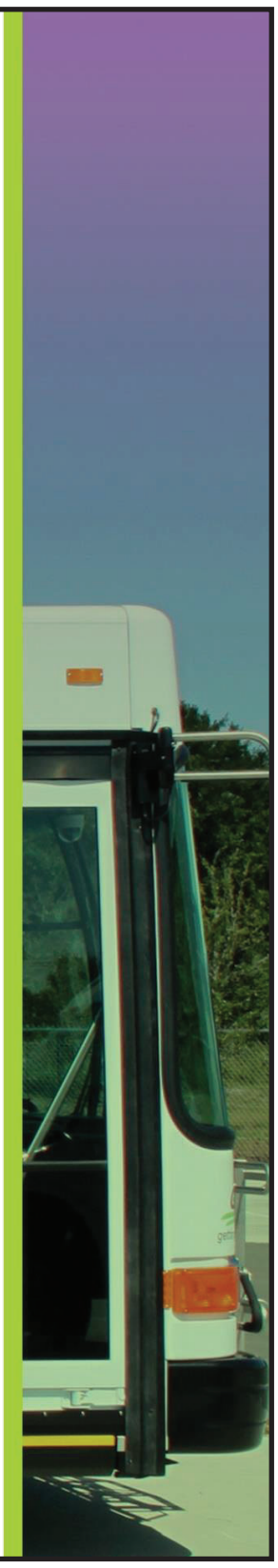
Map 2-9: Proposed Transit Routes

GoLine

10-Year Service and Financial Plan

Map 11-1: 10-Year Cost Affordable Plan





CITY OF SEBASTIAN

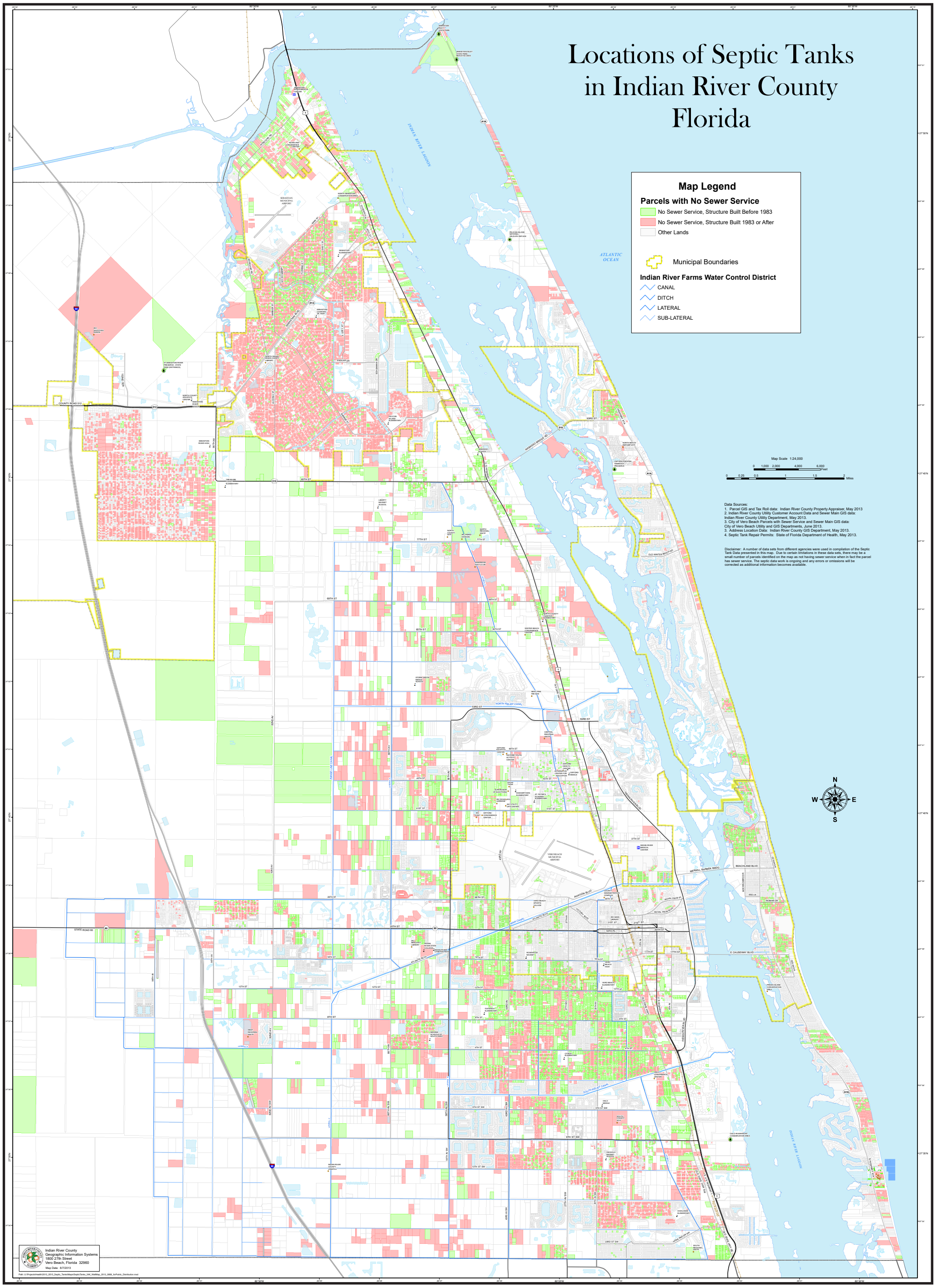
June 2021

PROPOSED TRANSIT ROUTES

Source: Indian River County Transit Development Plan

Kimley»Horn

Map 4-1: Locations of Septic Tanks



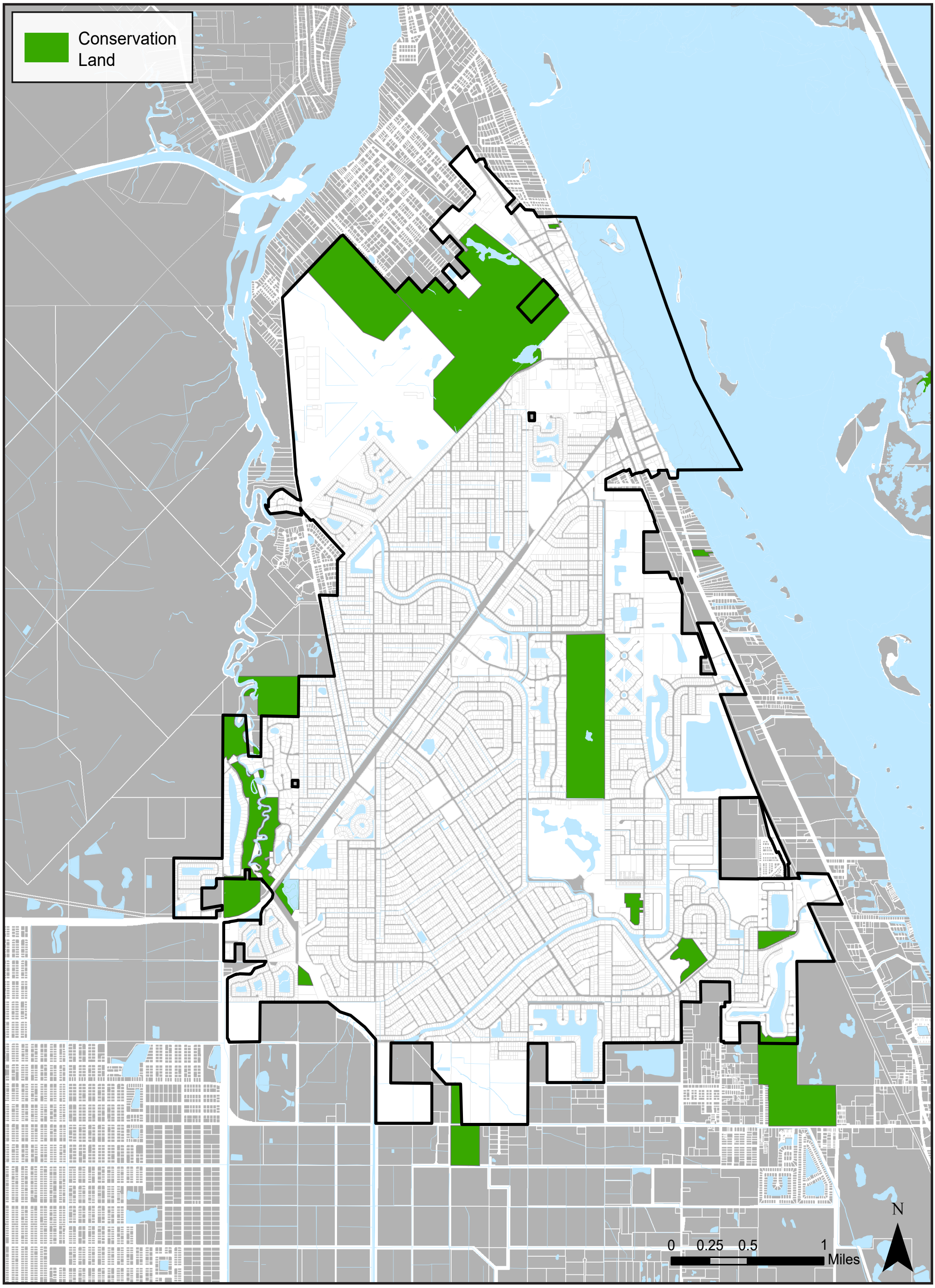
CITY OF SEBASTIAN

June 2021

LOCATIONS OF SEPTIC TANKS

Source: City of Sebastian

Map 5-1: Conservation Land



CITY OF SEBASTIAN

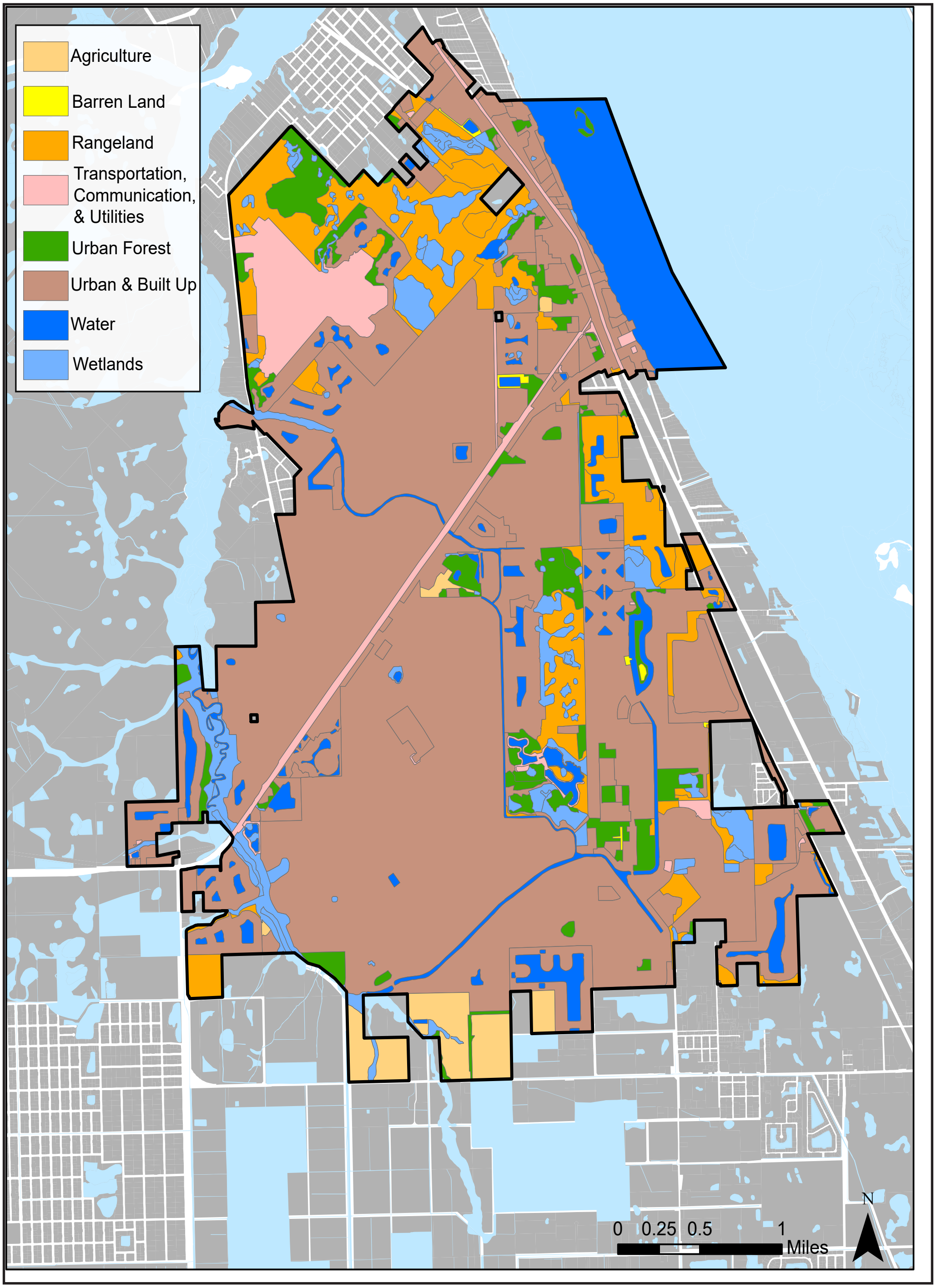
June 2021

CONSERVATION LAND

Source: City of Sebastian

Kimley»Horn

Map 5-2: Land Cover



CITY OF SEBASTIAN

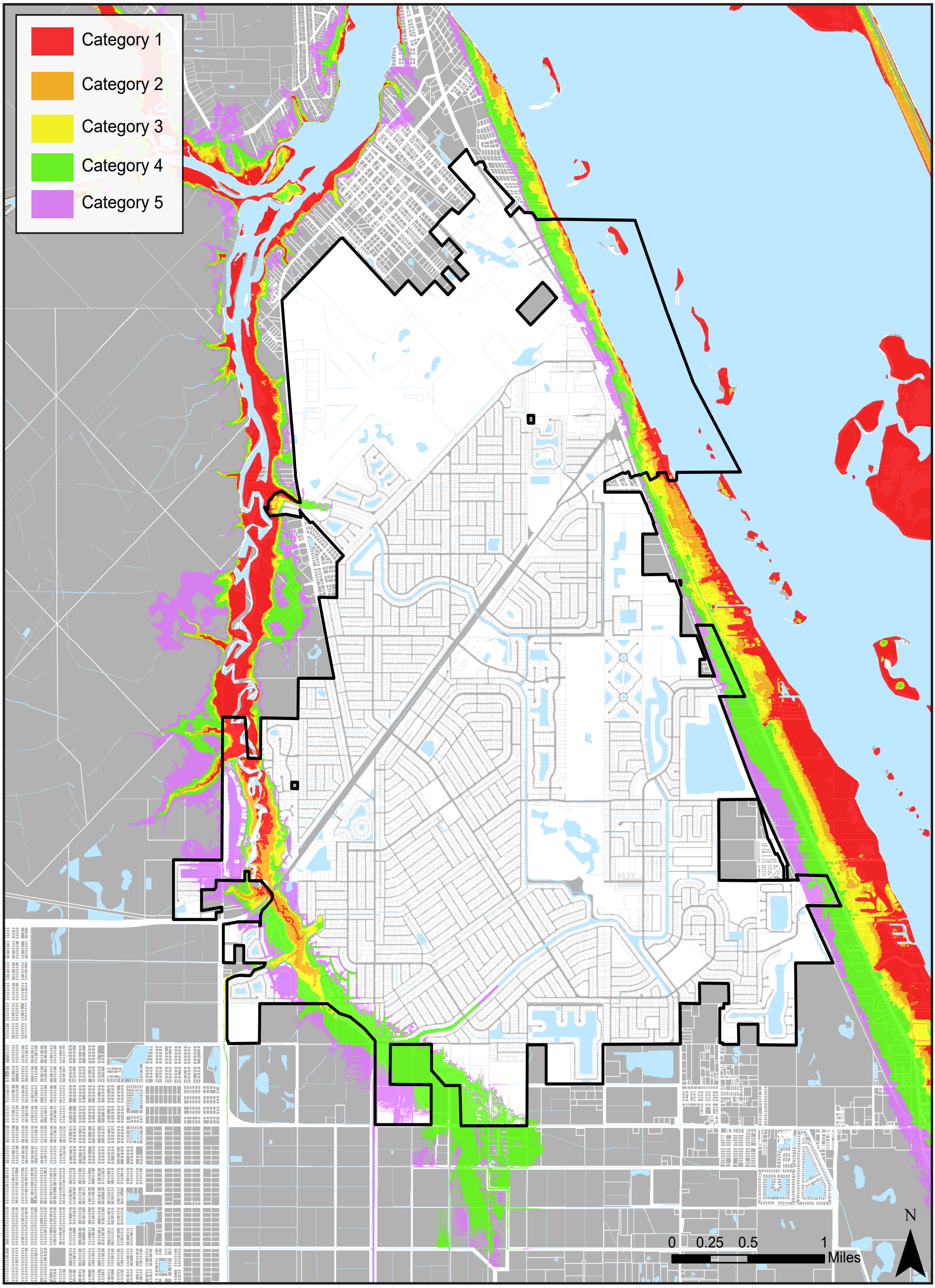
June 2021

LAND COVER

Source: Florida Department of Environmental Protection

Kimley»Horn

Map 5-3: Storm Surge Zones



CITY OF SEBASTIAN

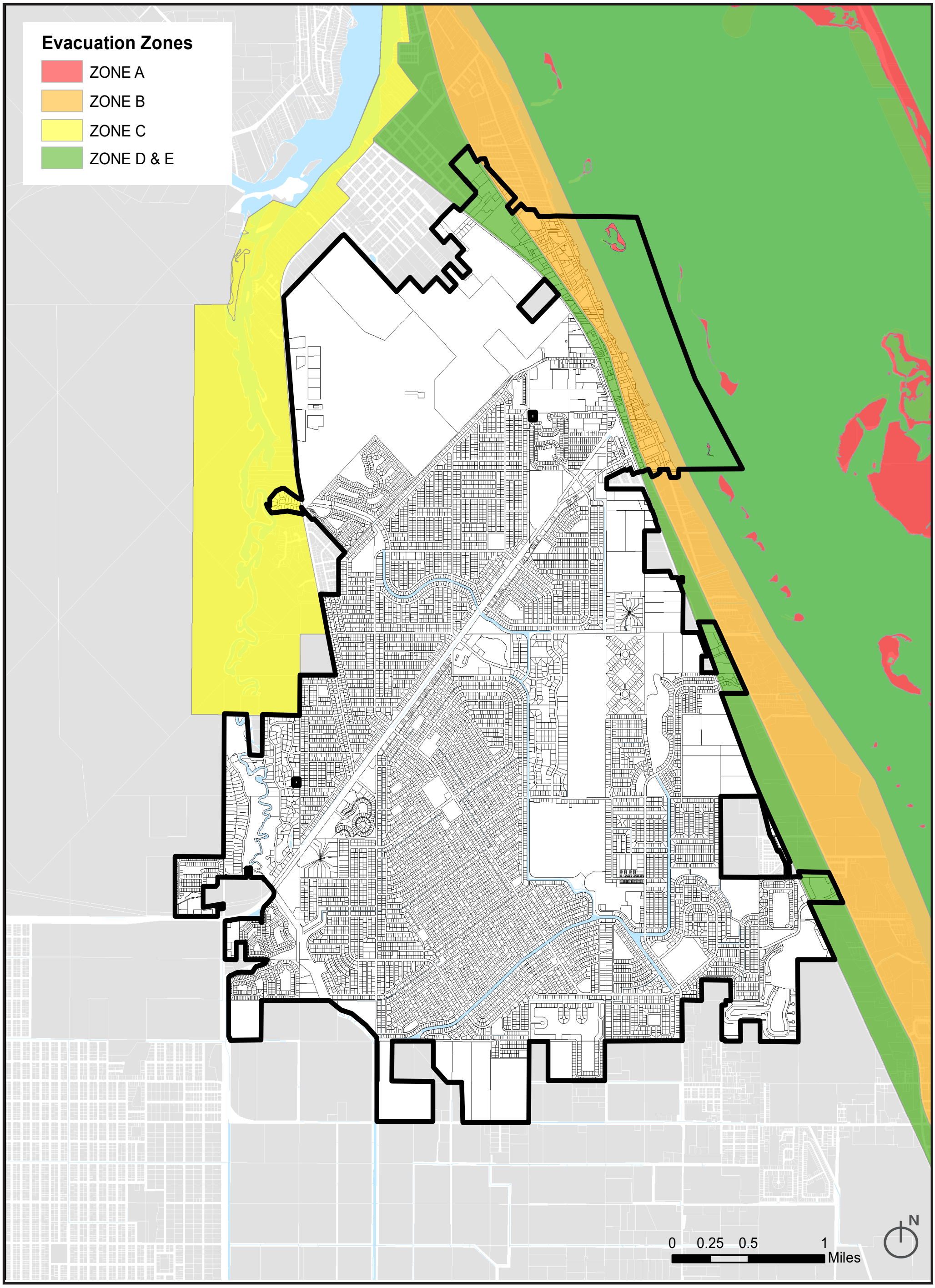
June 2021

STORM SURGE ZONES

Source: Florida Department of Emergency Management 2016-2017 SLOSH Model Data

Kimley»Horn

Map 5-4: Hurricane Evacuation Zones



CITY OF SEBASTIAN

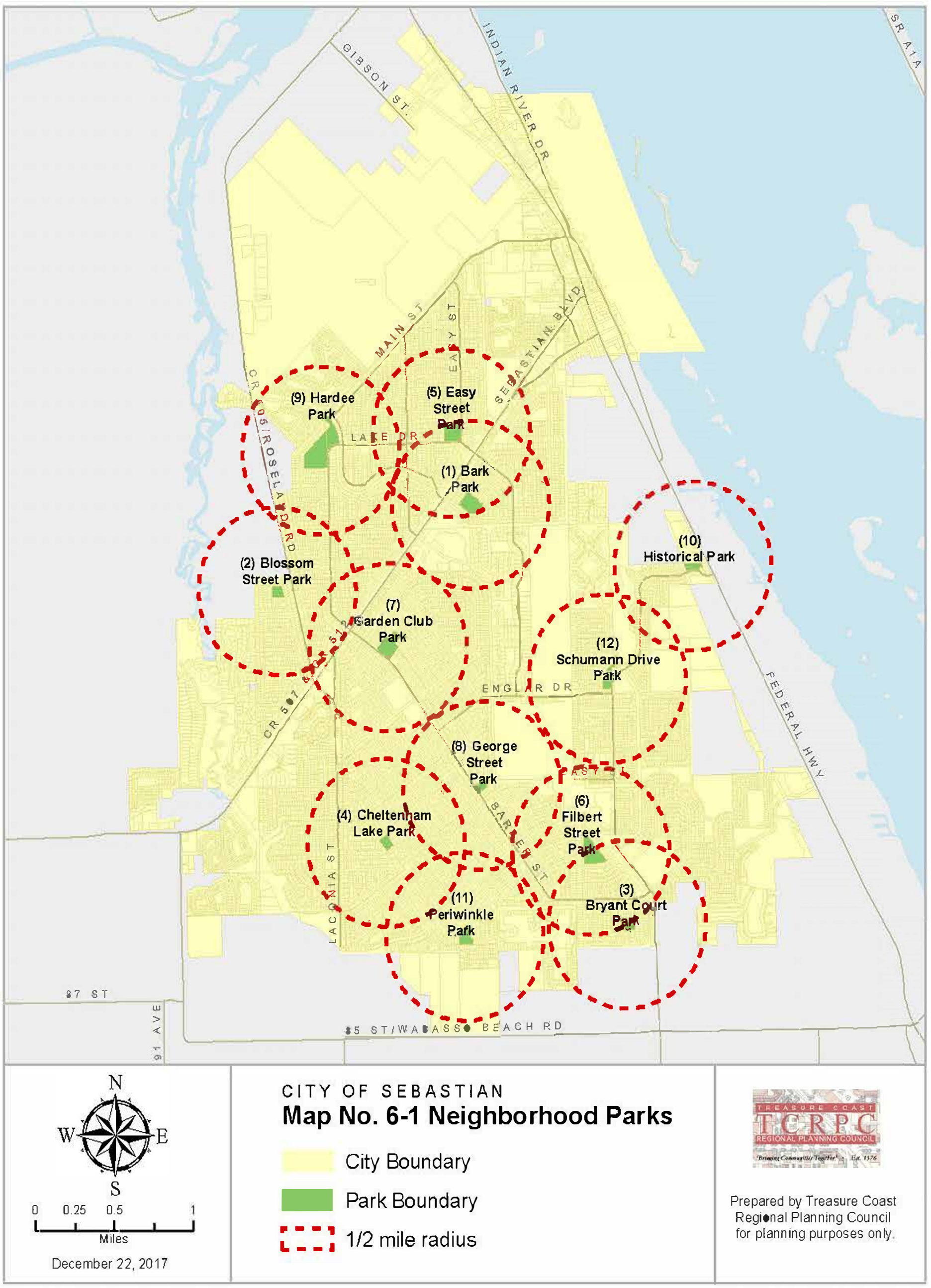
June 2021

EVACUATION ZONES

Source: Indian River County Emergency Management

Kimley»Horn

Map 6-1:Neighborhood Parks



CITY OF SEBASTIAN

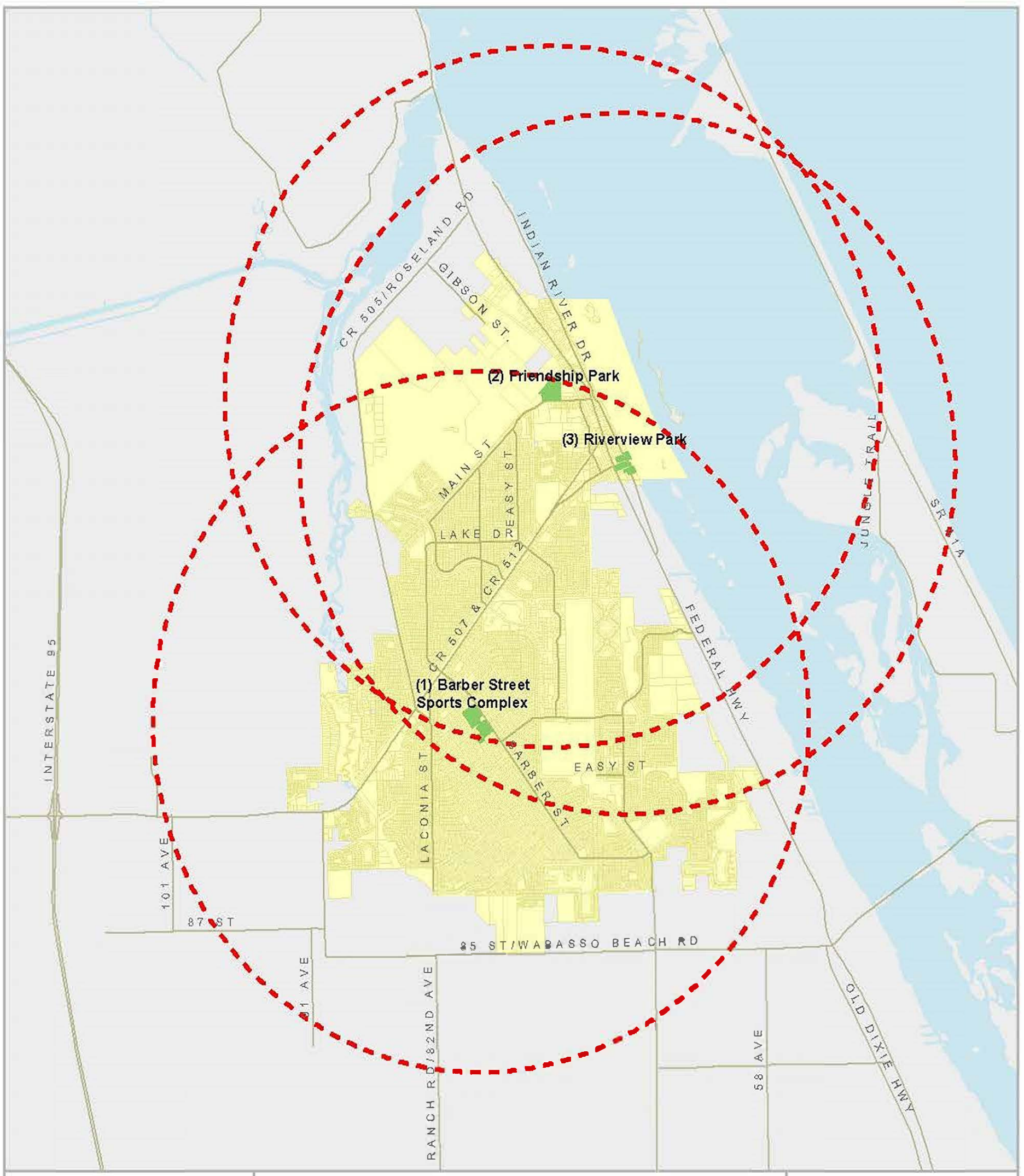
June 2021

NEIGHBORHOOD PARKS

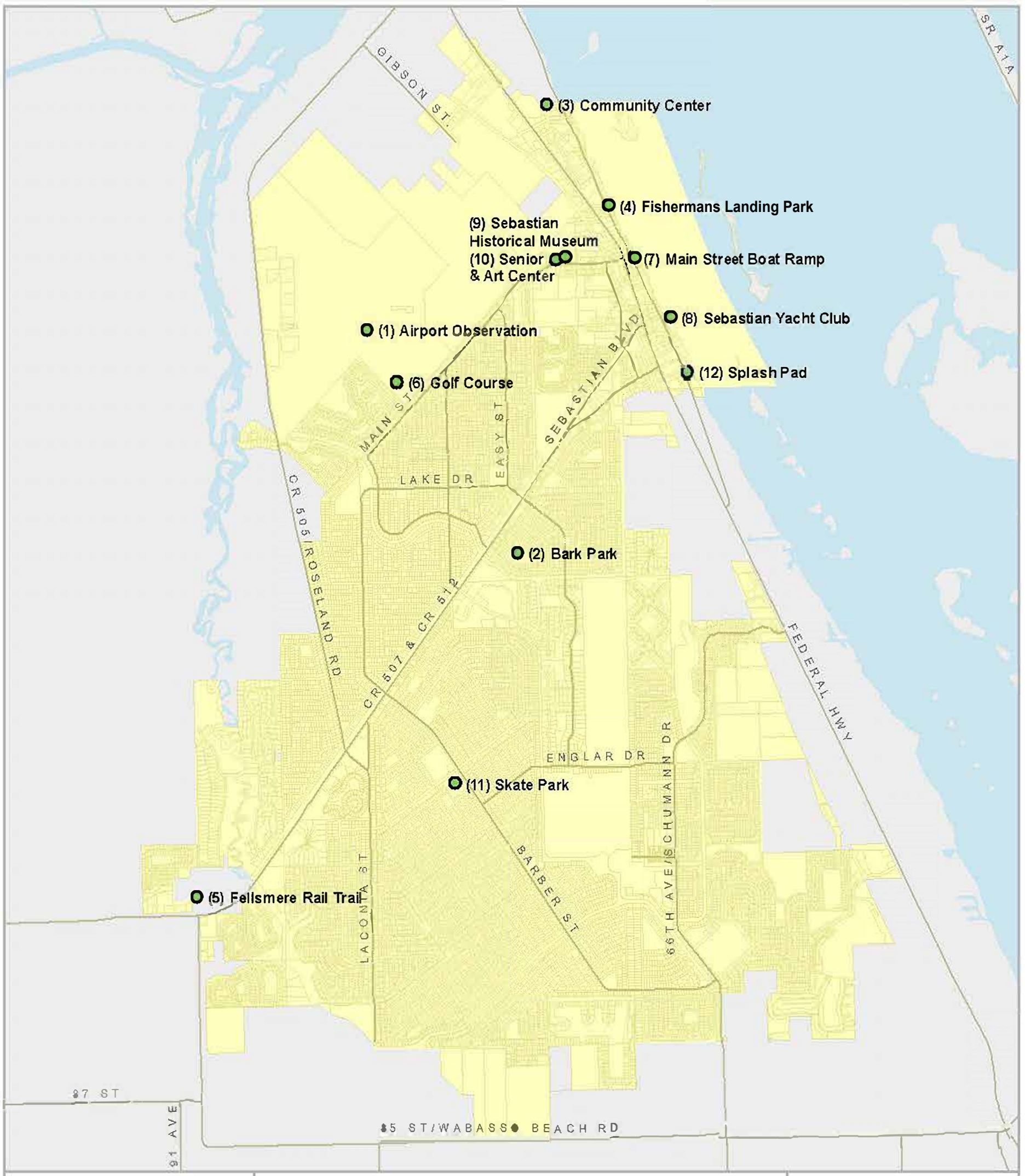
Source: City of Sebastian

Kimley»Horn

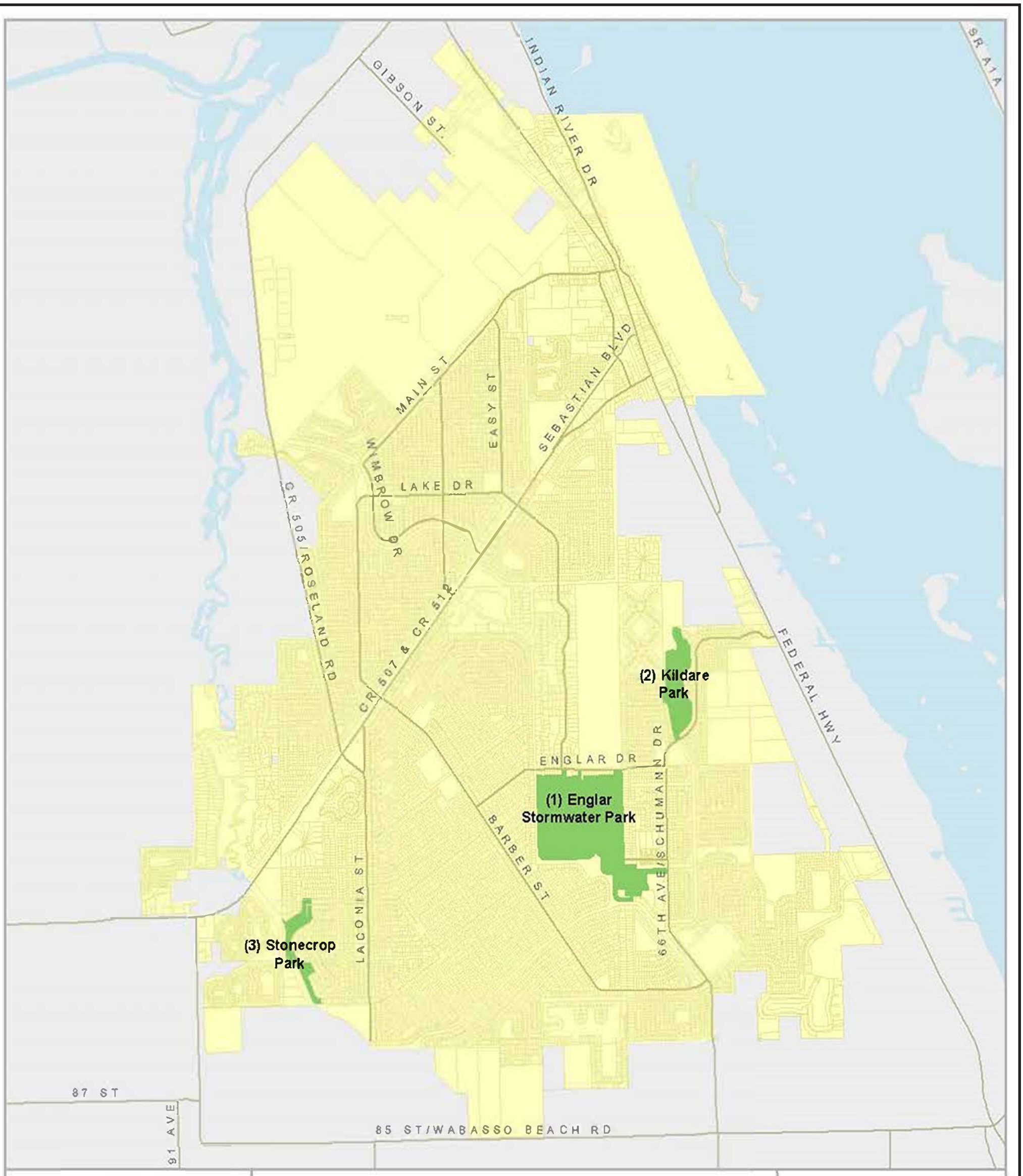
Map 6-2: Community Parks



Map 6-3: Special Facilities



Map 6-4: Natural Reserve Areas



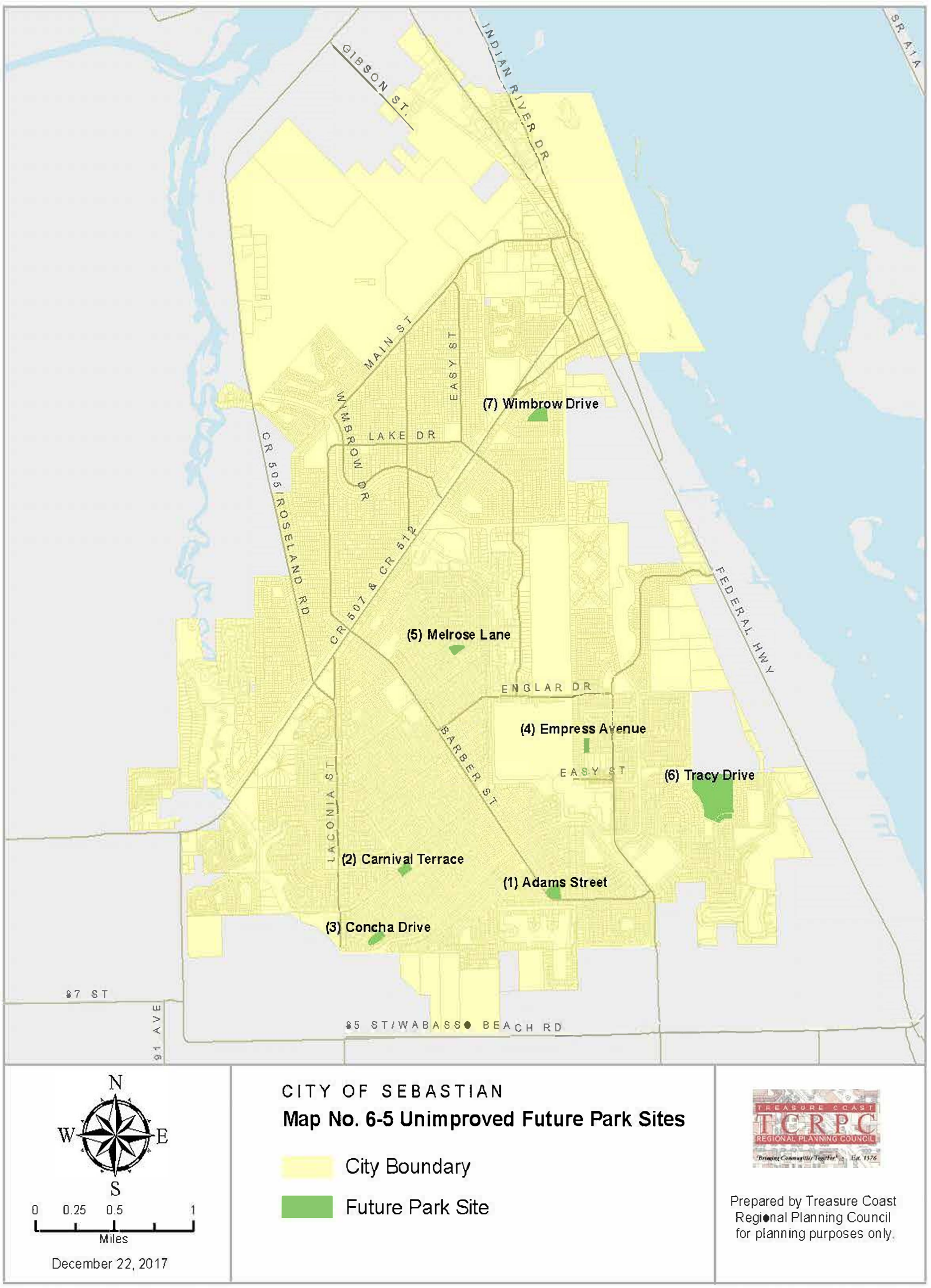
CITY OF SEBASTIAN

June 2021

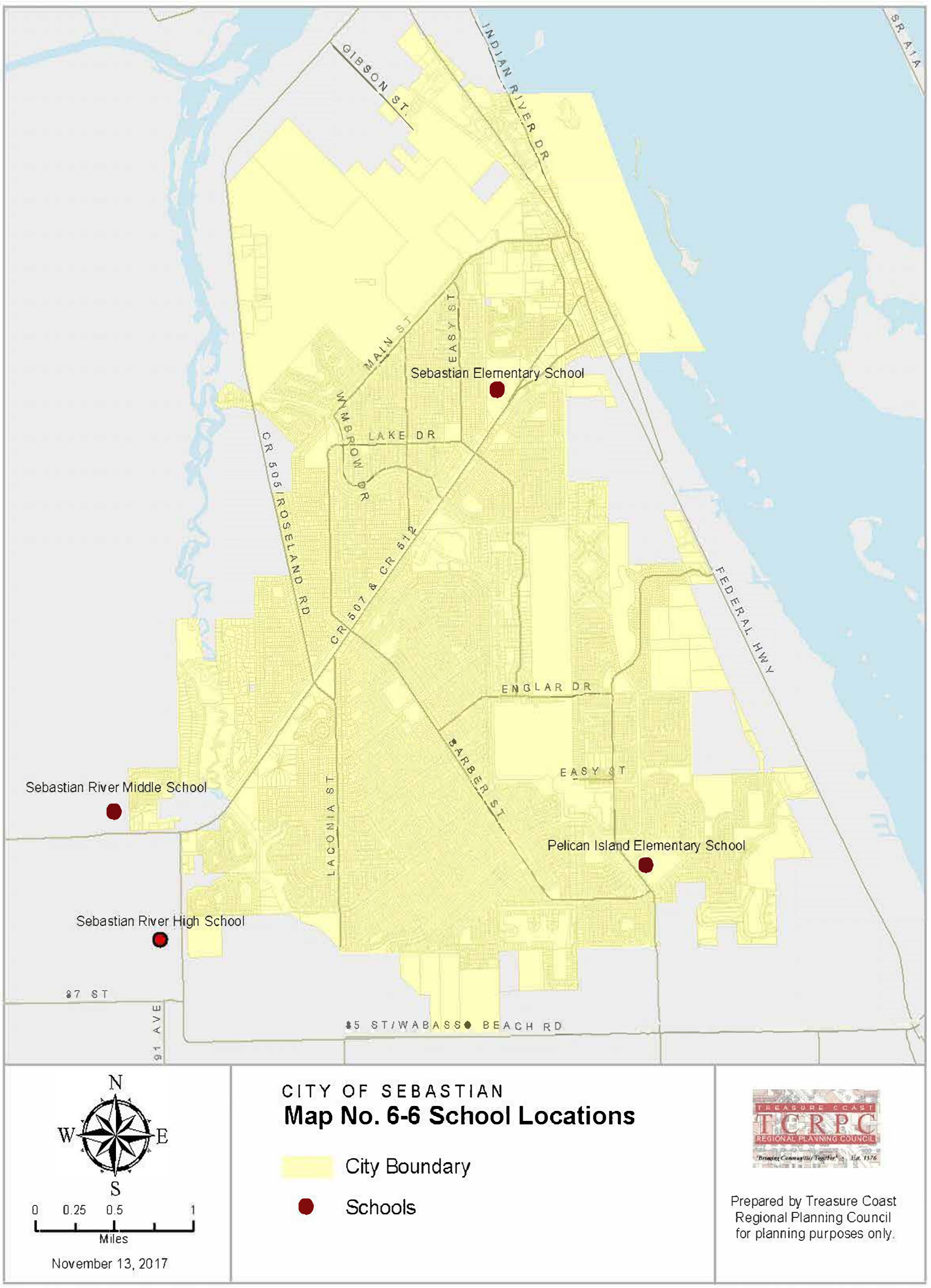
NATURE RESERVE AREAS

Source: City of Sebastian

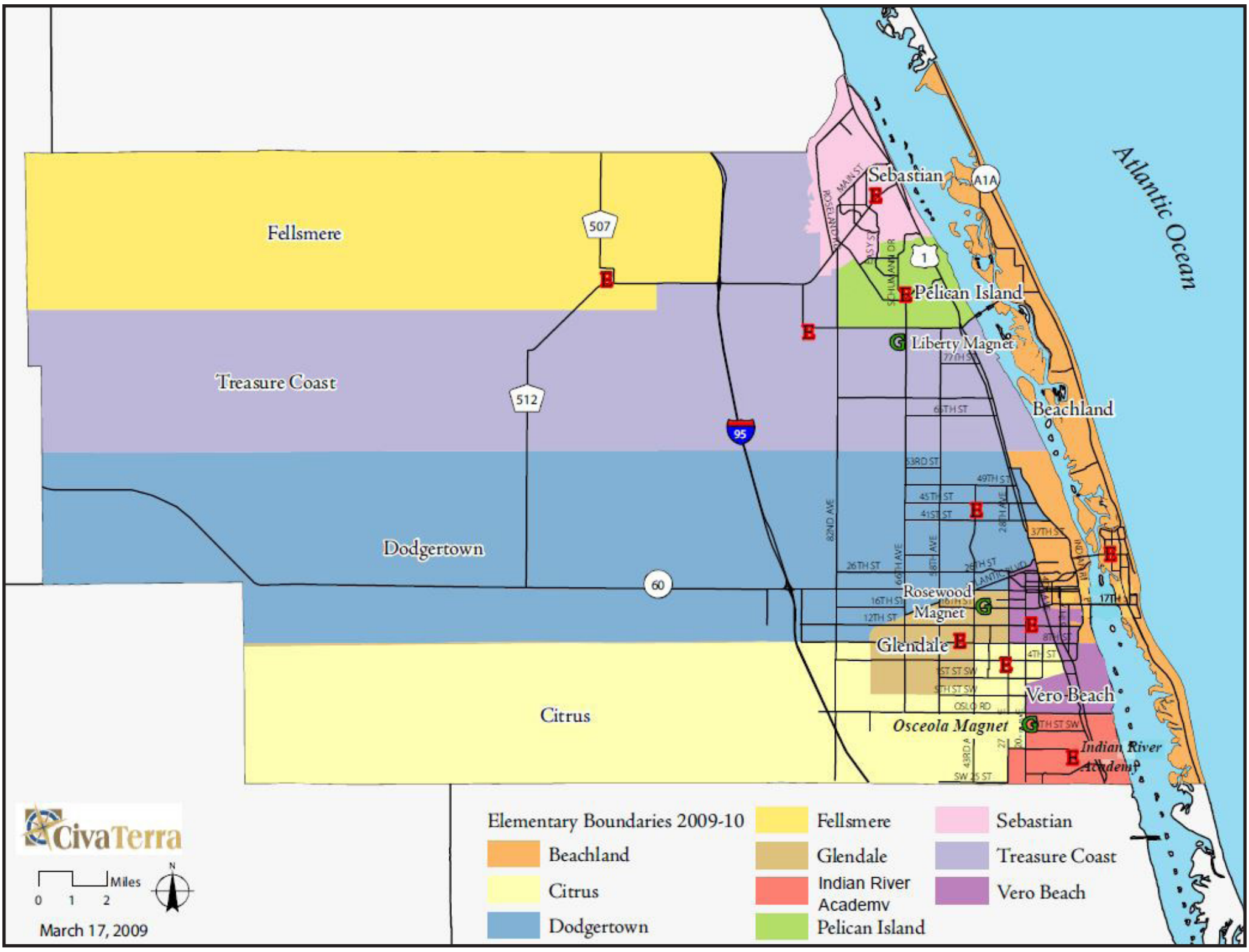
Map 6-5: Unimproved Future Park Sites



Map 6-6: School Locations



Map 8-1: Indian River Country Elementary School Service Area Boundaries



CITY OF SEBASTIAN

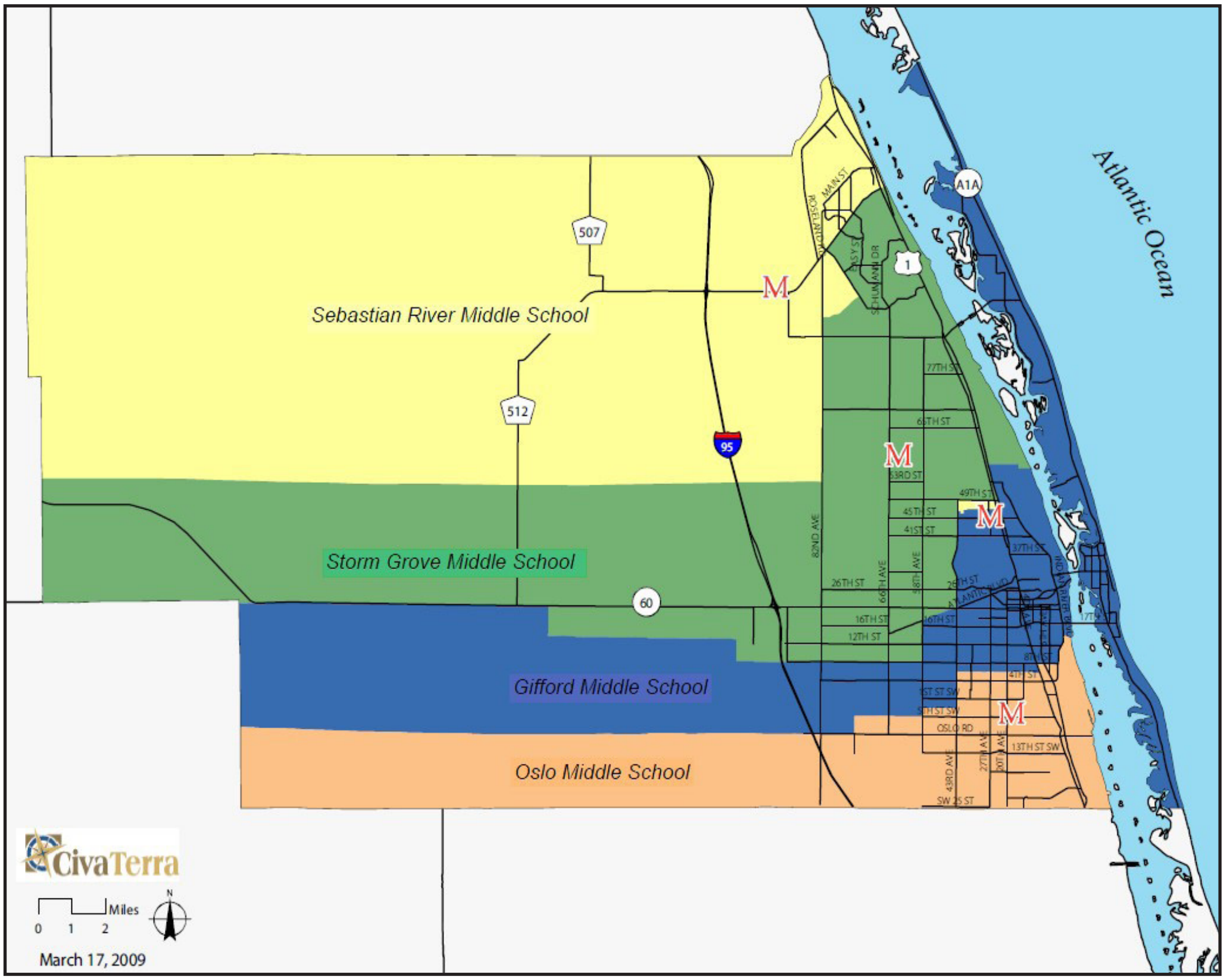
June 2021

ELEMENTARY SCHOOLS

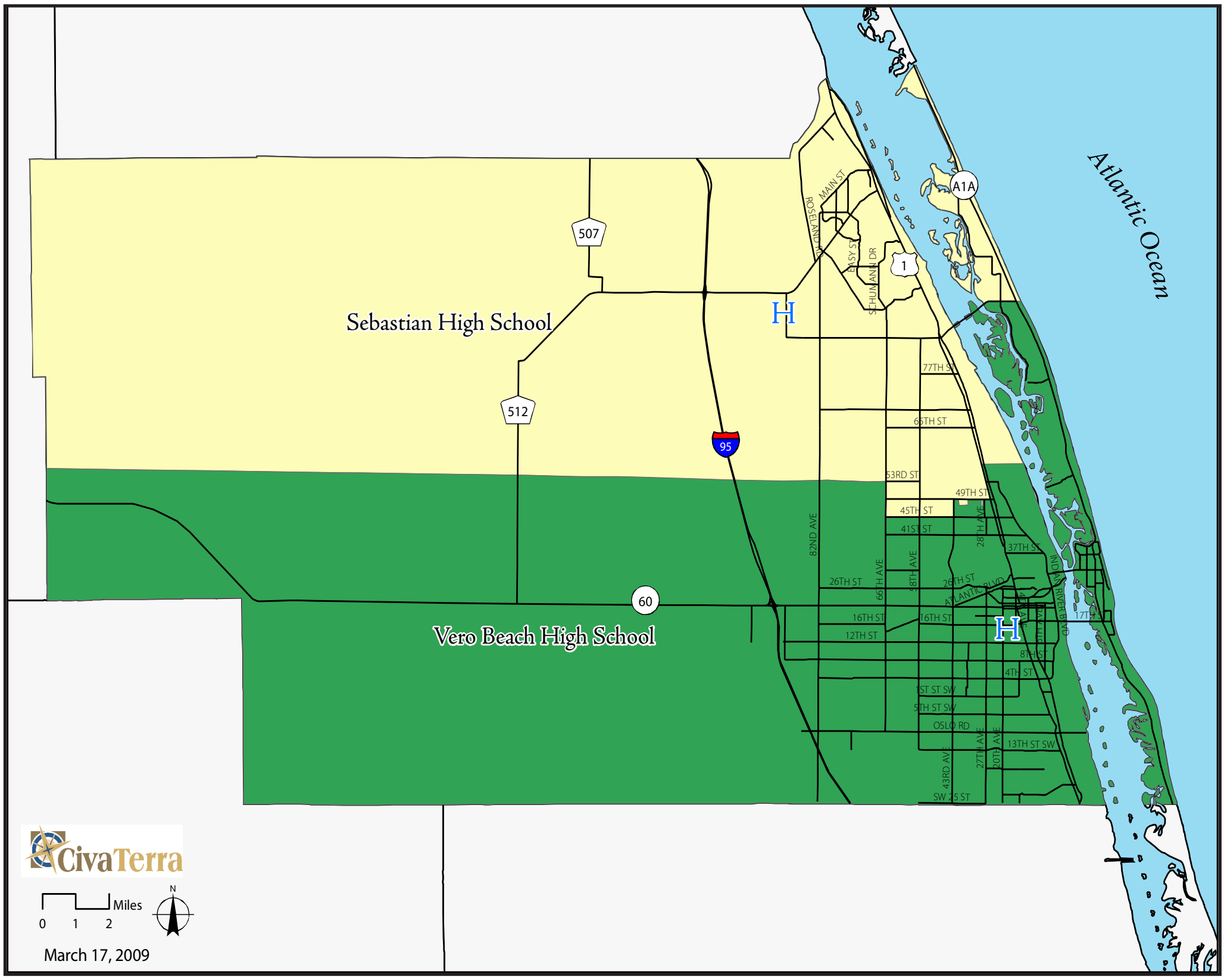
Source: Indian River County School Board

Kimley»Horn

Map 8-2: Indian River County Middle School Service Area Boundaries



Map 8-3: Indian River Country High School Service Area Boundaries



CITY OF SEBASTIAN

June 2021

HIGH SCHOOLS

Source: Indian River County School Board

Kimley»Horn



ACRONYMS & DEFINITIONS

ACRONYMS & DEFINITIONS

Consistent with the information presented in the "Introduction", the use of certain terms, phrases and where appropriate acronyms, may be used to describe specific items.

A. Interpretation of Conflicts – Conflicts shall be judged under the following guidelines:

1. In the event of any difference of meaning or implication between the text of the Plan and any caption, illustration, graphic, summary table, or illustrative table, the text shall control.
2. In the event of an apparent conflict between the Future Land Use Map and any other map or figure in the adopted Comprehensive Plan, the Future Land Use Map shall control.

B. Interpretation of Undefined Terms – Terms not otherwise defined in the Comprehensive Plan shall be interpreted first by reference to the relevant provisions of the Community Planning Act Part II, Chapter 163 F.S., or other relevant and appropriate State Statutes if specifically defined therein; secondly, by reference to terminology adopted by City Ordinance; thirdly, by reference to terminology generally accepted by Federal or State agencies; fourthly, by reference to terminology generally accepted by the planning profession; and otherwise according to the latest edition of Webster's New Collegiate Dictionary.

ACRONYMS

A

AAA: Adaptation Action Area
ACS: American Community Survey
ADA: Americans with Disabilities Act
ADU: Accessory Dwelling Unit
AMI: Area Median Income
ARRA: American Recovery and Reinvestment Act

B

BAB: Build America Bond
BEBR: University of Florida Bureau of Economic and Business Research
BLS: United States Bureau of Labor Statistics
BMAP: Basin Management Action Plan

C

CCC: Customer Convenience Center
CDBG: Community Development Block Grant
CFASPP: Continuing Florida Aviation System Planning Process
CHHA: Coastal High Hazard Area
CIP: Capital Improvement Program
CIS: Capital Improvement Schedule
CMS: Concurrency Management System
COC: Citizens Oversight Committee

COP: Certificates of Participation
CPTED: Crime Prevention Through Environmental Design
CRA: Community Redevelopment Area
CRS: Community Rating System

D

DACS: Florida Department of Agriculture and Consumer Services
DCFS: Florida Department of Children and Family Services
DEO: Florida Department of Economic Opportunity
DEP: Florida Department of Environmental Protection
DHR: Florida Division of Historical Resources
DIA: Data Inventory and Analysis
DJJ: Florida Department of Juvenile Justice
DOE: Florida Department of Education
DOH: Florida Department of Health
DRI: Development of Regional Impacts
DU/AC: Dwelling Units per Gross Acre

E

EA: Economic Analysis
EAR: Evaluation and Appraisal Report
EDC: Economic Development Council
EFI: Enterprise Florida, Inc.
EOC: Indian River County Emergency Operations Center
EOOC: Elected Officials Oversight Committee

F

FAA: Federal Aviation Administration
FAC: Florida Administrative Code
FAR: Floor Area Ratio
FDOT: Florida Department of Transportation
FEMA: Federal Emergency Management Agency
FFWCC: Florida Fish and Wildlife Conservation Commission
FIND: Florida Inland Navigation District
FISH: Florida Inventory of School Houses
FLEPPC: Florida Exotic Pest Plant Council
FLUM: Future Land Use Map
FRCEDC: Florida's Research Coast Economic Development Coalition
FS: Florida Statutes
FTE: Full-Time Equivalent
FY: Fiscal Year

G

GDC: General Development Corporation
GIS: Geographic Information Systems
GPD: Gallons Per Day

H

HUD: United States Department of Housing and Urban Development

I

IAS: Impact Assessment Statement
ICR: Intergovernmental Coordination Review
IRCDUS: Indian River County Department of Utility Services
IRLNEP: Indian River Lagoon National Estuary Program
IRT: Indian River Transit
ISBA: Interlocal Service Boundary Agreement

L

LDC: Land Development Code
LID: Low Impact Development
LOGT: Local Option Gas Tax
LOS: Level of Service
LPA: Local Planning Agency
LRTP: Long Range Transportation Plan
LSV: Low Speed Vehicles

M

MFC: Marine Fisheries Commission
MPO: Metropolitan Planning Organization
MS4: Municipal Separate Stormwater System
MSA: Metropolitan Statistical Area

N

NAICS: North American Industry Classification System
NFIP: National Flood Insurance Program
NGVD: National Geodetic Vertical Datum
NPDES: National Pollutant Discharge Elimination System

P

PSPSWG: Public School Planning Staff Working Group
PUD: Planned Unit Development

R

ROW: Right-Of-Way
RTF: Recovery Task Force

S

SCADL: School Capacity Availability Letter of Determination
SIS: Strategic Intermodal System
SJRWMD: St. Johns River Water Management District
SLOSH: Sea, Lake, and Overland Surges from Hurricanes
SRHS: Sebastian River Historical Society
SRID: Sebastian River Improvement District
SSA: School Service Area
SSAB: School Service Area Boundaries
SSP: Septic to Sewer Program
SWDD: Indian River County Solid Waste Disposal District
SWG: Staff Working Group Committee
SWMMP: Stormwater Management Master Plan

T

TCRPC: Treasure Coast Regional Planning Council
TDM: Transportation Demand Management
TDR: Transfer of Development Rights
TIF: Tax Incremental Funding
TMDL: Total Maximum Daily Loads
TOD: Transit-Oriented Development
TSM: Transportation System Management

U

USACE: United States Army Corps of Engineers
USB: Urban Service Boundary
USFWS: United States Fish and Wildlife Service

V

VMT: Vehicle-Miles-Traveled

W

WTP: Water Treatment Plants

DEFINITIONS

A

Abutting: Having common borders or edges

Accessory Use: A use incidental or subordinate to the principal use of a building or project and located on the same site.

Adaptive Use/Adaptive Reuse: The process of converting a building to a use other than which it was originally designed, e.g., changing a factory into commercial, retail use or residential use. Such conversions are accomplished with varying alterations to the building.

Adjacent: To have property lines or portions thereof in common or facing each other across a right-of- way, street or alley.

Advanced Wastewater Treatment: As defined in Chapter 403.086, FS, treatment that will provide a reclaimed water product that contains not more, on a permitted annual average basis, than the following concentrations: 5 mg/l biochemical oxygen demand, 5 mg/l suspended solids, 3 mg/l total nitrogen, 1 mg/l total phosphorous.

Adverse Impact (upon a natural resource): Direct contamination, alteration or destruction, or that contributes to the contamination, alteration or destruction of a natural resource, or portion thereof, to the degree that its present and future environmental benefits are, or will be, eliminated, reduced, or impaired.

Affordable Housing: Defined as monthly rents or monthly mortgage payments including taxes and insurance do not exceed 30 percent of that amount which represents the percentage of the median annual gross income for households. However, it is not the intent to limit an individual household's ability to devote more than 30 percent of its income for housing, and housing for which a household devotes more than 30 percent of its income shall be deemed affordable if the first institutional mortgage lender is satisfied that the household can afford mortgage payments in excess of the 30 percent benchmark.

Airport: Sebastian Municipal Airport.

Amenity: A building, object, area or landscape feature that makes an aesthetic contribution to the environment, rather than one that is purely utilitarian.

American Association of State Highway and Transportation Officials: Composed of state highway and transportation officials from all fifty states who develop and improve methods of administration, design, construction, operation and maintenance of our nationwide integrated transportation system.

American with Disabilities Act: Public Law 101-336, prohibits discrimination against people with disabilities. The ADA focuses on removing barriers that deny individuals an equal opportunity to have access to jobs, public accommodations, government services, public transportation and telecommunications.

Annexation: The legal method of attaching an area into an area controlled by another form of government.

Aquifer Recharge: The replenishment of groundwater in an aquifer occurring primarily as result of infiltration of rainfall, and secondarily by the movement of water from adjacent aquifers or surface water bodies.

Arterial: See Roadways

Attenuation: To limit stormwater flow to reduce downstream impacts. (See also "detention").

Available to the Public: Any park or facility available to the general public whether for a fee or free of charge.

B

Beach: The zone of unconsolidated material that extends landward from the mean low water line to the place where there is marked change in material or physiographic form, or to the line of permanent vegetation, usually the effective limit of storm waves.

Bicycle Lane (Bike Lane): A portion of a roadway which has been designated by striping, signing and pavement markings for the preferential use of bicyclists.

Bikeway: Any road, trail, or right-of-way which is open to bicycle travel, regardless of whether such a facility is designated for the exclusive use of bicycles or is to be shared with other transportation modes.

Block: an area surrounded by streets. Blocks are subdivided into lots that face the street.

Buffer Area: An area, or space, separating an outdoor recreation area from influences which would tend to depreciate essential recreational values of the outdoor recreation area; needed especially in cases such as wilderness areas, where the values involved are fragile or volatile, or where the outside influences are of a particularly harsh and incompatible nature, as in urban or industrial areas, or along a busy highway.

Building: A structure created to shelter any form of human activity, such as an office, house, church, hotel or similar structure. Buildings may refer to a historically related complex such as a courthouse and jail.

C

Capacity Analysis: A determination of an infrastructure capability including but not limited to transportation resources, parks, water, wastewater, stormwater, etc.

Capacity (traffic): The measure of the ability of a traffic facility to accommodate a stream of moving vehicles, expressed as a rate. Thus, it is the maximum number of vehicles that have a reasonable expectation of passing over a given roadway in a given time period under the prevailing roadway and traffic conditions.

Capital Budget: The portion of each local government's budget which reflects capital improvements scheduled for a fiscal year.

Capital Improvement: Physical assets constructed or purchased to provide, improve or replace a public facility and which are large scale and high in cost. The cost of a capital improvement is generally non- recurring and may require multi-year financing.

Capital Improvements Program: A plan for capital expenditures to be incurred each year over a period of years to meet anticipated capital needs. It identifies each planned capital project and estimated resources need to finance the project.

Capital Improvements Schedule: The City's specific plan for implementation of the CIP.

Character: An attribute, quality, or property of a place, space or object; it's distinguishing features.

Class I Waters (including wells): Potable water supplies as classified and specified in Chapter 62-3, FAC.

Class II Waters (including wells): Waters deemed suitable for shellfish propagation or harvesting as classified and specified in Chapter 62-3, FAC.

Class III Waters (including wells): Waters deemed suitable for recreation, propagation and protection of fish and wildlife as classified and specified in Chapter 62-3, FAC.

Clustering: The practice of grouping permitted types of residential and/or non-residential uses close together rather than distributing them evenly throughout a site while remaining at/or below the appropriate gross density ceiling in order to encourage creative site planning and/or protect natural resources.

Coastal High Hazard Area: The area below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model.

Coastal or Shore Protection Structures: Shore hardening structures, such as seawalls, bulkheads, revetments, rubblemound structures, groins, breakwaters, and aggregates of materials other than natural beach sand used for beach or shore protection and other structures which are intended to prevent erosion or protect other structures from wave and hydrodynamic forces including beach and dune restoration.

Coastal Zone: The coastal waters (containing a measurable percentage of sea water) and the adjacent shore lands, strongly influenced by each other.

Collector Road (Collector): See Roadway.

Commercial Uses: Activities within land areas which are predominantly connected with the sale, rental and distribution of products, or performance of services.

Compatibility: Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.

Comprehensive Plan: An official document in ordinance form adopted by the local government setting forth its goal, objectives, and policies regarding the long-term development of the area within its jurisdiction pursuant to Chapter 163.3161, et seq, Florida Statutes, as amended.

Concurrency: The legal requirement that specified public facilities (recreation and open space, potable water, sanitary sewer, solid waste, stormwater management, transportation) to be provided for, by an entity to an adopted level of service.

Concurrency Management System: A systematic process that provides information on transportation system performance and alternative strategies to alleviate and enhance the mobility of persons or goods.

Conservation Areas: Environmentally sensitive areas reserved for conservation uses or restricted development.

Consistency: The regulatory requirement that local Comprehensive Plans not conflict with State or regional plans, and that the local plan furthers the goals and policies of the State and regional plans.

Constrained Corridor or Facility: Roads that the City has determined will not be expanded by the addition of two or more through-lanes because of physical, environmental or policy constraints. Physical constraints primarily occur when intensive land use development is immediately adjacent to roads, thus making expansion costs prohibitive. Environmental and policy constraints primarily occur when decisions are made not to expand a road based on environmental, historical, archaeological, aesthetic or social impact considerations. Constrained Roadways operating efficiencies may be improved on by including turning, passing or other auxiliary lanes. Bikeways, sidewalks, landscaping, resurfacing and drainage improvements may also be included.

Contributing Structure: A contributing building, site structure or object adds to the historic architectural qualities, historic associations, or archaeological values for which a property is significant because a) it was present during the period of significance, and possesses historic integrity reflecting its character at that time or is capable of yielding important information about the period, or b) it independently meets the National Register criteria. (National Register Bulletin 14).

D

Density: Used as a measurement of dwelling units per gross acre of land.

Deterioration: The process by which structures and their components wear, age and decay in the absence of regular repairs and/or replacement or components which are worn or obsolete.

Development: The construction, reconstruction, conversion, structural alteration, relocation or enlargement of any structure; the making of any material change in the use or appearance of any structure or land, or the dividing of land into three or more parcels; any mining, excavation, landfill or land disturbance; and any nonagricultural use or extension of the use of land. It includes redevelopment.

Development Phasing: The process by which a large scale project is built in stages over a period of time, concurrent with the provision of public facilities.

Disability: The term “disability” means, with respect to an individual: A) a physical or mental impairment that substantially limits one or more major life activities of such individual; B) a record of such an impairment; or C) being regarded as having such an impairment. Examples of ”Major Life Activities” include: caring for oneself, performing manual tasks, seeing, hearing, learning, and working.

Drainage Basin: Any land area from which the runoff collects at a common point or receiving water.

Dredge and Fill: The process of excavation or deposition of ground materials by any means, in local, state or regional jurisdictional waters (including wetlands), or the excavation or deposition of ground materials so as to create an artificial waterway that is to be connected to jurisdictional waters or wetlands (excluding stormwater treatment facilities).

Dwelling unit: A room or group of rooms forming a single independent habitable unit used for or intended to be used for living, sleeping, sanitation, cooking and eating purposes by one (1) family only; for owner occupancy or for rental, lease or other occupancy on a weekly or longer basis; and containing independent kitchen, sanitary and sleeping facilities.

E

Easement: A less-than-fee interest in real property acquired through donation or purchase and carried as a deed restriction or covenant to protect important open spaces, archaeological sites, building facades and interiors.

Enclave: A geographical area that is surrounded partially or totally by land managed by another jurisdiction, and for which the management of that area by the governing jurisdiction is impeded because of its inaccessibility.

Endangered and Threatened (Listed) Species: Flora and fauna as identified by the U. S. Fish and Wildlife Service's "List of Endangered and Threatened Wildlife and Plants" in 50 CFR 17.11-12. Fauna identified by the Florida Fish and Wildlife Conservation Commission (FWC) in Section 9-27.03-05, FAC, and flora identified by the Department of Agriculture and Consumer Services "Preservation of Native Flora Act," Section 581.185-187, Florida Statutes. Endangered species are so designated due to man-made or natural factors which have placed them in imminent danger of extinction while threatened species are so designated due to a rapid decline in number and/or habitat such that they may likely become endangered without corrective action.

Environmentally Sensitive Areas: Lands that, by virtue of some qualifying environmental characteristic (e.g., wildlife habitat), are regulated by either the Florida Department of Environmental Protection, the Southwest Florida Water Management District, or any other governmental agency empowered by law for such regulation.

Essential Wildlife Habitat: Land or water bodies that, through the provision of breeding or feeding habitat, are necessary to the survival of endangered or threatened species, or species of special concern, as determined by the Florida Fish and Wildlife Conservation Commission or the U. S. Fish and Wildlife Service.

Estuary: A body of water formed where freshwater from rivers and streams flow into the ocean, mixing with seawater. Estuaries and the lands surrounding them are places of transition from land to sea, and from freshwater to saltwater.

Estuarine: Of, relating to, or formed in an Estuary.

Expressway: See Roadway

F

Facility: Transportation infrastructure, such as: roads, mass transit lines and/or terminals, bikeways, sidewalks, rail lines, ports, and airports.

Floodplain: Area inundated during a 100-year, or other specified, flood event or identified by the National Flood Insurance Program (NFIP) as an AE Zone or V Zone on the Flood Insurance Rate Maps (FIRM) or other map adopted by the City for regulation of development within the floodplain.

Floor Area Ratio: Measurement of non-residential development including all buildings, structures or similar as compared the total area of the property or parcel on which it is located. A ratio measured in square feet to the area of a parcel of land, excluding any bonus or transferred floor area.

Form: In urban design, the perceived, three- dimensional shape of topography, buildings or landscaping.

Form-Based Codes: A method of regulating development to achieve a specific urban form. Form-Based Codes create a predictable public realm by controlling physical form primarily, with lesser focus on land use, through city or county regulations.

Functionally Classified: The assignment of roads into categories according to the character of service they provide in relation to the total road network. Basic functional categories include limited access facilities, arterial roads and collector roads, which may be subcategorized into principal, major or minor levels. Those levels may be further grouped into urban and rural categories.

Future Land Use Map: The graphic aid intended to depict the spatial distribution of various uses of the land in the City by land use category, subject to the Goal, Objectives, and Policies and the exceptions and provisions of the Land Use Element text and applicable development regulations.

G

Geographic Information System: A computer hardware/software system capable of storing and analyzing geographic information as well as sophisticated image processing.

Greenways: A linear park or open space which connects natural, cultural, recreational and historic resources. It can be hard surfaced pathways that permit different recreational uses such as walking, jogging, and biking, or they can be natural corridors with a simple path along a stream or riverbank. All hard surfaced pathways shall be a minimum of 10 feet wide to meet this use.

Group Home: A facility which provides a living environment for unrelated residents who operate as the functional equivalent of a family, including such supervision and care as may be necessary to meet the physical, emotional and social needs of the residents. Adult Congregate Living Facilities comparable in size to group homes are included in this definition. It shall not include rooming or boarding homes, clubs, fraternities, sororities, monasteries or convents, hotels, residential treatment facilities, nursing homes, or emergency shelters.

Growth Management: A method to guide development in order to minimize adverse environmental and fiscal impacts and maximize the health, safety, and welfare benefits to the residents of the community.

H

Hazardous Materials: Any substance or material in a quantity or form that may pose an unreasonable risk to health and safety or to property when stored, transported or used in commerce.

Hazardous Waste: A material identified by the Florida Department of Environmental Protection as a hazardous waste. This may include but is not limited to a substance defined by the Environmental Protection Agency based on the 1976 Resource Conservation and Recovery Act, as amended, as:

- Being ignitable, corrosive, toxic, or reactive;
- Fatal to humans in low doses or dangerous to animals based on studies in the absence of human data;
- Listed in Appendix 8 of the Resource Conservation and Recovery Act as being toxic and potentially hazardous to the environment.

Headway: Time between buses on a route.

Historic Preservation: The act of conservation or recreating the remnants of past cultural systems and activities that is consistent with original or historical character. Such treatment may range from a pure "restoration" to adaptive use of the site but its historic significance is preserved.

Historic Resources: A building, structure, district, area, site, object or document that is of significance in American, State, or local history, architecture, archaeology or culture and is listed or eligible for listing on the Florida Master Site File, the National Register of Historic Places or designated by local ordinance.

HOME: The HOME Investment Partnerships Program which is authorized by Title II of the National Affordable Housing Act. In general, under the HOME Investment Partnerships Program, HUD allocates funds by formula among eligible state and local governments to strengthen public- private partnerships to provide more affordable housing. Generally, HOME funds must be matched by nonfederal resources.

Household: A household includes all the persons who occupy a group of rooms or a single room which constitutes a housing unit.

Housing: Housing is basically shelter, but it also is privacy, location, environmental amenities, and, for many, an investment. This analysis, however, is limited to the shelter aspect of housing, since there is no accurate way to measure the other components.

Housing Stock: The aggregate of individual housing units within the City. This term is used interchangeably with housing inventory in the study.

Housing Supply: The amount of standard housing available for occupancy at a given price and a given point in time.

Housing Unit: A group of rooms or a single room is regarded as a housing unit when it is occupied as separate living quarters, that is, when the occupants do not live and eat with any other persons in the structure, and when there is either: 1) direct access from the outside of the building or a common hall, or 2) complete kitchen facilities for the exclusive use of the occupants of the household.

Human Scale: A combination of qualities in architecture or the landscape that provides an appropriate relationship to human size, enhancing rather than diminishing the importance of people.

Hurricane Evacuation Clearance Time: The amount of time specified in the Indian River County Comprehensive Emergency Management Plan for the safe evacuation of hurricane- vulnerable areas.

Hurricane Evacuation Routes: The routes designated by County emergency management officials that have been identified with standardized state-wide directional signs by the Florida Department of Transportation or are identified in the regional hurricane evacuation study for the movement of persons to safety in the event of a hurricane.

Hurricane Shelter Space: At a minimum, an area of twenty square feet per person located within a hurricane shelter.

I

Impact Fee: A fee levied by a local government on new development so that the new development pays its proportionate share of the cost of new or expanded facilities required to service that development.

Impervious: Land surfaces which do not allow (or minimally allow) the penetration of water. An increase in the amount of impervious area will increase the rate and volume of runoff from a given drainage basin.

Impervious Surface: Surface that has been compacted or covered with a layer of material so that it is highly resistant to infiltration by water, including surfaces such as compacted sand, limerock, shell, or clay, as well as most conventionally surfaced streets, roofs, sidewalks, parking lots and other similar structures.

Income: All income earned by each adult member of the family, including gross wages, social security, Workman's Compensation, child support, and public assistance (exclusive of any amount designated for shelter and utilities).

Industrial Uses: The activities predominantly connected with manufacturing, assembly, processing, or storage of products.

Infill: Development which occurs on scattered vacant lots in a developed area. Development is not considered infill if it occurs on parcels exceeding one half acre or more.

Informal Agreements: Simple non-binding arrangements of cooperation to provide services or facilities among different entities. Informal agreements are not always binding, and they may represent acts of goodwill between communities or other entities.

Infrastructure: Those man-made structures which serve the common needs of the population, such as: sewage disposal systems; potable water systems; potable water wells serving a system; solid waste disposal sites or retention areas; stormwater systems; utilities; piers; docks; wharves breakwaters; bulkheads; seawalls; bulwarks; revetments; causeways; marinas; navigation channels; bridges; and, roadways.

Inlet: A structure which allows stormwater to flow into a conveyance system.

Intent: A specific, measurable, intermediate end that is achievable and marks progress toward a Vision.

Intensity: A measure of land use activity based on density, use, mass, size and impact. May be used synonymously with or measured by FAR.

Interchange: A system of interconnecting roadways in conjunction with one or more grade separations, providing for the interchange of traffic between two or more roadways on different levels.

Intergovernmental Coordination: The process in which different levels of government (federal, State, regional, local) act together in a smooth, concerted way to either avoid and/or mitigate adverse impacts that one may impose on the other or to share the responsibilities and benefits of a common service or facility.

Intermodal: Between or including more than one means or mode of transportation.

L

Land Development Code: Ordinances enacted by governing bodies for the regulation of any aspect of development and includes any local government zoning, rezoning, subdivision, building construction or sign regulations or any other regulations controlling the development of land. May also be referred to and or include Land Development Regulations, Zoning Code, Zoning Regulations, or similar.

Landmark Site: Each designation of a building, structure, object or piece of land as a landmark shall be accompanied by the designation of a landmark site. A landmark site is the location and the grounds, the

premises or the setting for the landmark, and it shall be identified through its block and lot number. A landmark site shall only be designated in conjunction with the designation of a landmark.

Landscape: The totality of the built or human- influenced habitat experienced at any one place. Dominant features are topography, plant cover, buildings, or other structures and their patterns.

Level of Service: An indicator of the extent or degree of service provided by, or proposed to be provided by a facility based on and related to the operational characteristics of the facility. Level of Service shall indicate the capacity per unit of demand for each public facility.

Limited Access Facility: A roadway especially designed for through traffic, and over, from, or to which owners or occupants of abutting land or other persons have no greater than a limited right or easement of access.

Local Planning Agency: Chapter 75-390 and Chapter 78- 523, Laws of Florida, designate The Planning Commission as the Local Planning Agency (LPA) for the City and give it the responsibility of preparing the Comprehensive Plans for those jurisdictions.

Local Road: See Roadways.

Low Income Housing Tax Credit Program (LIHTC): The Low Income Housing Tax Credit Program is a Federal program which awards developers a dollar for dollar reduction in income tax liability in exchange for their acquisition and substantial rehabilitation or new construction of low-income rental housing units.

Low-Income: Defined as one or more natural persons or a family that has a total annual gross household income that does not exceed 80 percent of the median annual income adjusted for family size for households within the metropolitan statistical area, the county, or the nonmetropolitan median for the state, whichever amount is greatest. With respect to rental units, the low-income household's annual income at the time of initial occupancy may not exceed 80 percent of the area's median income adjusted for family size. While occupying the rental unit, a low-income household's annual income may increase to an amount not to exceed 140 percent of 80 percent of the area's median income adjusted for family size.

M

Maintenance, historic resources: 1) Protective care of an object or building from the climate, chemical and biological agents, normal use and intentional abuse; 2) Ordinary maintenance, as work not requiring a building permit done to prevent deterioration of a building or structure or any part thereof by restoring the building or structure as nearly as practicable to its condition prior to such deterioration, decay or damage.

Manufactured Housing: Manufactured housing means a mobile home fabricated on or after June 15, 1976, in an offsite manufacturing facility for installation or assembly at the building site, with each section bearing a seal certifying that it is built in compliance with the federal Manufactured Home Construction and Safety Standard Act.

Marina: An establishment with a waterfront location for the dockage of watercraft with more than two wet slips, and/or for the refueling of watercraft used primarily for recreation, and providing minor repair services for such craft. A marina may include on-shore accessory service uses, including food service establishment, laundry or sanitary facilities, sundries store and other customary accessory facilities such as boat livery.

Marine Habitat: Areas where living marine resources naturally occur, such as mangroves, seagrass beds, algal beds, salt marshes, transitional wetlands, marine wetlands, rocky shore communities, hard bottom

communities, oyster beds or flats, mud flats, coral reefs, worm reefs, artificial reefs, offshore flats, offshore springs, near shore mineral deposits and offshore sand deposits.

Mass Transit: Passenger services provided by public, private or non-profit entities such as the following surface transit modes: commuter rail, rail rapid transit, light rail transit, light guideway transit, express bus, and local fixed route bus.

Mediation: A process whereby a neutral third party acts to encourage and facilitate the resolution of a dispute without prescribing what it should be. It is an, informal and nonadversarial process with the objective of helping the disputing parties reach a mutually acceptable agreement.

Mitigate: To offset or avoid negative impacts through avoiding the impact altogether; minimizing the impact by limiting the degree or magnitude of the action or its implementation; rectifying the impact by repairing, rehabilitating or restoring the affected environment; reducing the impact over time by preservation or maintenance over the life of the action; or compensating for the impact by replacing or providing substitute resources.

Mixed-Use Development: A type of development that combines a mix of uses that may include residential, commercial and/or office uses within one building or multiple buildings with direct pedestrian access between uses.

Mobile Home: A residential structure, transportable in one or more sections, which is 8 body feet or more in width, over 35 body feet in length with the hitch, built on an integral chassis, designed to be used as a dwelling when connected to the required utilities, and not originally sold as a recreational vehicle, and includes the plumbing, heating, air-conditioning, and electrical systems contained therein.

Modal Split: The percentage of total person trips utilizing each of the various modes of transportation (i.e., auto, bus, train, bicycle, walk).

Mode: The specific method chosen to make a trip, such as walk or rail transit. Typical modes are, walk, bicycle, motorcycle, automobile, van, taxi, bus and a variety of rail transit technologies.

Moderate Income: Defined as one or more natural persons or a family that has a total annual gross household income that does not exceed 120 percent of the median annual income adjusted for family size for households within the metropolitan statistical area, the county, or the nonmetropolitan median for the state, whichever is greatest. With respect to rental units, the moderate-income household's annual income at the time of initial occupancy may not exceed 120 percent of the area's median income adjusted for family size. While occupying the rental unit, a moderate-income household's annual income may increase to an amount not to exceed 140 percent of 120 percent of the area's median income adjusted for family size.

Multi-Family Dwelling Units: Three or more attached dwelling units either stacked vertically above one another and/or attached by both side and rear walls.

Multi-Modal Transportation System: May also be referred to as Multi-Modal, Multi-Modal system or similar; A comprehensive transportation system including, but not limited to, the following options of mode- choice: fixed-guideway transit, bus, auto, truck, motorcycle, bicycle and pedestrian allowing the user opportunities to transfer between modes.

Multi-Use Trail: A facility physically separated from the road right-of-way for use by non-motorized travelers for transportation or recreation.

N

National Historic Landmark: Districts, sites, buildings, structures, and objects found to possess national significance in illustrating or representing the history and prehistory of the United States. These landmarks are designated by the Secretary of the Interior. NHLs number less than four percent of the properties listed in the National Register (from National Park Service publication).

Native Species: Flora and fauna that naturally occur in the City. Not to mean naturalized or indigenous species that originate from outside the County.

Natural Aquifer Recharge: The replenishment of groundwater in an aquifer.

Natural Plant Communities: Naturally-occurring stands of native plant associations exhibiting minimal signs of anthropogenic disturbance. Specific community types can be identified by characteristic dominant plant species composition.

Natural Preserve or Natural Reservation: Areas designated for conservation purposes and operated by contractual agreement with, or managed by a federal, state, regional or local government or non-profit agency, such as: national parks, state parks, city and county parks, lands purchased under the Save Our Coast, Conservation and Recreation Lands, Save Our Rivers, or Environmental Lands Acquisition and Protection Programs (ELAPP), sanctuaries, preserves, monuments, archaeological sites, historic sites, wildlife management areas, national seashores and Outstanding Florida Waters. This definition does not include privately owned land managed by a state agency on either a voluntary or a short-term contractual basis.

Neighborhood: An integrated area related to the City and used to identify portions of the community and it may consist of residential districts, a school or schools, shopping facilities, religious buildings and open spaces.

Non-Contributing Structure: A non-contributing building, site, structure or object does not add to the historic architectural qualities, historic associations or archaeological values for which a property is significant because a) it was not present during the period of significance b) due to alterations, disturbances, additions, or other changes, it no longer possesses historic integrity reflecting its character at that time or is incapable of yielding important information about the period, or c) it does not independently meet the National Register criteria.

National Pollutant Discharge Elimination System Permit: National Pollutant Discharge Elimination System Permits are issued by the State under delegation from the federal government under the auspices of the Clean Water Act. Permits are issued to entities which may be expected to cause water pollution including the wastewater treatment facility, the Municipal Separate Storm Sewer System (MS4), certain Community Development Districts (CDDs) and construction firms. This permit requires the holder to operate their systems to either specific pollutant limitations or, in certain cases, to the maximum extent practicable.

O

Office: A structure for conducting business, professional, or governmental activities in which the showing or delivery from the premises of retail or wholesale goods to a customer is not the typical or principal activity. The display of representative samples and the placing of orders for wholesale purposes shall be permitted; however, no merchandise shall be shown, distributed nor delivered on, or from, the premises. No retail sales shall be permitted.

Open Space(s): Undeveloped lands suitable for passive recreation, conservation or stormwater uses.

Outfall: Location where stormwater flows out of a given system. The ultimate outfall of a system is usually a-receiving water.

Outstanding Florida Waters: Surface waters that have been deemed to be worthy of special protection as identified in Section 62-302.700, FAC.

Overlay: A district established by ordinance to prescribe special regulations to be applied to a site in combination with the underlying or base district.

P

Park land: Dedicated land which is open to the public, free of charge (unless it is leased or dedicated in a DRI or privatized by the City), and accessible via boardwalk or roadway.

Peak Hour Level of Service: The level of service based on the hourly volume during the peak hour divided by the peak fifteen minute rate of flow within the peak hour.

Peak Hour Peak Direction Level of Service: The level of service determined by the proportion of traffic during the peak hour traveling in the predominant direction.

Pedestrian: An individual traveling on foot.

Pervious: Land surfaces which allow the penetration of water. A decrease in pervious area will increase the rate and volume of runoff from a given drainage basin.

Planned Unit Development (PUD): A form of development recognized within the City's Land Development Code as a specific implementing zoning district. Development that is designed as a unit, and which may include only one or a mixture of land uses, and which generally avoids a gridiron pattern of streets, and usually provides common open space, recreation areas or other amenities. Requirements include submission and review of site plans as part of a rezoning.

Planned Development: Land that is under unified control and planned and developed as a whole in a single development operation or a definitely programmed series of development operations. A planned development includes principal and accessory structures and uses substantially related to the character and purposes of the planned development. A planned development is constructed according to comprehensive and detailed plans which include not only streets, utilities, lots or building sites and the like, but also site plans and floor plans for all buildings as intended to be located, constructed, used and related to each other, and detailed plans for other uses and improvements on the land as related to the buildings.

Playground: A recreation area with play apparatus.

Plaza: The Spanish name for an open square in an urban area, used as a market place, park, or for public assembly.

Pollution: The presence in the outdoor atmosphere, ground or water, of any substances, contaminants, noise or manmade or man-induced alteration of the chemical, physical, biological, or radiological integrity of air or water, in quantities or at levels which are or may be potentially harmful or injurious to human health or welfare, animal or plant life, or property, or which does or may unreasonably interfere with the enjoyment of life or property.

Port Facility (Harbor): Harbor or shipping improvements used predominantly for commercial purposes, including channels, turning basins, jetties, breakwaters, landings, wharves, docks, markets, structures, buildings, piers, storage facilities, plazas, anchorages, utilities, bridges, tunnels, roads, causeways and all other property or facilities necessary or useful in connection with commercial shipping.

Potable Water Wellfield: The site of one or more water wells which supply potable water for human consumption to a water system which serves at least 15 service connections used by year-round residents or regularly serves at least 25 year-round residents.

Poverty Level: A federally-defined income classification based on a property index that takes into account such factors as family size, number of children, and urban vs. rural residents, as well as the amount of income. The cutoff levels are updated every year to reflect changes in the Consumer Price index.

Preserve: An area set aside specifically for the protection and safekeeping of certain values within the area, such as game, wildlife, forest, etc. Preserves may or may not be outdoor recreation areas, depending on the use allowed therein.

Public Access: The ability of the public to physically reach, enter or use recreation sites including beaches and shores.

Public Buildings and Grounds: Structures or lands that are owned, leased, or operated by a government entity, such as civic and community centers, hospitals, libraries, police stations, fire stations, and government administration buildings.

Public Facilities: Publicly owned infrastructure including, transportation systems or facilities, sewer systems or facilities, solid waste systems or facilities, drainage systems or facilities, potable water systems or facilities, educational systems or facilities, parks and recreation systems or facilities and public health systems.

R

Recreation: The pursuit of leisure time activities occurring in an indoor or outdoor setting.

Recreation Facility: A component of a recreation site used by the public such as a trail, court, athletic field or swimming pool.

Recreational Uses: Activities within areas where recreation occurs.

Redevelopment: The reuse, demolition and reconstruction or substantial renovation of existing buildings or infrastructure within urban infill areas, existing urban service areas, or community redevelopment areas.

Rehabilitation, historic resources: The act or process of returning a property to a state of utility through repair or alteration which make possible an efficient contemporary use while preserving those portions or features of the property which are significant to its historical, architectural and cultural values (Secretary of the Interior's Standards).

Relocation Housing: Dwellings which are made available to families displaced by public programs, provided that such dwellings are decent, safe and sanitary and within the financial means of the families or individuals displaced.

Renovation: Modernization of an old or historic building that may produce inappropriate alterations or elimination of important features and details. When proposed renovation activities fall within the definition of "rehabilitation" for historic structures, they are considered to be appropriate treatments.

Replacement Needs: Capital improvements required to correct existing deficiencies.

Residence: Single-family dwellings, duplexes, triplexes, and garage apartments, and all other living units. Each living unit of a duplex or triplex and each garage apartment shall be deemed a separate residence.

Resident Population: Inhabitants counted in the same manner utilized by the United States Bureau of the Census, in the category of total population. Resident population does not include seasonal population.

Restoration: The act of accurately recovering the form and details of a property and its setting as it appeared at a particular period of time by means of the removal of later work or the replacement of missing earlier work (Secretary of the Interior's Standards).

Retention Basin: A stormwater facility which has no structural outfall and the discharge from which is limited to percolation, evaporation and evapotranspiration.

Reuse: A use for an existing building or parcel of land other than that for which it was originally intended.

Right-of-Way: Land in which the state, a county, or a municipality holds the fee simple title or has an easement dedicated or required for a public use.

Roadway/Roadway Functional Classification: The assignment of roads into categories according to the character of service they provide in relation to the total road network. Basic functional categories include limited access facilities, arterial roads, and collector roads, which may be subcategorized into principal, major or minor levels. Roadways are generally defined as follows:

- Freeways/Expressways are controlled access facilities with grade separated intersections providing for interregional and/or interstate travel at high operating speeds. Typically, expressways accommodate high volumes of traffic.
- Major Arterials facilitate relatively long trip lengths at moderate to high operating speeds with somewhat limited access to adjacent properties. Major arterials generally serve major centers of activity in urban areas and have the highest traffic volume corridors.
- Minor Arterials provide somewhat shorter trip lengths than major arterials and generally interconnect with and augment major arterial routes at moderate operating speeds and allowing somewhat greater access to adjacent properties than major arterials.
- Major Collectors collect and distribute significant amounts of traffic between arterials, minor collectors and local roads at moderate to low operating speeds. Major collectors provide for more accessibility to adjacent properties than arterials.
- Minor Collectors collect and distribute moderate amounts of traffic between arterials, major collectors and local roads at relatively low operating speeds with greater accessibility than major collectors.
- Local Roads generally provide access to abutting properties. Local roads possess relatively low traffic volumes, operating speeds and trip lengths and minimal through traffic movements.

Roadway Segment or Link: A portion of a road usually defined at its ends by an intersection, a change in lane or facility type, or a natural boundary.

S

Saffir/Simpson Hurricane Scale: Describes the degree of hazard and damage potential generally associated with the full range of hurricane intensities. The following describes the five categories of storms accepted for the Gulf and Atlantic coasts.

- Category 1 - Winds of 74 to 95 miles per hour. Damage primarily to shrubbery, trees, foliage and unanchored mobile homes. No real damage to other structures. Some damage to poorly constructed signs. Storm surge 6 to 8 feet above normal. Low-lying coastal roads inundated, minor pier damage, some small craft in exposed anchorage torn from moorings.
- Category 2 - Winds of 96 to 100 miles per hour. Considerable wind damage to shrubbery and tree foliage, some trees blown down. Major damage to exposed mobile homes. Extensive damage to poorly constructed signs. Some damage to roofing materials of buildings; some window and door damage. No major damage to inland buildings. Considerable damage to piers, marinas and small craft in unprotected anchorage. Storm surge 9 to 11 feet above normal, damage and flooding as described in Category 1.
- Category 3 - Winds of 111 to 130 miles per hour. Foliage torn from trees, large trees blown down. Practically all poorly constructed signs blown down. Some damage to roofing material of buildings; some window and door damage. Some structural damage to small buildings. Mobile homes destroyed. Storm surge 12 to 18 feet above normal. Serious flooding along the coast, with larger structures being damaged and small structures destroyed by waves and floating debris.
- Category 4 - Winds of 131 to 155 miles per hour. Shrubs and trees blown down. All signs blown down. Extensive damage to roofing materials, windows and doors. Complete failure of roofs on many small residences. Complete destruction of mobile homes. Storm surge 18 to 22 feet above normal. Major damage to lower floors of structures near the coast due to flooding, waves and floating debris.
- Category 5 - Winds greater than 155 miles per hour. Shrubs and trees blown down, considerable damage to roofs of buildings; all signs down. Very severe and extensive damage to windows and doors. Some complete building failures. Small buildings overturned or blown away. Complete destruction of mobile homes. Storm surge greater than 22 feet above normal. Major damage to lower floors of all structures less than 15 feet above sea level within 500 yards of shore.

Sanitary Landfill: A disposal facility employing an engineered method of disposing of solid waste on land in a manner which minimizes environmental hazards by spreading the solid wastes in thin layers, compacting to the smallest practical volume, and applying cover material as required by state and federal regulations.

Scale: Generally refers to relative size or extent. Scale is determined by a building or other objects relating to its surroundings, by the width of adjacent streets and by buildings as they relate to these streets. Human scale is accomplished when dimensions of adjacent objects or buildings are related to those of the human figure.

Setback: Physical distance that serves to minimize the effects of development activity on an adjacent property, structure or natural resource, and within which it may be necessary to restrict activities for the area. Also, a required horizontal distance from the subject land or water area designed to reduce the impact on adjacent land of land uses or cover types located on the subject land or water area.

Shoreline: Interface of land and water in oceanic and estuarine conditions which follows the general configuration of the mean high water line (tidal water) and the ordinary high water mark (fresh water).

Significant Wildlife Habitat/Wildlife Habitat: Contiguous stands of natural plant communities which have the potential to support healthy and diverse populations of wildlife and which have been identified on the Florida Fish and Wildlife Conservation Commission's strategic habitat conservation area map or biodiversity hot spot map.

Single Family Attached Dwellings: A structure containing three or more single family dwelling units with both side walls (except end units of building) attached from ground to roof.

Single Family Detached Dwellings: A single family dwelling with open space on all sides.

Single Family Dwelling: A structure containing a single family unit occupying the building from ground to roof.

Site: Any tract, lot or parcel of land or combination of tracts, lots or parcels of land which are in one ownership or are contiguous and in diverse ownership where development is to be performed as part of a unit, subdivision or project.

Socio-Economic Data: Information about people and economies, such as demographics (age, race, sex, birth rates, etc.) and economics (incomes and expenditures of a community or government).

Solid Waste: Garbage, refuse, yard-trash, construction and demolition debris, white goods, special waste, ashes, sludge, or other discarded material including solid, liquid, semi-solid, or contained gaseous material resulting from domestic, industrial, commercial, mining, agricultural, or governmental operations. The term does not include nuclear source or by-product materials regulated under Chapter 404, Florida Statutes, or under the Federal Atomic Energy Act of 1954, as amended; suspended or dissolved materials in domestic sewage effluent or irrigation return flows, or other regulated point source discharges; regulated air emissions; and fluids or wastes associated with natural gas or crude oil exploration or production. The term includes the specific terms garbage, garden trash, rubbish, and industrial wastes, but excludes hazardous waste as herein defined.

State Housing Initiatives Partnership Program (SHIP): The State Housing Initiatives Partnership Program is created for the purpose of providing funds to local governments as an incentive for the creation of partnerships to produce and preserve affordable housing.

State Water Quality Standards: Numerical and narrative standards that limit the amount of pollutants that may be discharged to Waters of the State, as defined by Chapter 62302, FAC.

Stormwater: Flow of water which results from and which occurs immediately after a rainfall event.

Stormwater Management Facility: A feature which collects, conveys, channels, holds, inhibits or diverts the movement of stormwater.

Stormwater Retention: To store stormwater to provide treatment before discharge into receiving waters or to provide a storage facility for stormwater where no outfall is available.

Stormwater Runoff: That portion of precipitation that flows off the land surface during, and for a short durations following, a rainfall event.

Stormwater Treatment Facility: A structural Best Management Practice (BMP) designed to reduce pollutant loading to a receiving water by either reducing the volume of flow, providing for the biological uptake of pollutants, the limiting the loading of pollutants or allowing pollutants to settle out of stormwater flow.

Strategy: The way in which programs and activities are conducted to achieve an identified Intent. Previously referred to as a "Policy".

Streetscape: The term streetscape refers to that general aggregation of all street-side elements of the urban environment perceived by the pedestrian or motorist. This street-side environment includes such things as street, alleys, parks, sidewalks, and parking lots. Streetscape elements include lighting, paving, traffic safety and control, signage, shelters, recreation and play equipment, street furniture, and other miscellaneous items.

Structure: Any object, constructed or installed by man, including but not limited to buildings, crane, antenna, towers, smoke stacks, utility poles and overhead transmission lines, advertising signs, billboards, poster panels, fences and retaining walls.

Subdivisions: The process of laying out a parcel of land into lots, parcels, tracts, or other divisions of land as defined in applicable State statues and local land development regulations.

Suburban: Generally refers to development on the periphery of urban areas, predominantly residential in nature with many urban services available. Intensity of development is usually lower than in urban areas.

Support Documents: Any surveys, studies, inventory maps, data, inventories, listings or analyses used as bases for or in developing the local Comprehensive Plan.

T

Townhouses: Two or more single family dwelling units within a structure having common side walls, front and rear yards, and individual entry ways. (See Single-Family-Semi-Detached Dwelling and Single-Family Attached Dwelling.)

Transfer of Development Rights: The transfer of a property's legal development rights either within a property owner's parcel, such as in wetlands density transfers, or offsite.

Transit-Oriented Development: Moderate and high-density housing concentrated in mixed - use developments located along transit routes. The location, design, and mix of uses in a TOD emphasize pedestrian oriented environments and encourage the use of public transportation.

Transportation Demand Management: Strategies and techniques that can be used to increase the efficiency of the transportation system. Demand management focuses on ways of influencing the amount and demand for transportation by encouraging alternatives to the single-occupant automobile and by altering local peak hour travel demand. These strategies and techniques may, among others, include: ridesharing programs, flexible work hours, telecommuting, shuttle services, and parking management.

Transportation Disadvantaged: Those individuals who because of physical or mental disability, income, status, or age are unable to utilize regular public or private transportation services and are therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life sustaining activities.

Transportation Improvement Program: Short-term transportation plan for all of the County, which includes all projects to receive federal, state and local funds.

Transportation Management Associations: Partnerships between business and local government designed to help solve local transportation problems associated primarily with rapid suburban growth. Sometimes called Transportation Management Organizations or TMOs.

Transportation System: This is the sum of all forms or modes of transportation which, taken together, provide for the movement of people and goods in the County. The system includes all forms of air, water, and ground transportation.

Transportation Systems Management: A process for planning and operating a unitary system of urban transportation. This views automobiles, public transportation, taxis, pedestrians, and bicycles as elements of one single urban transportation system. The key objective of TSM is to coordinate these individual elements through operating, regulatory and service policies so as to achieve maximum efficiency and productivity for the system as a whole.

Travel Demand Management: Low- cost techniques to reduce travel demand. These include ridesharing, public transit use, work-hour rescheduling, high occupancy vehicle lanes and park and ride facilities. The focus of these techniques is primarily on behavioral changes, rather than facility improvement.

Trip Demand: The magnitude of travel occurring between two locations or across a corridor.

Trip Generators and Attractors: These are types of land use which either generate or attract vehicular traffic. As an example, residential neighborhoods generate traffic, and Downtown Central Business Districts attract traffic.

Typologies: The classification of (usually physical) characteristics commonly found in buildings and urban places, according to their association with different categories, such as intensity of development (from natural or rural to highly urban), degrees of formality, and school of thought (for example, modernist or traditional). Individual characteristics form patterns. Patterns relate elements hierarchically across physical scales (from small details to large systems).

U

Urban Design: A process by which we may shape and regulate the physical form of our cities and towns in response to our human needs.

Urban Form: The integration of all the physical elements of a city into a three dimensional whole.

Urban: Generally refers to an area having the characteristics of a city, with intense development and a full or extensive range of public facilities and services.

V

Very Low Income: Defined as one or more natural persons or a family that has a total annual gross household income that does not exceed 50 percent of the median annual income adjusted for family size for households within the metropolitan statistical area, the county, or the nonmetropolitan median for the state, whichever is greatest. With respect to rental units, the very-low-income household's annual income at the time of initial occupancy may not exceed 50 percent of the area's median income adjusted for family size. While occupying the rental unit, a very-low-income household's annual income may increase to an amount not to exceed 140 percent of 50 percent of the area's median income adjusted for family size.

Vision: The long-term end toward which programs or activities are ultimately directed.

W

Wastewater: The spent water of the community comprising the liquid and water-carried wastes from residences, commercial buildings, industries and institutions, together with minor quantities of ground and surface waters that are not admitted intentionally.

Wastewater Facility: Any wastewater treatment plant, pipeline, structure, pumping station, or other facility used to collect, transmit, or treat wastewater.

Wastewater Treatment Plant: A plant designed to treat and dispose wastewater for the purpose re-use or safe discharge into the environment.

Wellhead Protection Area: An area designated by local government to provide land use protection for the groundwater source for a potable water wellfield, including the surface and subsurface area surrounding the wellfield. Differing levels of protection may be established within the wellhead protection area commensurate with the capacity of the well and an evaluation of the risk to human health and the environment. Wellhead protection areas shall be delineated using professionally accepted methodologies based on the best available data and taking into account any zones of contribution described in existing data.

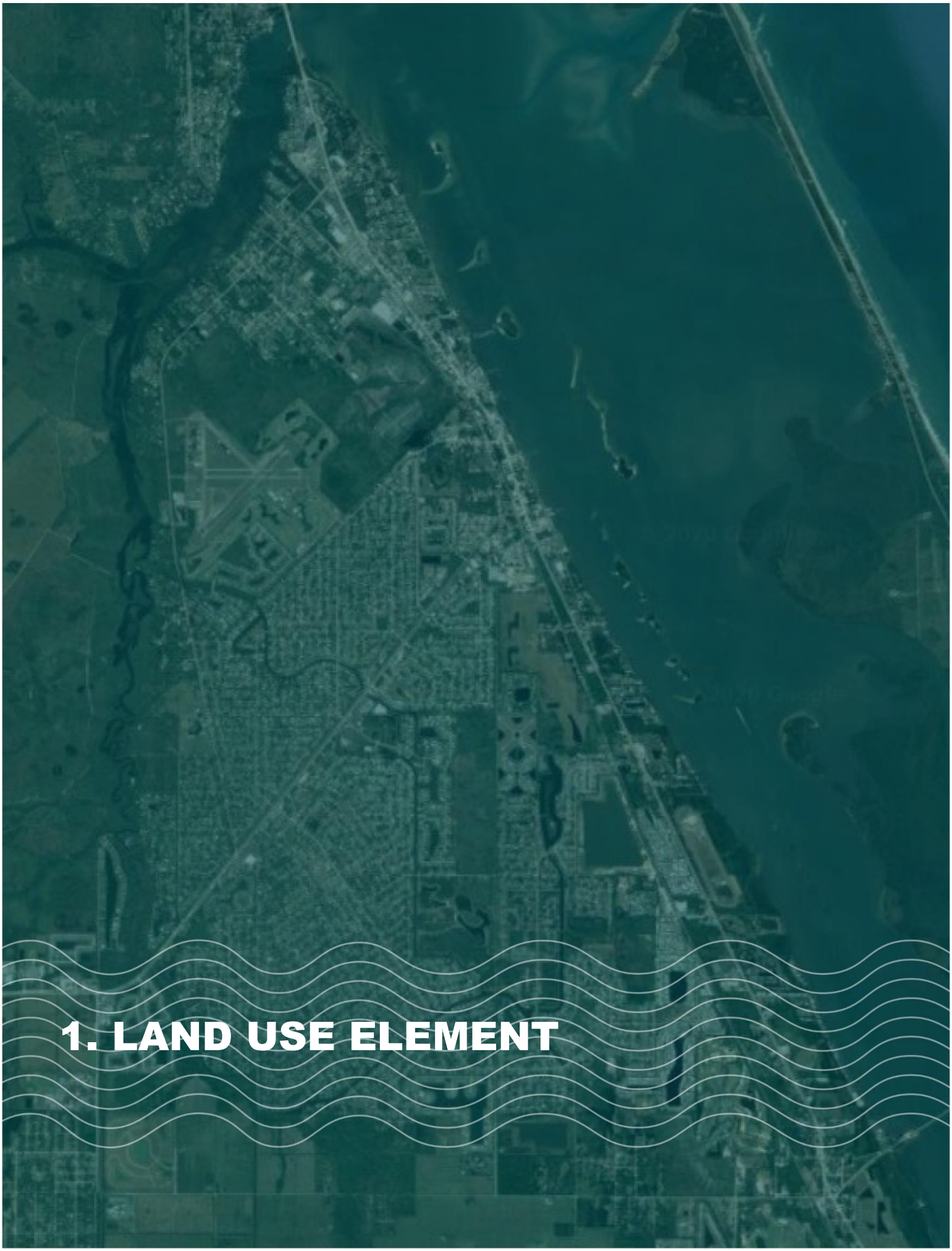
Wetlands: Those areas that are inundated or saturated by surface water or groundwater at a frequency and a duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soils. Soils present in wetlands generally are classified as hydric or alluvial, or possess characteristics that are associated with reducing soil conditions. The prevalent vegetation in wetlands generally consists of facultative or obligate hydrophytic macrophytes that are typically adapted to areas having soil conditions described above. These species, due to morphological, physiological, or reproductive adaptations, have the ability to grow, reproduce, or persist in aquatic environments or anaerobic soil conditions. Florida wetlands generally include swamps, marshes, bayheads, bogs, cypress domes and strands, sloughs, wet prairies, riverine swamps and marshes, hydric seepage slopes, tidal marshes, mangrove swamps and other similar areas. Florida wetlands generally do not include longleaf or slash pine flatwoods with an understory dominated by saw palmetto.

Wildlife Corridors: Contiguous stands of wildlife habitat that facilitate the natural migratory patterns, as well as other habitat requirements (e.g., breeding, feeding), of wildlife.

Wildlife: Any member of the plant and animal kingdoms, with the exception of man, including but not limited to any mammal, fish, bird, amphibian, reptile, mollusk, crustacean, arthropod, or other invertebrate and excluding domestic animals.

Z

Zoning: In general the demarcation of an area by ordinance (text and map) into zones and the establishment of regulations to govern the uses within those zones (commercial, industrial, residential, type of residential) and the location, bulk, height, shape, and coverage of structures within each zone.



1. LAND USE ELEMENT

LAND USE ELEMENT

The **Land Use Element** promotes livability, sustainability, and smart growth principles to guide the development of the City of Sebastian and shape how the City will grow in the next 20 years. The purpose of the **Land Use Element** is to designate future land use patterns with corresponding densities and intensities in areas which will best accommodate the projected growth. This Element ensures the minimization of adverse impacts on natural resources and the maintenance of essential facilities and services at desired levels to maintain the quality of life within the City. The **Land Use Element** is the foundation of the City of Sebastian Comprehensive Plan as it ties all or portions of the other Elements and establishes the planning framework for the City's Vision moving forward.

LAND USE ELEMENT HIGHLIGHTS

1. Designates future land use patterns to guide sustainable growth and development within the City;
2. Encourages mixed use development and increased densities and intensities;
3. Promotes transfer of development rights or incentives for the protection of the City's natural resources;
4. Incorporates emergency preparedness measures for natural and man-made disasters to ensure the City's resilience;
5. Promotes affordability, accessibility, and healthy communities;
6. Encourages low-impact development, sustainable, and energy efficient building design and practices;
7. Guides growth management principles to prevent the proliferation of sprawl and requires adequate infrastructure and public facilities to support the City's population;
8. Encourages the utilization of design standards and form based code principles in order to enhance the community's appearance;
9. Articulates redevelopment and renewal strategies as well as promotes infill development and redevelopment;
10. Requires the protection of the City's historical and cultural resources.

GOALS, OBJECTIVES, & POLICIES

Goal 1-1: Land Use Designations.

Future growth in the City of Sebastian will be managed using sustainability and smart growth principles to accommodate development and redevelopment. The **Land Use Element** shall be used as a tool to direct growth into the urban core and designated growth areas, recognizing redevelopment opportunities, optimizing services and infrastructure and protecting the environment.

Objective 1-1.1: Establish Land Use Designations. The land use designations identified in this Element and depicted on the Future Land Use Map (FLUM) shall support a variety of land uses, density and intensity, and an appropriate mix of uses to accommodate the City's future population identified in the Data Inventory and Analysis (DIA). The City's land use designations shall be grouped by the overarching categories of Residential, Non-Residential, and Other.

Policy 1-1.1.1: Future Population. The City shall designate sufficient lands necessary to accommodate at a minimum the projected residential population growth and supporting non-residential development based on the medium population projections through the planning period.

Policy 1-1.1.2: Residential Density Defined. Residential development (density) is measured by dwelling units per gross acre (du/ac). All residential densities denoted on the FLUM stipulate the maximum gross densities permitted for development on the land however, the maximum density is not guaranteed by right. The appropriate allocation of density shall encourage a compact, transit-accessible, and pedestrian-oriented community. Subdivision, zoning, and site plan review criteria and procedures shall assure that specific density assigned to new development is compatible and consistent with established residential development patterns and provides equitable use of the land. Criteria to be considered in allocating density shall include, but not be limited to, the following:

- Protect the integrity and stability of established residential areas;
- Assure efficient and appropriate use of land to reduce sprawl;
- Assure transition in residential densities;
- Require application of sound landscaping and urban design principles and practices where applicable;
- Protect environmentally sensitive areas;
- Minimize the impact of flood hazards and seal level rise;
- Coordinate with Indian River County as well as appropriate state and regional agencies charged with managing land and water resources; and
- Provide reasonable use of the land.

A. In cases where residential land abuts waters of the State, the boundary shall be delineated as established by the State and no density credit shall be granted for waters of the State. In cases where residential land abuts other natural floodplains or wetlands, the land development regulations shall provide performance standards and/or criteria which may further restrict the character of land for

which density credit may be granted and or permitted to transfer such credit. The intent is to allocate density credits only to those lands which are buildable pursuant to urban design principles criteria. These criteria principles that shall be incorporated within the Land Development Code (LDC).

Policy 1-1.1.3: Non-Residential Intensity Defined. Non-residential development (intensity) is measured in floor area ratio (FAR). FAR is calculated by dividing the total size of the building/structure (in square feet) by the total size (in square feet) of the lot on which the building is located. All non-residential intensities denoted on the FLUM stipulate the maximum intensities permitted for development on the land however, the maximum intensity is not guaranteed by right.

Policy 1-1.1.4: Implementing Land Use Designations. The City shall implement the following land use designations in **Table 1-1** as shown on the FLUM.

Table 1-1: Land Use Designations

Land Use	Density (units per gross acre) & Intensity (floor area ratio)
Residential Land Use	
Very Low Density	3 du/ac
Low Density	5 du/ac
Medium Density	10 du/ac[1]
Mobile Home Development	5 du/ac
Non-Residential Land Use	
Limited Commercial	0.6 FAR
General Commercial	1.0 FAR
Commercial 512	0.5 FAR
Riverfront Mixed Use	8 du/ac[2] & 0.6 FAR[3]
Mixed Use	10 du/ac[1] & 0.6 FAR[3]
Industrial	0.5 FAR
Institutional	0.6 FAR
Other	
Agriculture	1 du/5 ac
Conservation	0.25 FAR

Notes:

1. *Up to 12 du/ac with incentives*
2. *Up to 10 du/ac with incentives*
3. *Up to 1.0 FAR with incentives*

Objective 1-1.2: Residential Land Use. The Residential Land Use category consists of Very Low Density Residential, Low Density Residential, Medium Density Residential, and Mixed Residential uses in progressive degrees with higher density in areas adjacent to the urban core and less density in the perimeter of the City. Residential development shall be planned and designed to create and perpetuate stable residential neighborhood and implement the policies stipulated below.

Policy 1-1.2.1: Very Low Density Residential Development (VLDR). Areas designated as Very Low Density shall accommodate up to three (3) dwelling units per acre and shall be comprised of primarily single-family detached homes on individual lots.

Policy 1-1.2.2: Low Density Residential Development (LDR). Areas designated as Low Density shall accommodate a maximum density of up to five (5) dwelling units per acre and shall be comprised primarily of single family detached homes on individual lots and attached residential homes.

Policy 1-1.2.3: Medium Density Residential Development (MDR). Areas designated as Medium Density shall accommodate a mixture of single-family (detached and attached) residential housing, multi-family residential housing, and compatible civic uses and open space(s) at a maximum density of ten (10) dwelling units per acre and up to twelve (12) dwelling units per acre with the use of TDRs or incentives. TDRs and incentives shall be outlined in the LDC and may include but are not limited to projects that incorporate regional stormwater pond(s), attainable and workforce housing, shared parking structures(s), bike/pedestrian connectivity, and quality of public open space. The Medium Density designation is intended to encourage and enhance livability in the City through the provision of a diverse mix of housing stock that is attainable, well-integrated with the City's mobility network, and in close proximity and accessible to services (public and private), neighborhood and community amenities, and employment centers. Due to the nature of development within this designation, multi-modal connectivity is encouraged. The density of uses within this designation should be sensitive to adjacent neighborhoods to ensure appropriate transitions, buffers, and compatibility. The City may utilize financial and other incentives to assist the private sector in the provision of attainable and 'missing middle' housing within the Medium Density designation.

Policy 1-1.2.4: Mobile Home Residential Development. Areas designated as Mobile Home shall accommodate mobile home parks or subdivisions at a maximum of five (5) dwelling units per acre. The LDC shall contain requirements for open space landscaping and buffers to effectively screen mobile home developments from adjacent residential development.

Policy 1-1.2.5: Code Compliance. The City shall facilitate the maintenance, redevelopment, and quality of housing units within the City through conservation, rehabilitation, education, compliance, and enforcement of LDC regulations and building code standards including the provisions to upgrade substandard housing. The LDC or other document shall include property maintenance standards for buildings including residential structures, mobile and manufactured homes, etc. requiring that all property, structures and buildings shall be maintained in compliance with the requirements adopted. Standards shall include provisions restricting a person from occupying as owner-occupant or permit another person to occupy premises which are not in a sanitary and safe condition and which do not comply with the requirements of the code. Maintenance responsibility for mobile homes and

premises located within mobile home parks lies with the responsible party based on the obligations set forth in Section 723.024, Florida Statutes, as amended. The standards shall include provisions that all property and premises shall be maintained in a clean, safe, secure, and sanitary condition. The storage of trash, rubbish, and garbage is prohibited on any property.

Policy 1-1.2.6: Allocating Residential Development. The highest residential densities shall continue to be allocated to sites with adequate and supporting public infrastructure, accessible to major arterials or collector streets and adjacent to existing development with the same or higher density. The allocation of new residential land use shall be based on the following considerations:

- Projected population;
- Infrastructure (availability);
- Infill;
- Enclaves;
- Housing trends and characteristics including provisions for missing middle and attainable housing;
- Provision and maintenance of quality residential developments and housing stock;
- Protection of environmentally natural systems;
- Location and or proximity to the Coastal High Hazard Area (CHHA);
- The need to plan for transition in residential densities; and
- Provision and maintenance of traffic circulation.

Policy 1-1.2.7: Protect Residential Areas from the Adverse Impacts of Transition in Land Use. Established residential areas and projected future residential areas as delineated on the FLUM shall be protected from encroachment by potentially incompatible non-residential development. This does not preclude necessary community facilities from locating within residential areas when such activities satisfy established criteria of this plan and the City's LDC.

Objective 1-1.3: Non-Residential Land Use. A variety of non-residential land use designations shall be maintained to assure availability of sites that accommodate the varied site and spatial requirements for such activities as: professional and business offices, commercial activities, employment generating businesses and general retail sales and services, and industrial. In doing so, the City shall promote the image and function of the urban core which is the City's center for commerce as well as civic and cultural enrichment. Office development may serve as a transitional use separating more intensive commercial uses from residential development. Office development and limited commercial activities (neighborhood serving) may also be suitable and locate along the outer fringe of the urban core where such development may encourage reinvestment in declining residential areas surrounding the urban core.

Policy 1-1.3.1: Definition of Neighborhood Level Commercial Activities. Neighborhood level commercial activities are defined as including retail and office activities that service residential neighborhoods.

Policy 1-1.3.2: Limited Commercial Development (LCD). The purpose of the Limited Commercial land use designation is to consist of sites intended to accommodate neighborhood level commercial

activities. The maximum intensity is 0.6 FAR. Limited commercial activities and personal services shall include establishments catering to the following markets:

- Neighborhood residential markets within the immediate vicinity as opposed to county-wide or regional markets; or
- Specialized markets with customized market demands.

Policy 1-1.3.3: General Commercial Development (CG). The purpose of the General Commercial land use designation is to accommodate general retail sales and services; highway oriented sales and services; and other general commercial activities defined in the LDC. General Commercial designations are located in highly accessible areas, adjacent to major arterials. The maximum intensity is 1.0 FAR.

Policy 1-1.3.4: C.R. 512 Commercial (C-512). The purpose of the Commercial C.R. 512 designation is to accommodate retail sales and services and other commercial activities and community facilities that are compatible with nearby residential areas. This land use designation and implementing zoning district expressly excludes vehicular sales and services; bars and lounges; parking garages; enclosed and unenclosed commercial amusements; indoor theaters; merchandising of second-hand goods, including flea markets, wholesale trades and services; industrial uses or outside storage activities, or any other activities which may generate nuisance impacts such as glare, smoke, other air pollutants, noise, vibration, fire hazard, or other adverse impacts associated with more intense commercial and industrial uses. The maximum intensity is 0.5 FAR.

Policy 1-1.3.5: Riverfront Mixed Use (RMU). The Riverfront Mixed Use designation is intended to provide a mixture of residential, commercial, recreational, and institutional uses in the Riverfront District. Development and redevelopment in this designation is at risk of potential flooding and sea level rise impacts per the *City of Sebastian, Coastal Resiliency Plan, Prepared By: Kimley-Horn and Associates, Inc., March 2019* (Coastal Resiliency Plan). The use of Transfer of Development Rights (TDRs) shall be encouraged as a tool to move the density/intensity of development from the east area of the district to the west area of the district outside of the CHHA. The City's LDC may also define additional areas as receiving zones. The maximum intensity is 0.6 FAR, and up to 1.0 FAR with incentives. The allowable residential uses are single family, duplexes, multi-family with densities up to eight (8) dwelling units per acre, and up to ten (10) dwelling units per acre with the use of TDRs or incentives. Incentives shall be only available for areas outside of the CHHA and shall be outlined in the LDC and may include but are not limited to projects that incorporate regional stormwater pond(s), shared parking structures(s), bike/pedestrian connectivity, and quality of public open space.

Policy 1-1.3.6: Mixed Use (MU). The purpose of the Mixed Use designation is to provide a mixture of residential, office, commercial, recreational, limited industrial, and institutional uses and encourage town centers along major arterial corridors. This designation shall target areas outside of the Riverfront Mixed Use district to allow for greater flexibility and changing market types in identified areas of the City such as the Sebastian Boulevard Triangle Area. These areas may also serve as TDR receiving areas allowing for the preservation of additional preservation and conservation lands within the City. Additional design and development standards including form based code principals shall be incorporated into the LDC. The maximum intensity is 0.6 FAR, and up to 1.0 FAR with incentives. The allowable residential uses include

single family, duplexes, and multi-family up to ten (10) dwelling units per acre, and up to twelve (12) dwelling units per acre with the use of TDRs or incentives. Incentives shall be outlined in the LDC and may include but are not limited to projects that incorporate regional stormwater pond(s), shared parking structures(s), bike/pedestrian connectivity, and quality of public open space.

Policy 1-1.3.7: Industrial Land Use Designation. The purpose of the Industrial Land Use designation is to provide strategically located sites for industrial needs and requisite support services. The City's Industrial Land Use may be further designated as Industrial (IND) and Heavy Industrial (HI) in order to support future economic development and job growth. In the past, absorption of industrial land has been relatively slow within the City. Most industrial districts are established locations with existing conditions. Challenges exist for new large scale industrial employers to locate in the City due to lack of adequate parcel sizes, infrastructure, and locations with convenient access to major transportation routes. New industrial locations shall ensure protection of environmentally sensitive lands and protected natural resources. A high priority shall be given to reserving strategically located lands adaptive to the unique location requirements of industry.

A. **Industrial (IND)** Land Use designation provides for limited manufacturing and industrial uses which minimize the potential for any adverse impacts upon nearby properties which include: utilities; light manufacturing, assembling and distribution activities; warehousing, storage and wholesaling activities; general commercial activities; aviation related industry, services and facilities; support services such as night watchmen or custodian residential accessory uses; and other similar land uses which shall be regulated through appropriate zoning procedures.

B. **Heavy Industrial (HI)** Land Uses are subject to additional protective measures through appropriate zoning procedures. The City will establish separate HI district location criteria and performance criteria that provide a greater separation from impacts to surrounding land uses. Uses permitted in the HI district allow a broader range of uses that may have a greater impact on adjacent properties including: sites which require large surface area, bulk storage facilities, logistic centers/ terminals; distribution centers; warehousing, manufacturing and processing; green technologies and wholesale salvage operations; and support services such as night watchmen or custodian residential accessory uses.

C. **Locational Standards:**
    1. Industrial sites shall generally be allocated in areas accessible to arterial roads, rail corridors, or near airport facilities and should be located in more sparsely developed areas. New industrial land use areas shall also be located near existing compatible land uses, separated from residential and institutional areas. Where new industrial locations are adjacent to environmentally sensitive lands and protected natural resources, appropriate buffers and other techniques shall be used to ensure protection of such lands and resources from industrial development. The maximum intensity is 0.5 FAR.

    2. The City shall encourage industries that contribute to the City's and local economies of the Treasure Coast and Space Coast. The City shall also encourage green industries (such as recycling facilities) that minimize potentially negative regional impact to the environment.

    3. The allocation of land resources for industrial development shall be responsive to the location and space requirements of industrial activities and potential fiscal and environmental impacts on

the City of Sebastian. The location and distribution of industrial land use shall be determined based on the following considerations:

- Trip generation characteristics and impact on existing and planned transportation systems, including dependency on rail, air, or trucking for distribution of material and goods;
- Anticipated employment generation, floor area requirements, and market area;
- Ability to meet established performance standards for preventing or minimizing nuisance impacts, such as emission of air pollutants, glare, noise or odor, or generation of hazardous by-products;
- Impact on established as well as anticipated future development and natural systems; and
- Impact on existing and planned public services, utilities, water resources, and energy resources.

4. The City shall prevent nuisance impacts frequently associated with industrial activities by maintaining performance standards in the LDC for managing emission of noise, air pollutants, odor, vibration, fire or explosive hazard, and glare.

5. In addition to the performance standards identified above, the City shall establish performance standards in the LDC as it pertains to both industrial and heavy industrial districts which at a minimum address, but are not limited to, the following:

- Allowable uses
- Land use compatibility, buffering and landscaping
- Access points, traffic controls, and parking
- Signage
- Gross floor area, impervious surface ratios
- Open space
- Character of an area
- Locational factors
- Environmental impacts
- Secondary containment and open air storage facilities.

6. All facilities adjoining or on an airport shall be in accordance with FS Chapter 333 and 330 and shall protect aerial approaches and not restrict or prevent aircraft operations.

Policy 1-1.3.8: Institutional Land Use Designation (INST). The Institutional land use designation is intended to accommodate existing public and semi-public services including: governmental administration buildings; places of worship, cultural or civic centers, and other similar public or private not-for-profit uses; public schools and not-for-profit educational institutions; hospital facilities and supportive health care units; arts and cultural or civic facilities; essential public services and facilities; cemeteries; fire and emergency operation facilities; public and private parks and recreation areas; utilities; extensive open areas comprising major committed public and semi-public open spaces, including the Municipal Golf Course and Sebastian Municipal Airport; and other similar activities. The maximum

intensity of this designation is 0.6. The location, scale, timing, and design of necessary public and semi-public services and utilities shall be closely coordinated with development activities in order to promote more effective and efficient delivery of requisite services and utilities. The City shall maintain and enforce appropriate standards and specifications for the design and construction of public and semi-public services in order to promote cost effectiveness and quality control consistent with all applicable federal, state, regional, and local standards.

Policy 1-1.3.9: Pattern of Non-Residential Land Use. In order to promote efficient flow of traffic along major arterials cited in the **Transportation & Mobility Element**, achieve orderly development, and minimize adverse impact on residential quality, non-residential development shall be concentrated in strategically located (targeted) areas. These areas include those having location characteristics which best accommodate specific land, site, public facilities and market location requirements of their respective non-residential uses. Similarly, proliferation of strip non-residential development shall not be extended or supported. The existence of non-residential areas on one part (quadrant or side) of an intersection shall not dictate the development of all parts with the same or similar use; nor does the existence of non-residential development on a major arterial dictate that all frontages may be similarly used.

Policy 1-1.3.10: Allocating Non-Residential Land Use. The approval of non-residential uses shall recognize that respective non-residential activities frequently have different site, spatial, and market area characteristics and generate significantly different impacts. The non-residential development designations on the FLUM shall be complemented by zoning, performance standards, and site plan review requirements which shall regulate development on such land. These regulations shall assure that the proposed development of non-residential designated sites is appropriate and can be adapted to the proposed site. For instance, the LDC shall address issues regarding:

- Parking including safe and convenient vehicle and pedestrian circulation;
- Open space preservation and natural constraints to development;
- Perimeter and internal landscape requirements;
- Availability of public facilities at adequate levels of service;
- Urban design and required amenities, including, but not limited to, signage controls, fences, pedestrian amenities, building height, building setback, and orientation, and other similar design features;
- Controlled access and egress;
- Trip generation characteristics, impact on existing and planned transportation facilities and ability to achieve a functional internal circulation;
- Location and site requirements based on intensity of use, specific needs of respective commercial activities, their market area, anticipated employment generation, and floor area requirements;
- Compatibility with and impact on other surrounding commercial activities;
- Relationship to surrounding land uses and natural systems; and
- Impact on existing and planned community services and utilities.

Objective 1-1.4: Other Land Use. The City shall provide designations for Agriculture and Conservation land uses.

Policy 1-1.4.1: Agriculture Land Use Designation. The Agriculture land use designation shall be used for the following uses: farming, crops, range and livestock activities; protecting industries that are a part of the state's traditional economic base such as citrus and aquaculture; agricultural research; agricultural related businesses; public facilities; institutional uses or recreational uses. The City shall also utilize the Agriculture land use designation for future annexations of existing agricultural lands until such a time that urban growth is contiguous and agricultural activities are no longer economically viable. Residential density is limited to 1 unit per 5 acres.

Policy 1-1.4.2: Conservation Land Use. The Conservation land use designation identifies lands that are environmentally sensitive or fragile natural resources for long term preservation. It is vital to redirect population and public expenditures away from these areas so that future development and redevelopment does not occur and negatively impact those areas. This designation may be impacted by flooding and sea level rise predictions forecasted in the City's Coastal Resiliency Plan as well as those areas subject to native and wildlife habitats, and critical habitat corridors.

A. Further descriptions of the Conservation land use category can be found in the **Conservation & Coastal Management Element** including provisions (allowances) as may be regulated and permitted by State and Federal agencies. If it is impractical to designate the area containing conservation resources as Conservation due to size, location, or other factors, the City shall have the option of obtaining a conservation easement from the property owner(s) to protect the area. The City shall support the acquisition of natural areas or open space through the use of TDRs or through publicly funded programs, including the acquisition and development of facilities that promote and educate the public about the economic, cultural and historic heritage of the City. The maximum intensity is 0.25 FAR. The applicant for a development shall bear the burden of proof in determining that development shall not adversely impact conservation resources.

Objective 1-1.5: Transfer of Development Rights. Transfer of Development Rights (TDRs) for both residential and non-residential development allow for blended densities and intensities while protecting conservation lands and areas prone to sea-level rise and flooding, and native habitats.

Policy 1-1.5.1: Utilizing Transfer of Development Rights. The City shall establish formal TDR standards in the LDC including but not limited to transfer rates and requirements in order to direct development away from targeted (identified) areas. Consistent with Policy 5-2.5.2 in the Conservation & Coastal Management Element, these identified areas include but are not limited to conservation lands, Coastal High Hazard Area (CHHA), proposed Adaptation Action Area (AAA) Overlay, public open spaces, wetlands and other native habitats. Incentives established through the TDR process may include density and intensity bonuses based on the quality of the areas being protected and preserved, provision of public spaces, public infrastructure improvements or similar. TDR's shall only be utilized within the City limits for transfer and recipient sites.

Objective 1-1.6: Planned Unit Development. The City promotes innovative development concepts and procedures through the use of the planned unit development as a means to improve development design and recognize unique land characteristics.

Policy 1-1.6.1: Planned Unit Development Overlay Designation. The City's LDC shall continue to allow a planned unit development overlay zoning designation in order to provide a voluntary management framework for coordinating objectives of developers with those of the City Council. The City Council shall reserve the authority to invoke new conditions in extending development rights based on:

- Changes in conditions surrounding the impacted land uses in the vicinity;
- Evolving issues surrounding infrastructure levels of service;
- Impacts on natural resources; and/or
- Other related issues impacting the nature of the proposed planned unit development.

Policy 1-1.6.2: Planned Unit Development Option. The planned unit development overlay designation shall be available as a voluntary approach for managing specific development characteristics and project amenities to be incorporated in residential, commercial, industrial, or mixed use development options. Developers who voluntarily participate in the process shall bind themselves as well as those who may be their successors in title to the subject land.

Goal 1-2: Growth Management.

The City shall ensure that the character and location of land uses incorporate best management practices and principles of resource conservation, promote orderly land use transition, and minimize threats to health, safety, and welfare while encouraging economic stability to keep pace with the City's growth.

Objective 1-2.1: Transitioning from Rural to Urban. The City shall ensure a transition from rural to urban uses within the Urban Service Boundary (USB) of the City and annexation reserve area.

Policy 1-2.1.1: Smart Growth Principles. The City shall promote smart growth principles that direct growth in an intentional, comprehensive way. These principles include but are not limited to promoting a mix of uses, compact building design, walkable communities, housing diversity, environmental preservation, and transportation choices.

Policy 1-2.1.2: Protect Developments from Possible Adverse Effects of Neighboring Permitted Uses. The City's LDC shall incorporate standards and/or review criteria for mandating retention of open space, regulating building design, including setbacks, building placement on site, and building orientation. These provisions shall be directed toward supporting compatibility as well as to preserving light, air, and open space. Other reasonable design principles, including buffering standards, shall be included in the LDC.

Policy 1-2.1.3: Minimize Impacts Between Urban and Rural Land Uses. The LDC shall incorporate performance standards, urban service availability standards, and other requirements which ensure buffering between urban and rural land uses. This is necessary in order to maintain responsive land

management policies along the outer suburban fringe where urban development within the City could potentially impact unincorporated agricultural lands, and vice versa.

Objective 1-2.2: Prevent Proliferation of Urban Sprawl. The City shall continue to maintain LDCs which include performance standards ensuring that the location, scale, timing, and design of development shall be coordinated with public facilities and services in order to prevent the proliferation of urban sprawl, maximize pubic infrastructure, and achieve cost effective land development patterns.

Policy 1-2.2.1: Urban Sprawl Definition. According to Ch. 163.3164(51), FS, urban sprawl is defined as a development pattern characterized by low density, automobile-dependent development with either a single use or multiple uses that are not functionally related, requiring the extension of public facilities and services in an inefficient manner, and failing to provide a clear separation between urban and rural uses.

Policy 1-2.2.2: Resource Protection. The City shall seek to maintain and manage the City's natural and man-made resources by establishing a pattern of development that is harmonious with the City's natural environment and quality of life.

Policy 1-2.2.3. Land Acquisition. The City shall use the capital improvement program (CIP) and budget process to pursue acquisition of land as may be necessary to provide recreation, conservation, and related public benefits and promote multiple use of public lands.

Policy 1-2.2.4: Accommodate Growth. The City shall continue to seek fiscal resources to extend City service areas, improve City roadways, coordinate public infrastructure and make other improvements necessary to accommodate growth and maintain services and facilities at adopted level of service standards.

Policy 1-2.2.5: Development Orders and Permitting Process. Development orders and permits for all future development shall be timed and staged to assure that requisite infrastructure and services are available

Policy 1-2.2.6: Concurrency Management. The maximum allowable density and intensity of land uses may be limited based on available public infrastructure. Land use shall be predicated on availability of man-made infrastructure and service systems required to support respective land use activities. The City shall continue enforcing their concurrency management program, pursuant to Ch. 163, F.S., to ensure that future development is provided essential services and facilities at acceptable standards.

Policy 1-2.2.7: Design of Public Facilities and Utilities. Public facilities and utilities shall be located and designed to maximize the efficiency of services provided and minimize adverse effects on natural systems and conservation lands.

Policy 1-2.2.8: Developments Not Served by Public Water and/or Wastewater Systems. All developments in areas not serviced by public water and/or wastewater systems shall be governed by applicable State laws and administrative regulations. In those cases where public wastewater systems are not currently available, the City will work with the County and applicable regional and state agencies

to convert those areas through a "septic to sewer" program or similar, where such infrastructure is available and financially feasible.

Policy 1-2.2.9: Accommodating Requisite Infrastructure. During the subdivision review, site plan review, and permitting processes the City shall insure that respective future developments allocate sufficient land area for infrastructure required to support the proposed development.

Policy 1-2.2.10: Infill Development and Redevelopment. The City shall encourage infill development and/or redevelopment of underdeveloped/underutilized parcels of land in otherwise built-up areas that have access to existing infrastructure and services. This includes planning for the mitigation and redevelopment of brownfields for productive uses.

Objective 1-2.3: Innovative Natural Resource Management and Energy Conservation Concepts.

Consistent with **Land Use Goal 1-4,** the City of Sebastian recognizes the importance to maintain LDCs which incorporate concepts for managing land and water resources which are responsive to the City's unique development and conservation lands. These may include but are not limited to low impact development (LID), best management practices, and joint use stormwater features.

Policy 1-2.3.1: Low-Impact Development (LID). The City shall encourage LID principles for development and redevelopment including those within newly annexed areas. The City shall require new developments to address future nutrient loading and water conservation through principles including but not limited to:

- LID design practices and technologies that address energy, water, and nutrient conservation;
- Use of natural, Florida friendly landscaping; and/or
- Reduced, low, or no fertilizer use on greenspaces and yards

Policy 1-2.3.2: Incorporate Innovative Techniques in the Land Development Code. The City's LDC shall continue to incorporate land and water resource best management practices such as reduced impervious areas, increased buffers, LID, surface/storm water management including water quality, soil erosion and sedimentation control, and conservation of water supply which have been demonstrated to be successful and cost effective in resolving development and conservation issues such as land clearing, excessive tree removal, and loss of native plants and wildlife habitat. Implementation standards are encouraged to be adopted by the City specific to the mitigation portion of the City's Coastal Resiliency Plan.

Policy 1-2.3.3: Energy Efficient and Resilient Land Development. The City's LDC shall continue to:

- Promote energy efficient land development;
- Recognize the relative energy dependency of commercial and industrial land uses and consider energy dependency in any policy pertaining to new industry promotion strategies or policy concerning maintenance or expansion of existing industry or commerce;
- Encourage land use patterns that by location, scale; and design minimize long-term energy commitments to construction, operation, maintenance, and replacement; and

- Encourage natural resource conservation and utilization in ways that are consistent with sound energy management principles.

Policy 1-2.3.4: Energy Conservation in Building and Construction. The City shall encourage energy efficient building codes and promote efficient energy conservation in building heating and cooling systems.

Objective 1-2.4: Annexation Studies.

Consistent with **Objective 1-2.2** and its related policies, the City acknowledges a need to prevent urban sprawl and disjointed urban service delivery systems. The result of adjacent properties along the same corridor being governed by two different sets of development regulations is more likely to result in a lack of coordination leading to poor urban design and a corridor that does not function as well as it should. In addition, the City desires to develop a plan for managing annexation of unincorporated enclaves, the annexation reserve areas as well as fringe areas adjacent to the City, especially for potential economic centers within the incorporated area.

Policy 1-2.4.1: Parameters of the Annexation Studies. The City of Sebastian may require an analysis for areas considered for annexation incumbent upon the property's complexity and based on the following:

- Property owners requesting voluntary annexation will provide an annexation study unless an annexation study covering the same area has previously been completed;
- A future land use map amendment application will be required to be submitted concurrently with annexation requests over a land area size of greater than 10 acres;

A City of Sebastian annexation study may include but is not limited to:

- Review and evaluation of Indian River County land development forecasts within the unincorporated urban area together with supportive documentation;
- Analysis of area to be annexed of unincorporated enclaves and subareas within the unincorporated urban area, including:
  - Population and housing;
  - Parks and recreation facilities
  - Traffic circulation system;
  - Water and wastewater service;
  - Stormwater facilities/Drainage;
  - Natural water basins;
  - Level of Service analysis; and
  - Impact of development on state and federally listed protected species.
- Protect urban population and employment trends and estimate land area required to accommodate projected residential and nonresidential activities;
- Analysis of proposed land uses to determine achievement of comprehensive plan goals of sustainable land use mix;
- Analysis and determination of impacts to municipal and County services including police & fire protection, utilities, transportation, parks, recreation etc., to meet standards outlined in the Comprehensive Plan; and/or

- Fiscal impact analysis and determination of future capital improvements to meet such basic services such as police protection and utilities.

Policy 1-2.4.2: Annexation Strategy. The City shall develop an annexation strategy for planning and managing development within the unincorporated urban area, including annexation alternatives. The strategy shall include but not be limited to procedures for intergovernmental coordination of land use policy governing development within unincorporated urban areas (including isolated enclaves) which are logical targets for incorporation into the City of Sebastian and Policies and or actions for developing efficient systems for delivering municipal services and achieving diversification of the municipal tax base. The City may utilize annexation agreements as one tool in addressing provision(s) for services.

Policy 1-2.4.3: Annexation Infrastructure. Annexations shall be analyzed and consistent with the **Governance & Implementation Element** and the **Infrastructure Element** to ensure adequate public infrastructure is available for development of the property. The City shall coordinate with the Indian River County Department of Utility Services (IRCDUS) for the potable water and wastewater facility needs of the future land use of an annexed area to ensure the availability of adequate potable water and sewer facility capacity and wastewater treatment services.

Policy 1-2.4.4: Annexation Low-Impact Development. Consistent with **Policy 1-2.3.1**, the City shall encourage low-impact development (LID) and Florida friendly landscaping principles for newly annexed areas.

Objective 1-2.5: Emergency Management. Ensure the City's preparedness and resiliency in the case of a natural disaster or emergency such as sea level rise/flooding events, hurricane/tornado winds, fires, pandemics/epidemics, terrorism, earthquakes or other disasters.

Policy 1-2.5.1: Resiliency and Preparedness. Consistent with **Policy 4-1.1.10** of the **Infrastructure Element** and **Objectives 5-2.3 and 5-2.4** of the **Conservation & Coastal Management Element**, the City shall include emergency management criteria into the LDC to mitigate the impacts of natural disasters or emergency events in order to protect public health and safety.

Policy 1-2.5.2: Post Disaster Economic Recovery. The City shall include criteria in the LDC that requires post-disaster economic recovery implementation tools to be in place to direct recovery after a disaster has occurred.

Policy 1-2.5.3: Emergency Infectious Disease Response Plan. The City shall pursue the development of an Emergency Infectious Disease Response Plan in coordination with other local and state response plans.

Goal 1-3: Preserving and Enhancing the Built Environment.

The City shall ensure that the community's appearance and important archaeological and historical resources are protected to improve the quality of life for its residents.

Objective 1-3.1: Community Appearance and Urban Design. The appearance of major transportation corridors serving as gateways into the City, as well as major activity centers shall be managed and enhanced through application of the site plan review process.

Policy 1-3.1.1: Urban Design and Community Appearance. Good principles of urban design shall be applied through site plan review procedures in order to enhance general community appearance as well as to preserve and enhance open space and landscape. This program shall assist in protecting major natural and man-made resources within the City, including the Indian River Lagoon, the St. Sebastian River, the Collier Creek natural drainage corridor, Schumann Lake, public parks and other public grounds and institutions, as well as developing residential neighborhoods and centers of commercial or institutional activity.

Policy 1-3.1.2: Reinforce and Enhance the City's Community Appearance. Major attributes shall be preserved through application of design review standards and management of signs, landscaping, open space, tree protection, and other urban design amenities.

- Special emphasis shall be placed on preserving and/or improving the character of major natural and manmade corridors, including the intracoastal shoreline, the estuarine and river systems, major drainage corridors, and major transportation corridors which serve as a focal point for the motoring public and an inviting gateway to visiting tourists. Such enhancement shall include application of community appearance criteria which reinforces good principles of design.
- The City may utilize design standards or form based code based principles in its LDC in order to enhance the community's appearance. These standards are a form of land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. On-site TDRs or incentives should also be considered and would allow the continued development of a property at levels "vested" at pre-dedication acreage.

Policy 1-3.1.3: Plan and Design for Non-Residential Quality. Within the urban core non-residential development shall be planned and designed to enhance the identity, design, and vitality of the waterfront corridor which provides a unique waterfront activity center within the urban core area of the City.

Policy 1-3.1.4: Improve the Function and Image of the Downtown as the Central Urban Core Area. Non-residential development decisions shall promote the function of the downtown urban core area as a center for government and institutional services as well as a focal point for retail trade, business and professional offices, and civic and cultural enrichment. The City's LDC shall be directed to achieving a mix of land use activities consistent with the FLUM. The City shall also continue to enforce the Riverfront design regulations, which provide a physical theme for development and redevelopment opportunities reinforcing the unique waterfront setting of the downtown area.

Objective 1-3.2: Protection of Archaeological and Historic Resources.

The establishment of procedures for identification and protection of historic properties and structures within the City will provide for the protection of archaeological sites.

Policy 1-3.2.1: Development Impacts. The City shall require applicants to demonstrate measures to mitigate the adverse impacts of the proposed development on historic or archaeological site or structure identified in the adopted Comprehensive Plan. At a minimum, the plan shall identify precautions to be taken to prevent the following adverse impacts:

- Destruction or alteration of all or part of such site;
- Isolation from, or alteration of the surrounding environment;
- Introduction of visual, audible, or atmospheric elements that are out of character with a property or alter its setting;
- Vegetation removal shall not be permitted on a historic or archaeological site unless the vegetation to be removed is a part of a duly authorized scientific excavation, or is a part of an approved development plan;
- Transfer or sale of the site of significance without adequate conditions or restrictions regarding preservation, maintenance, use or re-use; and
- Other forms of neglect resulting in resource deterioration.

Policy 1-3.2.2: Programming for Archaeological and Historic Sites. The City shall coordinate with the State in developing programs for implementing City and State policies for identifying, preserving, and enhancing sites of historical and/or archaeological significance. Programs for identification, evaluation of relative significance, protection, preservation, and enhancement shall be promoted, utilizing available public resources at the local, State, and Federal level as well as available private sector resources.

Objective 1-3.3: Encourage Redevelopment and Renewal.

The City shall maintain procedures in the LDC to limit the proliferation of urban sprawl and encourage redevelopment and revitalization of blighted and economically challenged areas.

Policy 1-3.3.1: Community Redevelopment Area. The FLUM depicts the boundaries of the Community Redevelopment Area (CRA). The City shall continue to promote vitality and redevelopment of the five conceptual districts: Park District, Sebastian Boulevard Mixed Use District, U.S.-1 Commercial District, Riverfront District, and the Sebastian Boulevard South District as directed in the City of Sebastian Community Redevelopment Master Plan included in this Element's DIA. The City shall update the CRA Master Plan reflecting the principles and strategies contained within this Comprehensive Plan and apply those to the targeted redevelopment areas.

Policy 1-3.3.2: Managing Development Within Mixed Use Districts. Consistent with **Objectives 1-1.3** and **1-1.5** and their respective policies the City's LDC shall maintain performance standards for the City's Mixed Use Districts to ensure that land development activities, resource conservation and infrastructure issues are managed in a manner that will consider the needs of all the citizens of Sebastian.

A. The City shall promote a mixture of uses and a variety of opportunities for recreational, residential and commercial uses; encourage progress while protecting property rights; and protect the environment while fostering compatible uses.

B. The LDC shall encourage a mix of uses and enforce the "Old Florida Fishing Village" design theme within the Riverfront CRA District. Flooding and sea level rise shall be taken into consideration for areas of the Riverfront District located in the Coastal High Hazard Area (CHHA). The City may incentivize redevelopment through the use of TDRs to direct new development and population growth away from natural hazards and environmentally sensitive areas.

Policy 1-3.3.3: Public and Private Sector Partnerships. The City shall coordinate redevelopment issues with the private sector in promoting mobilization of public and private resources necessary to effectively carry out redevelopment efforts, especially along the Indian River Drive corridor which borders the Indian River Lagoon. Sea level rise and flooding shall be considered in low-lying areas in regard to limiting the use of public funds to achieve these goals as defined in §163.3178(1), F.S.

Policy 1-3.3.4: Code Enforcement Activities. Code enforcement activities shall be continued as an integral part of the City's regulation programs. The code enforcement program shall preserve and protect structurally sound land improvements and land uses consistent with the Comprehensive Plan.

Policy 1-3.3.5: Preservation of Existing Assets within the Riverfront. The protection, restoration, and enhancement of existing assets, including historical structures, is important in implementing the "Old Florida Fishing Village" design theme. The City shall continue to enforce the procedures and ordinances adopted for this purpose. The City shall develop programs and identify funding sources to protect, restore, and enhance the historical structures in the Riverfront District. Sea level rise and flooding should be considered in low-lying areas in regard to limiting the use of public funds to achieve these goals as defined in §163.3178(1), F.S.

Objective 1-3.4: Design for Healthy Communities. Encourage design principles that accommodate for healthy lifestyles and safety.

Policy 1-3.4.1: Healthy Communities. The City shall ensure equitably distributed and accessible active transportation facilities (i.e. sidewalks, bike lanes) and recreational opportunities (i.e. parks, greenways) to support healthy lifestyles and physical activity.

Policy 1-3.4.2: Crime Prevention Through Environmental Design. The City shall encourage crime prevention in public areas through environmental design (CPTED) principles.

Goal 1-4: Implementation.

The City will continue to monitor and evaluate development and resource conservation within the City pursuant to goals and objectives of the comprehensive plan **Land Use Element** and carry out an effective implementation program.

Objective 1-4.1: Monitoring. The City monitors the **Land Use Element** to ensure that it is successfully implemented.

Policy 1-4.1.1: Land Development Code. The City's existing LDC shall be revised as needed in order to: 1) effectively regulate future land use activities and natural resources 2) adequately protect property rights; and 3) implement the goals, objectives, and policies stipulated in the Comprehensive Plan. Performance standards incorporated in the LDC shall be updated and refined as needed to reflect best management principles and practices. The LDC shall continue to:

- Regulate the subdivision of land;
- Regulate the uses on land and in water consistent with this Element, ensure the compatibility of adjacent land uses, and provide for open space;
- Protect the environmentally sensitive lands designated in the Comprehensive Plan, especially wetlands
- Regulate areas subject to seasonal and periodic flooding and provide for drainage and stormwater management. Additional lands may be subject to development standards based on the flooding and sea level rise data from the City's Coastal Resiliency Plan;
- Protect aquifer recharge functions and areas;
- Regulate signage;
- Ensure safe and convenient on-site and off-site traffic flow and vehicle parking needs;
- Dedication, acquisition and development of future rights-of-way as identified in the programmed engineered master plan for the City's major arterials; and
- Provide that development orders and permits shall not be issued which result in a reduction of levels of services (LOS) for impacted public facilities below the levels of service standards which shall be adopted by the City Council.

Policy 1-4.1.2: Land Use Information System. The City shall provide continuing land use information and assistance to the public. The City shall establish, maintain, and periodically update the land use information system, integration of the Tax Appraiser property files, City Planning Department field data, Building and Zoning Department permit files, engineering base maps, and all other relevant land use data files.

Policy 1-4.1.3: Land Use Trends. The City shall continue to monitor and evaluate population and land use trends. Trends in the magnitude, distribution, and characteristics of population and land use shall serve as indicators of possible changes in land use needs. The policy implications of major trends in land use characteristics shall be evaluated on a continuing basis. Land use policy shall be refined as needed in order to remain responsive to evolving problems and issues.

Policy 1-4.1.4: Fiscal Management. The City shall continue to implement fiscal management policies of the CIP and budget.

Policy 1-4.1.5: Special Land Use Studies. In order to maintain LDCs responsive to changing conditions, problems, and issues, the City shall undertake special studies as needed to develop specific local strategies for resolving unanticipated land use problems and issues.

Policy 1-4.1.6: Schedule, Budget and Implement Programmed Activities. The timely scheduling, programming, budgeting and implementation of programmed land use activities identified in this Element shall be evidence of the City's effectiveness in carrying out a systematic program for implementing adopted land use goals, objectives and policies.

Policy 1-4.1.7: Coordinate with Public and Private Sectors. While continually implementing and evaluating the **Land Use Element**, the City shall maintain a process of intergovernmental coordination as well as coordination with private sector groups interested in land use policy and programs. The effectiveness of this approach shall be evaluated by the success of coordination mechanisms in resolving land use problems and issues.

Policy 1-4.1.8: Achieve Effective Resolution of Land Use Goals, Objectives, and Policies. The effectiveness of the **Land Use Element** shall be measured by the City's success in achieving land use goals, objectives, and policies. The **Land Use Element** incorporates a systematic planning process for identifying land use problems and issues and implementing corrective actions.

Policy 1-4.1.9: Intergovernmental Coordination. Specific Objectives and Policies regarding intergovernmental coordination and this Element are provided and identified in the **Governance & Implementation Element**.

DATA INVENTORY AND ANALYSIS

Introduction

Pursuant to the requirements of Chapter 163 of the 2019 Florida Statutes, the **Land Use Element** consists of data inventory and analysis (DIA) that influences and informs the overarching goals, objectives, and policies that will guide the growth and development of the City of Sebastian. The City's existing land uses, vacant land, build-out potential, natural resources, historic resources, and population projections were evaluated and analyzed in order to update the City's land use designations which will shape how the City will grow in the next 20 years. The updated 2040 Future Land Use Map (FLUM) is provided as a regulatory tool to direct future development.

History and Setting

Sebastian is a city in Indian River County on the east coast of Florida situated between the St. Sebastian River and the Indian River Lagoon. It is also a part of the area known as the Treasure Coast and is recognized as the home of the first designated wildlife refuge in the United States, Pelican Island. The protection of the City's natural resources and open space continues to be a priority, creating a balance between the natural environment and built environment within the City. The City provides a small town feel and includes a riverfront district that promotes a mix of uses including a working waterfront with commercial fishing and aquaculture. This riverfront district has been designated as a Community Redevelopment Area (CRA) to promote continuous reinvestment, redevelopment, and growth in the City's core.

The City was an established fishing center when it incorporated as the City of Sebastian in 1924 and is currently the largest municipality in Indian River County. According to the University of Florida Bureau of Economic and Business Research (BEBR), Sebastian's official population estimate as of 2020 is 25,658 residents that live within approximately 8,392 acres. The City's location along the coast and attractive amenities have made it a desirable community which has experienced continued population growth. According to the U.S. Census Bureau, the medium age in Sebastian is 53 and the median household income in the City of Sebastian is $52,243 with approximately 12.7% of individuals below the federal poverty rate.

Existing Land Use Conditions

In order to better guide and direct future land uses within the City of Sebastian, it is necessary to first gain an understanding of present land use patterns. The City of Sebastian covers approximately 14 square miles (8,392 acres). The existing 2019 land uses were determined by their Florida Department of Revenue Land Use Codes and may not precisely reflect what is 'on the ground' but provide insight into the current conditions and development patterns of the City. To provide a basis for analysis these existing land uses have been further grouped into the following distinct categories which include their definitions from the Florida Department of Revenue.

Agriculture: Property used for production of food, feed, and fiber commodities, livestock and poultry, bees, fruits and vegetables, and sod, ornamental, nursery, grazing farm animals and horticultural crops that are raised, grown, or produced for commercial purposes.

Commercial: Business property, such as supermarkets, shopping centers, office buildings, medical centers, hotels, theaters, RV parks, financial institutions, stores, etc. which are intended to operate with a profit.

Residential: Property zoned for single-family homes, mobile homes, retirement homes, multifamily apartments and co-ops.

Government: All property owned by or leased to the Government or acquired by the Government under the terms of the contract. Not subject, in whole or in part, to Ad Valorem property taxes. Examples include forests, parks, public schools, county hospitals, military buildings etc.

Industrial: Property used for industrial purposes. Types of industrial property include heavy manufacturing buildings, light manufacturing buildings, packing plants, mineral processing plants, warehouses, wineries, sawmills etc.

Institutional: Property which is not strictly commercial, industrial, agricultural, or residential, but which serves some public purpose, even if privately owned. Examples include private schools, private hospitals, orphanages, cemeteries, sanitoriums, nursing homes etc.

Miscellaneous: Includes property such as mining land, railroad land, utilities, waste land, submerged land etc.

The current distribution of existing land uses is shown in **Table 1-2** and **Figure 1-1**. The acreages of each category were calculated utilizing Florida Department of Revenue data and geographic information systems software (GIS). A detailed Existing Land Use Map, **Map 1-1**, was developed depicting the current land use patterns in the City of Sebastian as of 2019.

The City of Sebastian is comprised of a mixture of compatible uses that balance open space with developed land. Some of the land use changes that can be observed between the 2009 and 2019 land use inventories can be attributed to differences in the definitions of the uses between the two GIS layers and datasets. Overall, the trends that have occurred in the past 10 years include an increase in the acreage of residential land uses and commercial land uses while there has been a decrease in the acreage of industrial land uses. There has also been a decrease in vacant land in the last 10 years as the city has been growing and developing over time.

The existing land use analysis displays stability in the city with the biggest indicator of stability being that the largest segment of existing land use is residential. A little over half of the City's acreage is comprised of existing residential land uses with the majority of residential land area being primarily single family detached. The existing residential neighborhoods have remained constant and grown and are not transitioning to other land uses. As the city has been attracting more residents there has been a spur for more commercial development and redevelopment. Existing commercial land uses are primarily concentrated along Sebastian Boulevard and U.S. Highway 1. The commercial uses observed include retail stores, service stations, restaurants, offices, and shopping centers.

Indian River County's existing land uses adjacent to the City are displayed on **Map 1-2** and consist of primarily government land use patterns to the west, agricultural and very low density land use patterns to the south, commercial land use patterns to the east, and residential land use patterns to the north. The City of Sebastian contains and is surrounded by a compatible mixture of land uses. The City's sound planning principles and efforts provide a basis to continue this trend into the future.

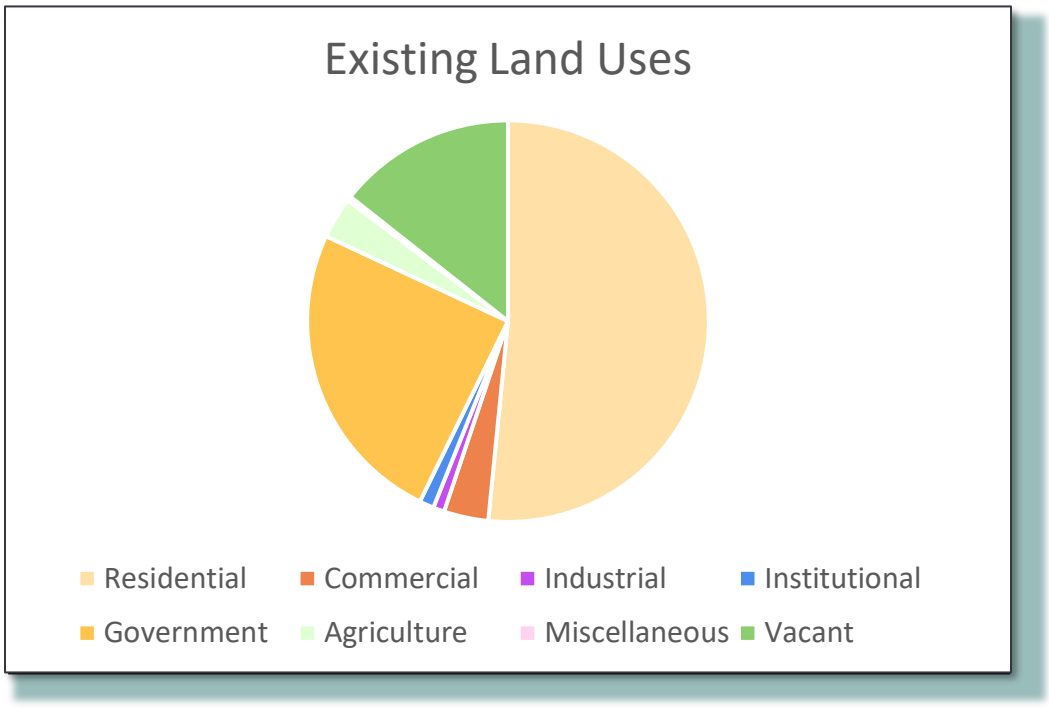
Table 1-2: Existing Land Uses

Land Use	Acres	% of Total
Residential	4,328	51.56%
Commercial	301	3.59%
Industrial	76	0.91%
Institutional	98	1.17%
Government	2,075	24.72%
Agriculture	280	3.34%
Miscellaneous	29	0.35%
Vacant	1,205	14.36%
Total	**8,392**	**100%**

Source: Florida Department of Revenue

Note: The Florida Department of Revenue and the City of Sebastian consist of different datasets (parcels vs. polygon shapes) resulting in a difference between the vacant and total land acreages calculated.

Figure 1-1: Existing Land Uses



Source: Florida Department of Revenue

Vacant Land Analysis

An analysis of vacant land was conducted based on the Florida Department of Revenue's land use codes as of November 2019. Approximately 14% of the City's acreage and 19% of the City's parcels are classified as "vacant" according to these codes at the time of analysis. These parcels include vacant commercial, vacant residential, vacant institutional, vacant industrial, and nonagricultural undeveloped lands. It is important to note that many of these parcels may be in the development application process or under development, exist as remnant parcels, etc., and therefore actual vacant land supply may be less than reported. The vacant lands within the City of Sebastian are displayed on **Map 1-3.**

The City of Sebastian is approaching full build-out, yet, still has potential for future development, redevelopment, and growth. In the past 10 years the City has not only continued to grow in population but also has continued to develop its vacant land. To understand the type of impact these vacant lands could have on the cityscape if eventually developed, it is useful to view what Future Land Use Categories they fall in. This analysis is displayed in **Table 1-3, Figure 1-2,** and **Map 1-4** and was done by analyzing the relationship between the City's future land use designations and parcel data obtained from the Florida Department of Revenue. It is important to note that there may be a small margin of error reflected in the data due to the differences in the GIS layers and datasets used for the analysis.

According to the analysis conducted, approximately half of the vacant land in the City is designated for low density residential followed by very low density residential. Vacant residential lands are typically single lots distributed throughout the existing residential areas within the City. As the population continues to grow there is development potential for more housing in the City. The next highest percentage of vacant acreage in the City is designated for commercial uses mainly distributed along Sebastian Boulevard and U.S. Highway 1. Potential commercial development may support the City's growing population into the future. However, according to a 2018 Market Analysis of the City, Sebastian is a popular destination for workers that don't mind longer commutes to job centers greater than 50 miles away to the north and south. Though Sebastian remains more of a bedroom community for these larger markets, the City may consider capitalizing on eco-tourism, nature based industries and local markets.

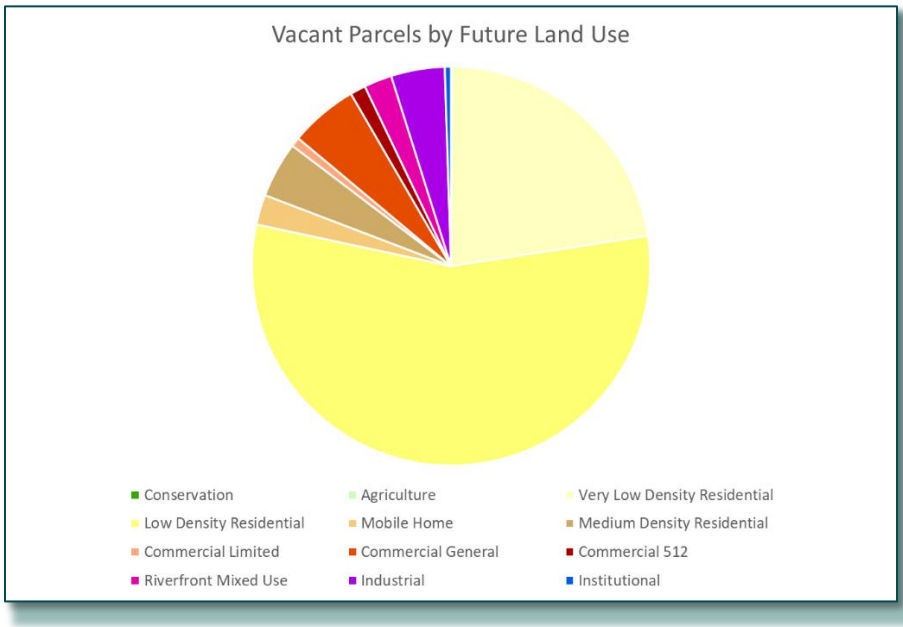
Table 1-3: Vacant Parcels by Future Land Use

Future Land Use Designation	Acres	% of Total Vacant Acreage
Conservation	1	0.1%
Agriculture	0	0.0%
Very Low Density Residential	268	22.5%
Low Density Residential	665	55.7%
Mobile Home	29	2.4%
Medium Density Residential	54	4.5%
Commercial Limited	9	0.8%
Commercial General	66	5.5%
Commercial 512	15	1.3%
Riverfront Mixed Use	27	2.3%
Industrial	52	4.4%
Institutional	6	0.5%
Total	**1,192**	**100%**

Source: Florida Department of Revenue and the City of Sebastian

Note: The Florida Department of Revenue and the City of Sebastian consist of different datasets (parcels vs. polygon shapes) resulting in a 13 acre (1%) difference between the vacant land acreages calculated.

Figure 1-2: Vacant Parcels by Future Land Use



Source: Florida Department of Revenue

Population Trends and Projections

Projected population is the driving force behind the City's future facility needs, housing supply and demand, and land use requirements. This population analysis is a major consideration in preparing future land use designations and each of the Elements goals, objectives, and policies. Future population estimates for Sebastian identify the amount of residential land and development density allocations that will be necessary to accommodate the City's growth.

According BEBR, the official population estimate of permanent residents in the City of Sebastian as of April 1, 2020 is 25,658 residents. This is a growth of 3,729 persons (15% growth rate) since the 2010 recorded census population. The Shimberg Center for Housing Studies prepares population projections for all municipalities in Florida. Population projections for the City of Sebastian through the year 2040 are shown in **Table 1-4** and **Figure 1-3**.

According to the U.S. Census Bureau, the medium age in Sebastian is 53, with a breakout of the percentage of individuals in different age groups displayed in **Figure 1-4.** The City's race characteristics are outlined in **Figure 1-5.** The majority of the population is comprised of individuals who identify as White (85.9%) followed by Hispanic (6.9%) and African American (5.5%).

Sebastian's future population growth is projected to be 34,567 residents by the year 2040 with an average growth rate of 8%. This is a population gain of about 8,909 people in the next 20 years. The City's projected growth will continue to provide development and redevelopment opportunities for the City. The City's growth is projected to be a little faster than the whole of Indian River County. The growth of the region is expected to continue as Indian River County expects to add another 37,400 residents over the next 20 years. The City of Sebastian has shared between 16% to 18% of the County's population since the year 2010.

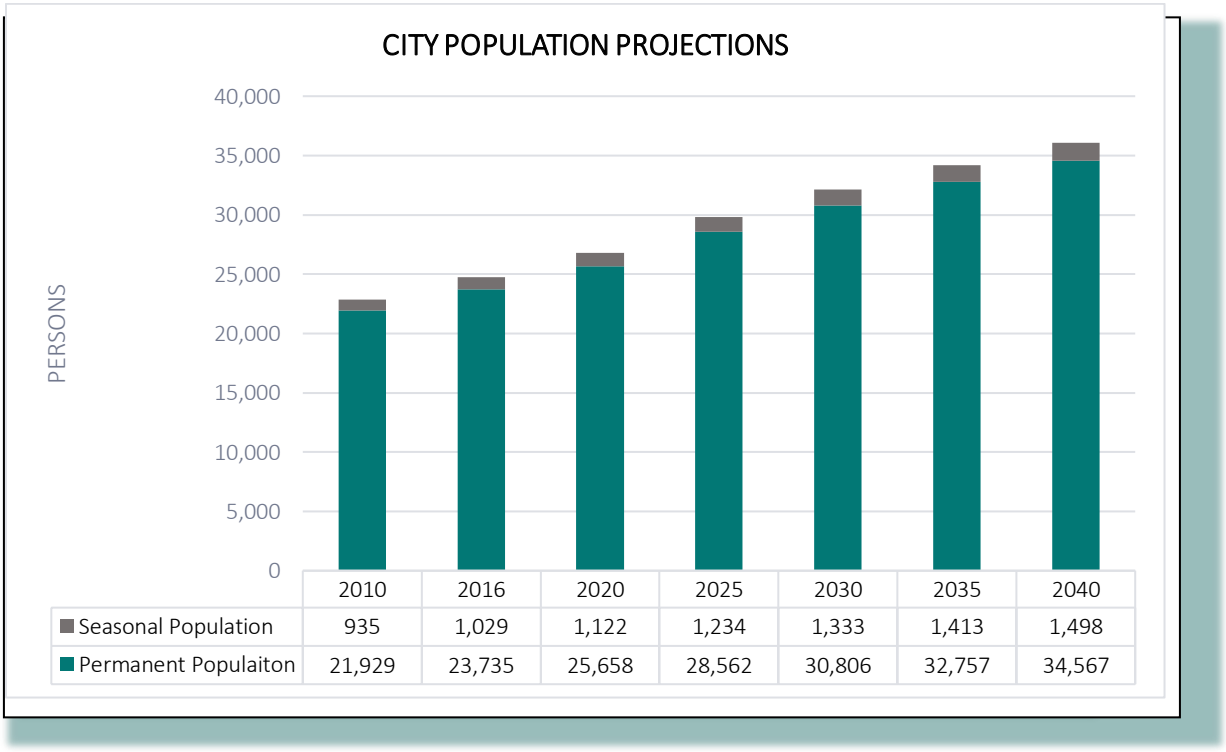
A small portion of the population is represented by seasonal residents who live in Sebastian during the winter months but claim another city as their permanent residence. The City's seasonal population for 2010 was 953 people and was calculated using U.S. Census Bureau data. The seasonal population projections were calculated using the ratio step-down method where the City's seasonal population was proportionally derived from the City's overall population projections. Sebastian can expect to experience population growth in both permanent and seasonal residents over the next 20 years.

Table 1-4: Population Projections

Year	Sebastian		Indian River County		Sebastian Share of Indian River County Population
	Population	Growth Rate	Population	Growth Rate	
2010	21,929	-	138,028		16%
2016	23,735	8%	146,410	6%	16%
2020	25,658	8%	157,600	8%	16%
2025	28,562	11%	170,000	8%	17%
2030	30,806	8%	180,200	6%	17%
2035	32,757	6%	188,200	4%	17%
2040	34,567	6%	195,000	4%	18%

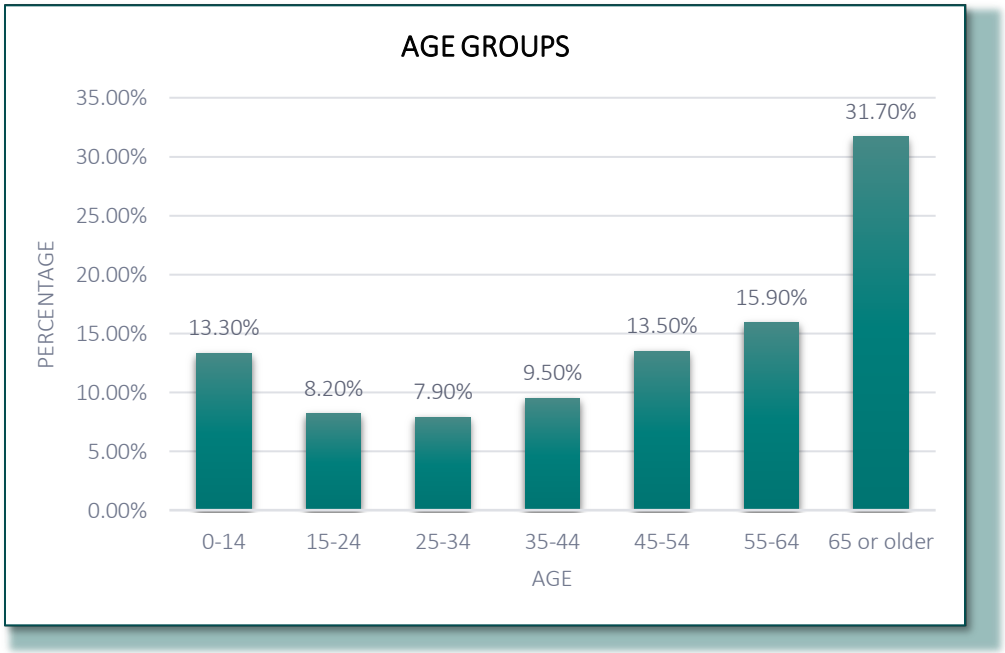
Source: Bureau of Economic and Business Research and Florida Housing Data Clearinghouse

Figure 1-3: City Population Projections



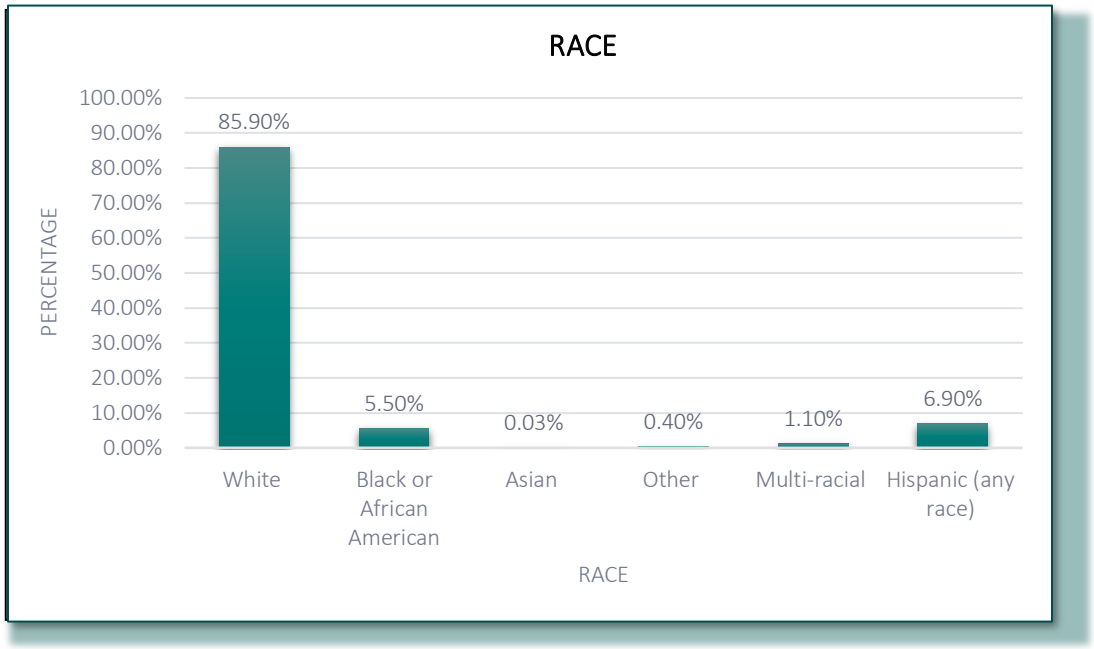
Source: Florida Housing Data Clearinghouse, U.S. Census Bureau, and Bureau of Economic and Business Research

Figure 1-4: Age Groups



Source: U.S. Census Bureau

Figure 1-5: Race



Source: U.S. Census Bureau

Future Land Use Designations and Analysis

The 2040 Future Land Use Map, **Map 1-5**, designates future land uses within the existing Sebastian City limits through the 2040 planning horizon. The 2040 Future Land Use Map incorporates the Mixed Use category to be used to accommodate future growth within the City. Indian River County's future land uses adjacent to the City are displayed in **Map 1-6** to give context of the mix of residential and non-residential densities occurring adjacent to the City's boundary. The acreages of the currently adopted Future Land Use Map are shown below in **Table 1-5**.

Table 1-5: Future Land Use Designations and Analysis

Land Use Categories	Future Land Use 2025 Map	
	Acres	% of Total
Agriculture	0	0.0%
Very Low Density Residential	1,073	14.0%
Low Density Residential	3,093	40.2%
Mobile Homes	198	2.6%
Medium Density Residential	228	3%
Commercial Limited	22	.3%
Commercial General	198	2.6%
Commercial 512	36	.5%
Riverfront Mixed Use	191	2.5%
Industrial	308	4%
Institutional	1,249	16.3%
Conservation	1,089	14.2%
Total	**7,685**	**100%**

Source: City of Sebastian Community Development Department

Note: The Florida Department of Revenue and the City of Sebastian consist of different datasets (parcels vs. polygon shapes) resulting in a difference between the total acreages calculated.

Build Out Analysis

Utilizing GIS and Microsoft Building Footprints, **Map 1-7** was created in order to better visualize the existing build out of the City of Sebastian. To better understand the current level of development potential and the ability of the City of Sebastian to absorb the growth that is expected, a build out analysis was performed utilizing the currently adopted FLUM and vacant lands. Maximum densities and intensities were assigned to each future land use designation as documented in **Table 1-6**. The acreages of vacant parcels within these future land use designations were used to roughly calculate the most dense and intense development that Sebastian could potentially expect. This analysis assumes maximum build out and vacant land acreage is based on data retrieved from the Florida Department of Revenue.

The build out analysis shows that the currently adopted FLUM allows for a maximum construction of approximately 4,922 dwelling units and approximately 4.3 million square feet of non-residential floor area. It should be noted that properties that are designated as Commercial Limited may not be developable in whole or in part due to existing conditions and/or limitations i.e. environmental, floodplain, etc. Current development practices indicate that nonresidential developments are not developing at the maximum density or maximum FAR (i.e. maximum FAR may be 0.5 but some are developing at 0.25 FAR) which reflects individual development programs that have a reliance on single story structures including excessive parking.

The maximum construction of residential dwelling units is 4,922 according to the build out analysis. Using BEBR's expectation of 2.24 people per dwelling unit, the City of Sebastian can expect to absorb 11,025 people under the current FLUM's residential designations that have been identified as vacant utilizing the Florida Department of Revenue's data. This meets the dwelling units needed to absorb the amount of growth projected in Sebastian (8,909 persons) through at a minimum the planning period. Also, the build out analysis shows that the currently adopted FLUM allows for a maximum construction of approximately 4.3 million square feet of non-residential floor area which presents the opportunity to develop supporting non-residential development as the City's population continues to grow.

Table 1-6: Build Out Analysis

Future Land Use Category	Vacant Acres	Maximum DU/AC	Maximum FAR	Maximum Density DU/AC	Maximum Intensity SF
Conservation	1	-	-	0	-
Agriculture	0	1 DU/5 AC	-	0	-
Very Low Density Residential	268	3	-	804	-
Low Density Residential	665	5	-	3,325	-
Mobile Home	29	5	-	145	-
Medium Density Residential	54	8	-	432	-
Commercial Limited	9	-	0.6	-	235,224
Commercial General	66	-	0.6	-	1,724,976
Commercial 512	15	-	0.5	-	326,700
Riverfront Mixed Use	27	8	0.6	216	705,672
Industrial	52	-	0.5	-	1,132,560
Institutional	6	-	0.6	-	156,816
Total	**1,192**			**4,922**	**4,281,948**

Note: The Florida Department of Revenue and the City of Sebastian consist of different datasets (parcels vs. polygon shapes) resulting in a 13 acre (1%) difference between the vacant land acreages calculated.

Natural Resources Inventory

The presence of natural resources and the ability of land to support development within the City of Sebastian will be a major determinant for the future land use pattern. It is important to take these natural resources into consideration when guiding growth in order to avoid the potential adverse impacts of development activity. Below is an inventory of the natural resources located in the City of Sebastian.

Waterbodies and Shoreline Protection

Utilizing data retrieved from the U.S. Fish and Wildlife Service, **Map 1-8** illustrates the waterbodies located within and surrounding the City of Sebastian. The inland areas of Sebastian include streams, lakes, ponds, canals, and waterways. Those areas of Sebastian classified as inland open waterways include Collier Creek, Schumann Lake, three unnamed lakes/ponds, Collier Waterway, and Elkcam Waterway. Wetlands are scattered throughout Sebastian, with concentrations in the northeast and southeast portions of the City.

The St. Sebastian River runs along the west side of the City limits and has historically been preserved through setback restrictions. The Indian River Lagoon rests along the eastern border of Sebastian and is one of the most biologically diverse estuaries in North America. It has been designated as an Outstanding Florida Water and an Estuary of National Significance. The estuary's mangrove wetlands and salt marshes provide a plethora of benefits for the community such as filtering runoff, stabilizing sediments, maintaining water quality, and protecting shorelines from erosion.

Waterways within the City should receive only minimal effects from future development. Although development will not encroach into the waterways, urban runoff from adjacent residential neighborhoods could possibly degrade their water quality. However, increases in pollution levels associated with runoff should be minimal, allowing the vegetation and wildlife now present therein to flourish for years to come.

Floodplains and Coastal High Hazard Area (CHHA)

Flood zones allocated in the City of Sebastian are illustrated in **Map 1-9**. There are several areas within the City of Sebastian which have been identified by the Federal Emergency Management Agency (FEMA) as having the potential for flooding in the 100-year storm event. Flood Zone A and AE represent the 100-year storm event flood levels. Also included in the map is the 500-year storm event area (X500). These areas are subject to rising waters due to their proximity to nearby rivers, tributaries, and lakes.

The Coastal High Hazard Area (CHHA) is an area particularly vulnerable to the effects of coastal flooding from tropical storm events and is defined by section 163.3178(2)(h)9, Florida Statutes, as the area below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model (See **Map 1-10**). The City should aim to minimize the impact of natural hazards such as flooding and sea level rise to the community by directing development way from the CHHA as defined by State Statute §163.3178(2)(f), F.S. For additional flood data and maps regarding storm surge and future sea level rise reference the City's Coastal Resiliency Plan.

Air Quality

The Florida Department of Environmental Protection (DEP) rates the quality of air in the City of Sebastian as good. The absence of major industries in the area helps to support the air quality in the City. Pollution generated from commercial and industrial developments within and adjacent to the City is not anticipated to adversely affect the air quality of Sebastian. Fugitive dust particles from land cleared for development may be experienced by the community, and developers should be requested to quickly replant development areas following clearing. The majority of air pollution in the City of Sebastian continues to emanate from automobile emissions. As the population in the area continues to increase so will traffic and emissions.

Mineral Resources

There are no significant deposits of commercially valuable minerals known to exist within the City of Sebastian.

Potable Water Wells

The General Development Utilities Water Well and the Whispering Palms Water Well used to be the two water wells located in Sebastian. Both of the water wells were located in the southeast part of the City. Since Indian River County Utilities has taken over the water utility service, neither well field is in use today.

Soils and Topography

Soils indigenous to Sebastian are a natural resource that has been an important factor in the development of the City. In earlier times, when agriculture was a major occupation, soil properties were a crucial determinant of the success of a farm or grove. Other development occurred, given the right location, on soils having the least limitations and requiring the least amount of corrective measures. Under the economics of land development today, the choice of land for a specified use is more often determined by factors such as location rather than the kind of soil. However, knowledge of the types of soil present in Sebastian is still important in assessing the limitations or reclamation that must be done to develop a site.

The Indian River County Soil Survey prepared by the Soil Conservation Service and revised in September 2019 gives details of the 30 different soil types that exist in Sebastian. The soil classifications are made based upon the water table, slope, erosion potential, permeability, subsidence and organic (muck/peat) content. The soils are also rated as to their potential for development based upon those limiting properties. Soil types and topography are illustrated in **Map 1-11.**

According to DEP's Division of Water Resource Management, there are no commercially valuable deposits of coquina, dolomite, phosphate, clay, or peat present within the City of Sebastian. No active or inactive mineral mining sites, other than sand mining along the coastal ridge in the southeast portion of the City, have been identified within the City. The City of Sebastian also does not have any specific areas of soil erosion. Erosion potential can be mitigated by reducing the time interval between the clearing of land and actual development or construction.

Historical Resources Inventory

Sebastian has a number of historic resources within its city boundaries. Historic resource data was retrieved from the Division of Historical Resources of the Florida Department of State. The Division of Historical Resources of the Florida Department of State maintains a central archive for Florida's historical and archaeological sites known as the Florida Master Site File. Historical structures and properties including those which are on the National Register of Historic Places are listed in in **Table 1-7** and illustrated on **Map 1-12**. The historic resources are mainly concentrated in the northeast portion of the City.

According to the Division of Historical Resources of the Florida Department of State there are 82 structures documented in the City as having historic significance. Five (5) of which are on the National Register of Historic Places such as the Archie Smith Wholesale Fish Company, which is the only remaining intact fish house in the area from the 1920's and one of the few left in the State of Florida. The Division of Historical Resources of the Florida Department of State delineates two historic districts in the City. Historic districts are defined by a group of historically significant structures or sites. Old Town Sebastian Historic District West includes 9 historic structures and Old Town Sebastian Historic District East includes 15 historic structures. It is important to take the historic resources in the City into consideration when guiding growth in order to avoid the potential adverse impacts of development activity.

Table 1-7: Historical Resources

SITE NAME	ADDRESS	SIGNIFICANCE
FL EAST COAST R.R. SECTION HOUSE	1098 FOSTER RD	HISTORICAL STRUCTURE
SEMBLER, CHARLIE HOUSE	1660 N INDIAN RIVER DR	HISTORICAL STRUCTURE
HUDSON, JAMES HOUSE	N LOUISIANA AVE	HISTORICAL STRUCTURE
FIELDS, LILLIAN JEWEL HOUSE	1016 S LOUISIANA AVE	HISTORICAL STRUCTURE
SCHUMANN HOUSE	1065 LOUISIANA AVE	HISTORICAL STRUCTURE
SUDDARD, EDITH HOUSE	1061 LOUISIANA AVE	HISTORICAL STRUCTURE
ROSE, DR DAVID HOUSE	1063 LOUISIANA AVE	HISTORICAL STRUCTURE
BRADDOCK, GEORGE ARMSTRONG HOUSE	1309 LOUISIANA AVE	HISTORICAL STRUCTURE
BAUGHMAN HOUSE	1525 N LOUISIANA AVE	HISTORICAL STRUCTURE
TAYLOR, J HOUSE	1533 LOUISIANA AVE	HISTORICAL STRUCTURE
HARDEE, CAPT R G HOUSE SITE	MAIN ST	HISTORICAL STRUCTURE
VICKERS STORE	MAIN ST & US 1 [A]	HISTORICAL STRUCTURE
DEVANE, FERN HOUSE	1100 PALMETTO AVE	HISTORICAL STRUCTURE
ROSE, A G HOUSE	1025 PALMETTO AVE	HISTORICAL STRUCTURE
WALTERS GARAGE	MAIN ST & US 1 [B]	HISTORICAL STRUCTURE
EAST COAST LUMBER & SUPPLY CO	909 US1	HISTORICAL STRUCTURE
SEBASTIAN WOMENS CLUB BLDG	932 US1	HISTORICAL STRUCTURE
PARK, S A HOUSE	937 US1	HISTORICAL STRUCTURE
SEBASTIAN TOWN HALL	1125 US 1	HISTORICAL STRUCTURE
BRADDOCK, WILLIAM HOUSE	1208 US 1	HISTORICAL STRUCTURE
HARRISON BUILDING	1329 US1	HISTORICAL STRUCTURE
LETCHWORTH GARAGE HOUSE	1330 U.S. 1 HWY	HISTORICAL STRUCTURE
CARLISLE HOUSE	1437 US1	HISTORICAL STRUCTURE
MILLER, M M HOUSE	US 1	HISTORICAL STRUCTURE
STEVENSON PROPERTY	COOLIDGE ST	HISTORICAL STRUCTURE
BEUGNOT, JOHN	1068 MAIN ST	HISTORICAL STRUCTURE
HARDEE, MAY HOUSE	1317A OLD DIXIE HWY	HISTORICAL STRUCTURE
GATE POSTS	1317B OLD DIXIE HWY	HISTORICAL STRUCTURE
CHESSER, L F HOUSE	712 HARRISON ST	HISTORICAL STRUCTURE
HURRICANE HARBOR/ MCCAIN'S GARAGE	1540 INDIAN RIVER DR	HISTORICAL STRUCTURE

SITE NAME	ADDRESS	SIGNIFICANCE
MCCAIN, BOB	1541 N INDIAN RIVER DR	HISTORICAL STRUCTURE
OCEAN BREEZE SERVICE STATION	1690 INDIAN RIVER DR	HISTORICAL STRUCTURE
AUGUST PARK/ BEUGNOT/WEST PROPERTY	1737 INDIAN RIVER DR	HISTORICAL STRUCTURE
WELLING, GEORGE HOUSE	1745 INDIAN RIVER DR	HISTORICAL STRUCTURE
BLAND, OKIE HOUSE	710 JACKSON ST	HISTORICAL STRUCTURE
TAYLOR, CHARLES HOUSE	909 N LOUISANA AVE	HISTORICAL STRUCTURE
BAUGHMAN DAIRY	1533 N LOUISANA AVE	HISTORICAL STRUCTURE
SEBASTIAN GRAMMAR & JUNIOR HIGH SCHOOL	1225 MAIN ST	HISTORICAL STRUCTURE
CARPENTER HOUSE	1041 PALMETTO AVE	HISTORICAL STRUCTURE
CARPENTER, ORVA HOUSE	1044 PALMETTO AVE	HISTORICAL STRUCTURE
GULLEDGE-LETCHWORTH-PHELPS HOME	1053 PALMETTO AVE	HISTORICAL STRUCTURE
RYALL, BILL HOUSE (SEARS)	1056 LOUISIANA AVE	HISTORICAL STRUCTURE
BRADDOCK, MAURICE HOUSE	709 WASHINGTON PL	HISTORICAL STRUCTURE
SR 512 BUILDING	SR 512	HISTORICAL STRUCTURE
BAMMA VICKERS LAWSON HOUSE	1133 US1	HISTORICAL STRUCTURE
CAIN-WILSON, ARDELIA HOUSE	1523 US1	HISTORICAL STRUCTURE
VICKERS, STEPHEN HOUSE	1141 US 1	HISTORICAL STRUCTURE
CAIN HOUSE	1531 US1	HISTORICAL STRUCTURE
SLOAN, DOC	1603 US1	HISTORICAL STRUCTURE
PALMER HOTEL EFFICIENCIES	11330/UNIT_12 US1	HISTORICAL STRUCTURE
PALMER MOTEL EFFICIENCIES	11330/UNIT_14 US1	HISTORICAL STRUCTURE
SEBASTIAN CITY MARKER	HARRISON/INDIAN R DR	HISTORICAL STRUCTURE
ASHBURNER, H HOUSE	1024 LOUISIANA AVE	HISTORICAL STRUCTURE
MCPHERSON, THOMAS HOUSE	1005 US1	HISTORICAL STRUCTURE
CHURCH OF GOD	925 US1	HISTORICAL STRUCTURE

SITE NAME	ADDRESS	SIGNIFICANCE
CHURCH OF GOD PARSONAGE	905 US1	HISTORICAL STRUCTURE
GRAY, JAMES HOUSE	1044A LOUISIANA AVE	HISTORICAL STRUCTURE
DAY, B F HOUSE		HISTORICAL STRUCTURE
FIELD, H HOUSE	1049 LOUISIANA AVE	HISTORICAL STRUCTURE
HANCOCK, CHARLES HOUSE	1040 LOUISIANA AVE	HISTORICAL STRUCTURE
UNDERILL PROPERTY	12875 I INDIAN RIVER DR	HISTORICAL STRUCTURE
WARD PROPERTY	1736 INDIAN RIVER DR	HISTORICAL STRUCTURE
MAY'S MARINA/FLOODTIDE MARINA PROPERTY	1732 INDIAN RIVER DR	HISTORICAL STRUCTURE
WARREN PROPERTY	1720 INDIAN RIVER DR	HISTORICAL STRUCTURE
FOOD TOWN STORES PROPERTY	1424 U.S. 1 HWY	HISTORICAL STRUCTURE
IZZO PROPERTY	1405 INDIAN RIVER DR	HISTORICAL STRUCTURE
BOUDNOT PROPERTY	1302 INDIAN RIVER DR	HISTORICAL STRUCTURE
FERN CARPENTER HOUSE	1036 PALMETTO AVE	HISTORICAL STRUCTURE
9320 90TH AVENUE	9320 90TH AVE	HISTORICAL STRUCTURE
1100 MAIN ST	1100 MAIN ST	HISTORICAL STRUCTURE
1101 PALMETTO AVENUE	1101 PALMETTO AVE	HISTORICAL STRUCTURE
HARBOR LIGHTS MOTEL OFFICE	1215 INDIAN RIVER DR	HISTORICAL STRUCTURE
HARBOR LIGHTS MOTEL ADDITIONAL BLDG 1	1215 INDIAN RIVER DR	HISTORICAL STRUCTURE
HARBOR LIGHTS MOTEL ADDITIONAL BLDG 2	1215 INDIAN RIVER DR	HISTORICAL STRUCTURE
HARBOR LIGHTS MOTEL ADDITIONAL BLDG 3	1215 INDIAN RIVER DR	HISTORICAL STRUCTURE
HARBOR LIGHTS	1215 INDIAN RIVER DR	HISTORICAL STRUCTURE
1210 U.S. 1	1210 U.S. 1	HISTORICAL STRUCTURE
1053 LOUISIANA AVENUE	1053 LOUISIANA AVE	HISTORICAL STRUCTURE
UNITED METHODIST CHURCH PARSONAGE	1053 LOUISIANA AVE	HISTORICAL STRUCTURE
SEBASTIAN RIVER BAPTIST	1117 US 1	HISTORICAL STRUCTURE
1206 U.S. 1	1206 US 1	HISTORICAL STRUCTURE
1113 PALMETTO AVENUE	1113 PALMETTO AVE	HISTORICAL STRUCTURE
CHAMBER OF COMMERCE	700 MAIN ST	HISTORICAL STRUCTURE
8905 90TH AVE - BLDG 1	8905 90TH AVE	HISTORICAL STRUCTURE

SITE NAME	ADDRESS	SIGNIFICANCE
SEBASTIAN ROADSIDE RESTAURANT	10795 US 1 HWY	HISTORICAL STRUCTURE
SMITH, ARCHIE, WHOLESALE FISH COMPANY	1740 INDIAN RIVER DR.	HISTORICAL STRUCTURE & NATIONAL REGISTER
OLD TOWN SEBASTIAN HISTORIC DISTRICT WEST	BOUNDED BY PALMETTO AVE, LAKE AND MAIN STS.	HISTORICAL DISTRICT & NATIONAL REGISTER
OLD TOWN SEBASTIAN HISTORIC DISTRICT EAST	MAIN AND WASHINGTON STS., RIVERSIDE DR., FEC RAILROAD	HISTORICAL DISTRICT & NATIONAL REGISTER
SEBASTIAN GRAMMAR AND JUNIOR HIGH SCHOOL	1225 MAIN ST.	NATIONAL REGISTER
LAWSON, BAMMA VICKERS, HOUSE	1133 US 1	NATIONAL REGISTER

Source: Division of Historical Resources of the Florida Department of State, 2019

Summary

This Land Use Data Inventory and Analysis has effectively provided the data to guide the type, location, and timing of development in an appropriate manner. The **Land Use Element** is the foundation of the Comprehensive Plan and is dependent upon the goals, objectives, and policies of each of the other Elements. It sets the planning framework for the City to accommodate projected growth and development, minimize adverse impacts on natural and historical resources, and maintain essential amenities at desired levels to maintain the quality of life within the City.



2. TRANSPORTATION & MOBILITY ELEMENT

TRANSPORTATION & MOBILITY ELEMENT

The purpose of the **Transportation & Mobility Element** is to plan for a multi-modal transportation system that is safe and meets the needs of the City's residents and visitors. This Element encourages a reduction in vehicle miles travelled and also encourages improved transportation and mobility planning. The **Transportation & Mobility Element** establishes Level of Service (LOS) Standards for the major roadways and also recognizes the need to provide transportation alternatives to increase accessibility and provide a comprehensive transportation system. This Element addresses roadway facilities, transit facilities, availability of public parking facilities, availability of bicycle and pedestrian facilities, airport and rail line systems, and other supplementary services and programs.

TRANSPORTATION & MOBILITY ELEMENT

1. Encourages complete streets and transit oriented development principles to improve accessibility and livability;

2. Assures the availability of convenient and safe parking;

3. Supports efforts towards bicycle and sidewalk connections and greenway and trail opportunities;

4. Makes safety and a safe mobility network a priority for the City;

5. Considers Level of Service standards and concurrency;

6. Establishes a guideline for prioritizing projects with a consideration of sustainability, environmental, social, accessibility and equity factors;

7. Establishes policies to guide the continued development of the Sebastian Municipal Airport and related facilities;

8. Supports the minimization of negative impacts from mobility infrastructure on the environment and encourages a reduction of greenhouse gas emissions through alternative mobility options

GOALS, OBJECTIVES AND POLICIES

Goal 2-1: Improve the Mobility Network.

Provide a safe, efficient, and convenient transportation system for multiple modes of travel within the Sebastian mobility network.

Objective 2-1.1: Mobility. The City shall promote roadways designed based on desired land use context which includes non-motorized modes of transportation to provide a safe and efficient multi-modal system and to provide for a possible reduction of individual motor vehicle travel. See also Objective 2-1.6.

Policy 2-1.1.1: Design. The City shall include landscaping and streetscaping as roadway design components in order to enhance the aesthetic and safety of the road for all users. The City shall encourage the use of Florida native and drought tolerant plants in landscaping and streetscaping. The City will also include pedestrian and bicycle improvements as part of streetscaping projects or look for improvements to parallel facilities. The City shall continue to pursue grant opportunities for median landscaping and road beautification.

Policy 2-1.1.2: Complete Streets. Implement complete streets principles in the planning, programming, and construction of all new City roadways, redesigns, and resurfacing design of existing roadways to address the needs of all users, including motorists, bicyclists, transit riders, and pedestrians of all ages and abilities. Support a pleasant environment for pedestrians and bicyclists through the incorporation of appropriate lighting, shade, and bus shelters. Roadways shall be designed based on the desired future land use context based on the FDOT Design Manual, as amended. The City will coordinate with the FDOT District Four Complete Streets Coordinator in the incorporation of FDOT's context classification system and Complete Streets Policy into future development. Complete Streets elements are understood to include but not limited to the following:

- Bike Lanes
- Buffered Bike Lanes
- Neighborhood Greenway
- Multi-Use Trails/Shared Use Paths
- Cycle Tracks
- Good Sidewalk Design
- Crosswalks
- Interactive Flashing Beacon
- Pedestrian Hybrid Beacon
- Curb Extensions/Bulb-outs
- Median Islands/Refuges
- Lighting
- On-Street Parking
- Shading/Trees
- Bus Shelters
- Road Diets

Policy 2-1.1.3: Prioritizing. Prioritize mobility with consideration to sustainability, environmental, social, accessibility and equity factors using the following hierarchy as a guideline for prioritizing projects based on transportation mode. Where adequate facilities exist for all modes, enhancing the quality and integration of the facilities will be prioritized based on the hierarchy of modes. The sustainable mobility hierarchy is recommended as follows; however, may be revised from time to time by the City to reflect changes/improvements in technology, available resources, cost considerations:

- Walking
- Bicycling and Nonmotorized Vehicles
- Public Transit
- Service & Freight
- High Occupancy Vehicles
- Taxi, Car Sharing, Private Transit
- Registered Low Speed Vehicles (LSV)
- Single-occupancy Automobiles

Policy 2-1.1.4: Connection. Implement land use strategies that support "park once environments", increase vehicular trip capture, reduce vehicle dependence, promote non-vehicular travel, and decrease vehicle-miles-traveled (VMT), through development of mixed-use projects by requiring vehicular and pedestrian interconnection between adjacent properties, and by providing connections to transit facilities.

Policy 2-1.1.5: Greenway Plan. Consistent with the North Indian River County Greenways Master Plan (2008), the City shall seek funding for and prepare and maintain a Greenways Plan for bicycle and pedestrian access.

Policy 2-1.1.6: Bicycle Corridors. Consistent with the Indian River County Bicycle & Pedestrian Master Plan (2015), the City shall seek to provide adequate ROW for bicycle and pedestrian facilities, and construct where feasible bicycle ways along corridors to be specified in the Greenways Plan. The City will continue to coordinate with the County to improve bicycle and pedestrian infrastructure and usability on C.R. 512.

Policy 2-1.1.7: Bike Paths. Bike -paths or bike lanes shall be established linking arterial, collector, and local streets and shall be implemented as part of the overall mobility network (including pedestrian and transit connections). Bike paths or bike lanes shall be mandatory on all new development and on all new roadway construction. Where bike paths are not feasible, the City may consider installing a multi-use path.

Policy 2-1.1.8: Pedestrian Improvement Plan. A Pedestrian Improvement Plan that considers multi-use paths, sidewalks, and bike lanes shall be prepared and maintained by the City.

Policy 2-1.1.9: Sidewalks and Multi-use Paths. The City shall conduct a sidewalk assessment and walking study. Sidewalks or multi-use paths shall be mandatory on all new development and on all new roadway construction.

- Sidewalk width shall be provided based on land use context per the FDOT Design Manual, as amended.

- Sidewalks shall be constructed, concurrently with new non-residential development, by the developer.
- Except where constrained, new residential developments with densities of one or more dwelling units per acre shall provide sidewalks on both sides of every street.
- Sidewalks for all developments shall be designed to provide connectivity to existing pedestrian facilities.

The City shall establish acceptable Quality Level of Service (QLOS) thresholds. The QLOS methodologies and measures are outlined in the 2013 Florida Department of Transportation Quality/Level of Service Handbook, as amended. The City shall periodically measure levels of service for motorists, pedestrians, and bicyclists on facilities throughout the City. The City shall strive to maintain balance of QLOS for all users (To be completed by 2025).

Policy 2-1.1.10: Funding. Capital funding priority will be given to complete streets that benefit multi-modal users, greenways, recreational use areas, and along roadways between residential areas and schools.

Policy 2-1.1.11: Land Development Code. The City shall develop and maintain standards in the land development code (LDC) for access and improvements to bicycle and pedestrian systems. Such standards shall apply to new developments, substantial improvements of existing developments, and to road improvements. The City shall consider other options to developers to offset their up-front costs for sidewalks and bicycle pathways; such options shall be identified within the LDC.

Policy 2-1.1.12: Roadway Improvements. The City shall include and maintain in the LDC the provision of bicycle parking and circulation, pedestrian walkways, and handicap accessible facilities within new developments and existing developments undergoing substantial improvements.

Policy 2-1.1.13: Pedestrian Design. Intersections shall be made pedestrian-friendly by limiting the pedestrian crossing width; use of adequate lighting; adequate timing for traffic signals; and the provision of facilities for the handicapped.

Policy 2-1.1.14: Parking. The City shall regularly analyze, assess, and update parking requirements in the LDC to reflect actual parking trends and needs. Parking requirements may be customized for various parts of the City. Additionally, the City shall analyze parking standards for alternative modes of transportation including bicycles, motorcycles, scooters, and neighborhood electric vehicles.

Policy 2-1.1.15: Parking. The City shall develop standards, for new non-residential development, to establish a maximum number of parking spaces allowed in excess of the parking space requirements of the City's LDC, in order to encourage walking, bicycling, ridesharing, and shared parking, and to minimize the creation of excess impervious surface area. These standards will also identify site related considerations including the use of alternative parking/surfacing materials (i.e., pervious).

Policy 2-1.1.16: Alternatives. Coordinate with and support efforts by FDOT, Indian River County and other strategic partners to implement Transportation System Management principles on roadways within the City, including optimization of traffic signal systems, transit prioritization, and technologies benefiting pedestrian and bicyclist movement at signalized intersections.

Policy 2-1.1.17: Public Transit. In coordination with the Indian River County MPO and other appropriate partners, the City shall evaluate the need for additional public transit routes consistent with the short- and long-range plans of Indian River Transit. The City shall also include standards within the LDC for public transit facilities and amenities, including, but not limited to, covered bus shelters, benches, and bus bays to be provided with new development in areas along transit corridors and in areas with major trip generators and attractors.

Policy 2-1.1.18: Transit-Oriented Development. The City shall promote transit-oriented development (TOD) through mechanisms within the LDC which provide opportunities for infill development and redevelopment that support transit ridership including within the mixed use areas. The City shall update the LDC to include site and building design standards for development in public transit corridors, including C.R. 512, to assure the accessibility of new development to public transit.

Policy 2-1.1.19: Environmental Impact. The City shall implement standards in the LDC that minimize the impacts of mobility infrastructure on the environment.

Objective 2-1.2: Safety. The City shall emphasize safety including the reduction of crashes involving those walking, riding a bicycle, riding or driving transit and other vehicles.

Policy 2-1.2.1: Speed. The City will review posted speeds on all major roadways and areas where the desired speed is lower than the posted speed. The City will strive to design roadways that meet the desired speed. The City will promote traffic calming design standards on roadways that share a multi-modal component.

Policy 2-1.2.2: Driveways. The City will review proposed development and redevelopment and reduce the number of driveways where possible. As properties are developed or redeveloped the City will encourage the use of connecting commercial parking areas to reduce the number of driveways.

Policy 2-1.2.3: Crashes. The City shall maintain a record of traffic counts and traffic related crashes for major roadways in the City's network and update those records on an annual basis.

Policy 2-1.2.4: Pedestrian Safety. Adequate pedestrian circulation and safety shall be considered as a required component of roadway system management, with implementation and required construction.

Objective 2-1.3: Level of Service. The City shall adopt and adhere to level of service (LOS) standards for arterial and collector streets.

Policy 2-1.3.1: Standards. The City shall use the most recent Florida Department of Transportation Quality/Level of Service Handbook criteria, as amended, as a general basis for the City's LOS standards.

Policy 2-1.3.2: Minimum LOS. The minimum LOS standard for arterials, collector, and local roads shall be "D." The LDC shall include standards that require the developer to design and construct street and intersection improvements where the proposed project will result in a decrease in the level of service below LOS "D."

Policy 2-1.3.3: County Roadways. City and County LOS standards shall apply to City and County maintained roadway facilities.

Policy 2-1.3.4: Developmental Impact. As part of the Concurrency Management System (CMS), the City shall, through the Development Review process, review proposed new developments for their impact on adopted LOS, interior circulation needs, and vehicle parking, with an emphasis on overall mobility.

Policy 2-1.3.5: Corridors. The City shall coordinate with the Indian River County Metropolitan Planning Organization (MPO) corridor studies to identify new corridors to increase north-south and east-west connectivity. The City shall encourage multi-modal components be integrated for new corridors.

Policy 2-1.3.6: Corridor Study. The City shall continue to coordinate with FDOT and the MPO to pursue recommended improvements and alternative corridors identified in the Indian River County SR5/US 1 Multimodal Corridor Study (2019).

Policy 2-1.3.7: Congestion. The City shall continue to partner with private developers, Indian River County and other government agencies to relieve congestion on arterial and collector roads and for improvements to the road network.

Objective 2-1.4: Roadway Network.

Utilize transportation system management principles to effectively maximize the operations in the existing transportation system while simultaneously reducing emissions and reducing the need for increased laneage on roadways.

Policy 2-1.4.1: Signalization. The City shall coordinate with Indian River County and FDOT on a traffic flow management system (signal synchronization) for all future signalization along the transportation network.

Policy 2-1.4.2: Design. The City will coordinate with FDOT on roadway design meeting the FDOT Design manual standards, as amended.

Policy 2-1.4.3: Coordination. The City shall coordinate with Indian River County and FDOT on all connections and access points of driveways and roads to county and state roadways, respectively.

Policy 2-1.4.4: Deficiencies. The City shall continue to monitor future collector and arterial roadway deficiencies and shall devise methods and budget monies to alleviate those deficiencies.

Policy 2-1.4.5: Disaster Preparedness. Consistent with the **Conservation & Coastal Management Element**, the City shall update and maintain a plan for disaster preparedness by addressing evacuation procedures, the need for signage, and the availability and need for shelters. Evacuation plans shall be coordinated with Indian River County and FDOT.

Policy 2-1.4.6: Indicators. The City shall use County and State numerical indicators for measuring the achievement of City mobility goals. Numerical Indicators shall include:

- Modal Splits; and
- Annual Transit Trips Per Capita.

Objective 2-1.5: Future Land Use, Housing and Population. The City shall coordinate the transportation system with the adopted Future Land Use Map series and shall ensure that existing and proposed population densities, housing and employment patterns, and land uses are consistent with the mobility modes and services proposed to serve these areas.

Policy 2-1.5.1: Consistency. The City shall review roadway improvements, new construction and roadway extensions proposed by other agencies for consistency with the Future Land Use Map series of the Comprehensive Plan.

Policy 2-1.5.2: Traffic Study. Applications for future land use amendments to more intensive designations shall be accompanied by a traffic study analyzing the impacts of the development allowed by the new category on the citywide transportation system and the mobility of all users. Standards shall be provided in the City's LDC.

Policy 2-1.5.3: Development Review. The City's Development Department shall review all future land use and zoning map amendments to determine the impact of the amendment on the LOS for all roadways directly and indirectly affected by the amendment.

Policy 2-1.5.4: Compatibility. The City shall require that new development be compatible with Goals, Objectives and Policies of the **Transportation & Mobility Element**. Requirements for the compatibility of new development may include but are not limited to:

- Locating parking to the side or behind the development to provide pedestrian accessibility of building entrances and walkways to the street, rather than separating the building from the street by parking.
- Providing clearly delineated pedestrian routes through parking lots to safely accommodate pedestrian and bicycle circulation and to minimize potential bicycle/pedestrian and automobile interaction.

Policy 2-1.5.5: Traffic Analysis. Proposed development that is required to follow the site plan review process shall be required to submit a traffic analysis which identifies the development's impact on the City's transportation system.

Policy 2-1.5.6: Roadway Standards. Proposed development will be reviewed to include appropriate roadway standards to include bicycle and pedestrian facilities based on the FDOT Design Manual, as amended. Shade trees should also be encouraged with new development.

Policy 2-1.5.7: Concurrency. Annexations and amendments to the **Land Use Element** shall be reviewed for their potential impacts upon the City's mobility network in order to identify any concurrency required improvements.

Policy 2-1.5.8: Public Transportation. The City shall encourage land uses that promote public transportation in designated public transportation corridors.

Objective 2-1.6: Connectivity. Provide for the protection of existing and future right-of-way (ROW) to ensure connectivity in the mobility network. See also Objective 2-1.1.

Policy 2-1.6.1: Land Acquisition. The City shall develop a priority listing of needed ROW for the purpose of orderly and economical land acquisition.

Policy 2-1.6.2: Right-of-Way. The City shall compile and maintain a listing of existing and projected needs for ROW within the urban area.

Policy 2-1.6.3: Setbacks. The City shall require additional building setbacks for new construction on roadway corridors identified as needing additional ROW.

Policy 2-1.6.4: ROW Standards. The City shall establish standards for donation/dedication of ROW by developers.

Policy 2-1.6.5: Ensuring Connectivity. Wherever possible, the City shall require that future development reserve ROW in a gridded street network that ensures connectivity.

Policy 2-1.6.6: Cul-de-sacs. Cul-de-sacs will not be encouraged. Where connectivity is not available, the City shall ensure that adequate turning areas are provided for emergency service vehicles.

Policy 2-1.6.7: Public Roadways. The City shall require that roadways be dedicated to the public to connect with and shorten existing public roadways.

Policy 2-1.6.8: Subdivisions. New subdivisions shall be required to "stub-out" to adjoining undeveloped lands to promote road connectivity, and to connect to existing roadways that are "stubbed-out" at their boundaries. The City shall require that future subdivisions with 25 units or more, at a minimum, have at least two (2) points of access open to motor vehicle traffic.

Policy 2-1.6.9: Access. The City shall establish access management standards in the LDC to ensure appropriate access to the City's transportation system. Standards may include the requirement of joint-use driveways and/or cross access easements to access sites.

Policy 2-1.6.10: Major Thoroughfare System. The City shall preserve the major thoroughfare system by requiring development of parallel roads or cross access easements to connect developments as they are permitted along major roads.

Policy 2-1.6.11. Traffic Calming. The City shall consider developing a technical traffic calming manual identifying measures for prioritization and implementation of traffic calming measures on public roadways.

Objective 2-1.7: Wayfinding. The City shall implement wayfinding mechanisms to give direction and prevent confusion for all mobility modes.

Policy 2-1.7.1: Comprehensive Wayfinding System. The City shall develop and maintain a comprehensive wayfinding system that appropriately scales directional signage for both vehicular and pedestrian travel routes, as well as the location of major civic uses.

Objective 2-1.8: Aviation Facilities. The City will ensure that the continued development of the Sebastian Municipal Airport, and related facilities, are consistent with the Goals, Objectives and Policies of the **Land Use**, **Conservation & Coastal Management**, and **Transportation & Mobility Elements** of the City's Comprehensive Plan and in accordance with Florida Statutes Ch. 330 and 333.

Policy 2-1.8.1: Compatibility. The City will continue to implement and enforce the Goals, Objectives, and Policies of its **Land Use Element** and its LDC to ensure that the Sebastian Municipal Airport and its related facilities are protected from the encroachment of incompatible land uses.

Policy 2-1.8.2: Regulations. The City will continue to implement and enforce its airport zoning regulations. These regulations address height, noise, clear zone and land use requirements.

Policy 2-1.8.3: Access. The City shall continue to ensure that access routes to the Sebastian Municipal Airport are integrated with other modes of surface and water transportation.

Policy 2-1.8.4: Improvements. The City shall ensure that any proposed or future transportation improvements are coordinated with the long-term development objectives of Sebastian Municipal Airport and the long-term development objectives of this Element.

Policy 2-1.8.5: Facilities. The City shall continue to coordinate with the Federal Aviation Administration (FAA) and the Continuing Florida Aviation System Planning Process (CFASPP) relating to facilities planning.

Policy 2-1.8.6: Future Needs. The City shall coordinate roadway and transit service improvements with the future needs of the Sebastian Municipal Airport.

Policy 2-1.8.7: Mitigation. The City will continue to minimize the adverse impacts and ensure the mitigation of adverse impacts from the Sebastian Municipal Airport or related facilities upon adjacent natural resources and land uses.

Policy 2-1.8.8: Economic Development. The City will foster use of Sebastian Municipal Airport lands in a manner which contributes to the development of the City's economic base through selective pursuit of industry.

Policy 2-1.8.9: Safety. The City will assure safe operation of aircraft through the following and consistent with FS 333 & FDOT Airport Compatible Land Use Guidebook:

- Efficient use of air space in relation to the Sebastian Municipal Airport and surrounding airports and airways.
- Maintenance and improvement of the aircraft operational ground environment.
- Implementation of the Sebastian Municipal Airport design plan, which accommodates operationally compatible aircraft.

Policy 2-1.8.10: Airport Master Plan. The City will support the Sebastian Municipal Airport and industrial development which is compatible with the adopted City of Sebastian Municipal Airport Master Plan (2018) and mutual environmental constraints through:

- Proper on- and off- Sebastian Municipal Airport land use which protects the operationally sensitive areas and reduces noise impact near the airport.
- Preserving the ecologically unique areas and the property.
- Encouraging aviation activity compatible with community needs and characteristics.

Policy 2-1.8.11: Financial Independence. Promote continued financial independence of the Sebastian Municipal Airport through:

- Preparing periodic updates to the Sebastian Municipal Airport development plan in order to maximize land resources within the constraints imposed by changing conditions; markets for land, goods and services; as well as constraints imposed by other goals, objectives and policies of the City.
- Development of a long-range capital improvements program consistent with financial capacity.
- Development of an operations and maintenance program compatible with financial resources.
- Keeping consistent with FDOT's Guidebook for Airport Master Planning and FDOT's Florida Statewide Aviation Economic Impact Study

Policy 2-1.8.12: Intergovernmental Coordination. Specific Objectives and Policies regarding intergovernmental coordination and this Element are provided and identified in the **Governance & Implementation Element**.

DATA INVENTORY AND ANALYSIS

INTRODUCTION

The purpose of the **Transportation & Mobility Element** is to plan for a transportation system that emphasizes residents' accessibility to goods and services and supports the **Land Use Element**. The Element also encourages a reduction in vehicle miles travelled and also encourages better transportation planning. The **Transportation & Mobility Element** establishes Level of Service (LOS) standards for the major roadways and supports land development policies that promote other transportation alternatives.

An essential base for planning a transportation system is the **Land Use Element**. The Future Land Use Map (FLUM) can guide where new or improved transportation facilities may be needed. The **Transportation & Mobility Element** assesses the condition and capacity of the existing transportation facilities, projects future needs, sets LOS standards for roads, and determines future system improvements.

Roadway LOS standards are established to ensure that adequate facility capacity for future development is concurrently sufficient with the issuance of development orders and development permits. These standards will be established for each roadway link consistent with the facility type, and current Florida Department of Transportation (FDOT) LOS guidelines.

The **Transportation & Mobility Element** also recognizes the need to provide transportation alternatives to increase accessibility and provide a comprehensive transportation system. Therefore, this Element addresses roadway facilities, transit facilities, availability of public parking facilities, availability of bicycle and pedestrian facilities, airport and rail line systems, and other ancillary services and programs.

INVENTORY

An efficient transportation system should provide access to various land uses through alternative transportation modes. The overview of the existing multi-modal transportation system within the City of Sebastian provides the basis for analyzing existing transportation deficiencies and needs within the City. This section will identify existing roadway and transit facilities, availability of public parking facilities, availability of bicycle and pedestrian facilities, airport facilities, train facilities and other ancillary services and programs.

Road System

This section describes the major roadway facilities within the City and their relative function in the City's circulation system. The traffic circulation system can generally be described as a small area of curvilinear gridded streets in the town center and a collection of disconnected rural roads surrounding the City. The following is a description of the major roadways in the City of Sebastian.

US 1 (Indian River Lagoon Scenic Highway) is under the jurisdiction of FDOT and serves as an urban principal arterial connecting the City of Sebastian with cities such as Melbourne, Vero Beach, and Fort Pierce. U.S. 1 runs along the state's east coast from Key West to Jacksonville. The portion of US 1 that passes through the City of Sebastian is part of the Indian River Lagoon Scenic Highway. The Indian River Lagoon Scenic Highway is a 130-mile long scenic byway located along the shores of the Indian River lagoon. US 1 in the City of Sebastian is a

divided four (4) lane facility located on the east side of the City parallel to the Indian River Lagoon. This road provides a linkage for both inter- and intra-state traffic between the north and south portions of the state and into Georgia. Since US 1 is the primary north-south route through the City of Sebastian, local traffic also uses this road on a frequent basis.

Sebastian Boulevard (County Road 512) is a divided four (4) lane facility under the jurisdiction of Indian River County and serves as an urban minor arterial for the City, providing access to US 1 and Interstate 95. County Road 512 runs diagonal through the center of the City south from County Road 510 and splits becoming unidirectional prior to terminating into US 1.

Wabasso Road (County Road 510) is a two (2) lane facility under the jurisdiction of Indian River County and serves as a county minor arterial for the City, providing access to US 1 and Sebastian Boulevard (County Road 512). County Road 510 runs in an east-west direction just south of the City and turns north and connects to County Road 512 on the western side of the City.

Roseland Road is an undivided two (2) lane facility under the jurisdiction of Indian River County and serves as an urban collector for the City of Sebastian. County Road 505 runs along the west side of the City from US 1 to County Road 512 at the southeast corner of the City's limits, connecting the City with the unincorporated community of Roseland.

Barber Street is an undivided two (2) lane facility that provides a semi-circular transverse across the southern and western portion of the City. Barber Street is under the jurisdiction of the City and serves as an urban collector. Barber Street's semicircular route along the southern and western portion of the City begins on the south eastern side of the City at US 1 and ends on the north western side of the City at Lake Drive. This road is characterized by its curvilinear design.

Easy Street is an undivided two (2) lane facility provides north south access from Main Street on the north western side of the City, near the airport, to Schumann Drive in the southern central portion of the City. Easy Street is under the jurisdiction of the City and serves as an urban local road.

Fleming Street is an undivided two (2) lane facility provides north south access from Main Street on the north western side of the City, near the airport, to South Easy Street in the southern central portion of the City. Fleming Street is under the jurisdiction of the City and serves as an urban collector. Fleming Street is characterized by its functionality as a north-south connector alternative to Easy Street, Barber Street, and Powerline Drive.

Main Street is an undivided two (2) lane facility provides diagonal north-south access on the north western side of the City, near the Sebastian Municipal Golf Course. Main Street is under the jurisdiction of the City and serves as an urban collector. The south-western terminus of Main Street begins at Wimbrow Drive. The north- eastern terminus of Main Street is at US 1.

Laconia Street is an undivided, north-south, two (2) lane facility from Sebastian Boulevard to Concha Drive. Laconia Street is under the jurisdiction of the City and serves as an urban collector for the City of Sebastian.

Schumann Drive is an undivided two (2) lane facility from Barber Street to Beach Lane and a divided two (2) lane facility from Beach Lane to US 1, under the jurisdiction of the City and serves as an urban collector for the

City of Sebastian. Within the City, Schumann Drive runs north-south along the eastside of the City from Barber Street to US 1 and can be characterized by its curvilinear design.

Englar Drive is an undivided two (2) lane facility under the jurisdiction of the City and serves as an urban collector for the City. Englar Drive provides an east-west connection from Barber Street to Schumann Street. Englar Drive allows the primary residential area access to US 1 and the commercial districts.

Jurisdiction and Maintenance Responsibility

The jurisdictional responsibility of each roadway in the City of Sebastian is displayed on **Map 2-1**. There is one State roadway, US 1 and three County roadways, CR 510, CR 512 and CR 505. Several minor roadway segments that function as local collectors, under City jurisdiction, have also been shown on the map.

Functional Classification

The functional classification of major roads in the City of Sebastian is illustrated in **Map 2-2**. The functional classification of public roads in this Element is based on FDOT criteria, which considers quantitative and qualitative factors such as jurisdiction, land access, route length, and trip lengths. A road hierarchy is used to identify relative importance of roads within the system; provide guidance for LOS and design standards; aid in establishing improvement priorities; identify maintenance responsibility; and, assist in determining funding and financing policies. The hierarchy used in this Element includes:

Limited Access Facilities/Freeways: Designed to provide regional mobility via uninterrupted flow at high travel speeds for regional trips. Access spacing is generally on the order of one mile or more, and average travel speeds are above 40 miles per hour. There is no direct land access, and urban freeways are multilane, divided facilities. Lane access is always via ramps to major arterials or frontage roads. There are currently no limited access facilities within the City of Sebastian.

Strategic Intermodal System (SIS): While the City does not have any Strategic Intermodal System (SIS) roadways in or near the municipal limits, there are two SIS facilities located within the City: the Florida East Coast Railroad and the Intercoastal Waterway.

Arterials: Provide regional mobility via both uninterrupted flow and interrupted flow segments. Arterials provide mobility around and through urban and community cores and accommodate relatively long trip lengths as opposed to providing access to adjacent properties. Arterials are further classified as “Urban” or “Rural” depending on the road location, “Principal”, “Major” or “Minor” depending on its function and relative importance and as Class I, II, or III based on the number of signals per mile, access controls, geometric cross sections, and speed limits for performance purposes.

Collectors: Provide for movement between local streets and the arterial network. Collectors serve residential, commercial and industrial areas and are further classified as urban or rural based on location and area served.

Local Roads: Provide direct access to abutting properties. Local roads accommodate traffic originating in or traveling to properties within a neighborhood, commercial or industrial development. Local roads are not considered part of the major thoroughfare system.

Existing Characteristics of Major Trip Generators and Attractors

Overall, the location of major trip generators and attractors influences roadway improvement needs as well as the demand for transit. Trip production areas are those portions of the City where major residential developments are located because this is where trips are generated. All of the Sebastian Highlands would be considered a trip production area. Trip attraction areas are locations with shopping, recreation, medical, employment, and other facilities, generally the location of the trip ends. People are attracted to these areas by the services or facilities available there. The major traffic attractors within the City include several Publix Shopping Centers, the Wal-Mart Superstore, Sebastian River Medical Center, the Post Office, the Municipal Golf Course, the Municipal Airport, as well as the City's boat ramps. Other facilities that are classified as minor traffic attractors include City Hall, the schools, City parks, businesses in the waterfront area, and the North County Library.

Existing Modal Split and Vehicle Occupancy Rates

Throughout the Sebastian area, single occupancy vehicle trips account for the vast majority of all trips in Indian River County. This is due in part to the lack of mass transit and bicycle/pedestrian ways in 2000. However, since 2000 the transit system has increasingly gained popularity and has steadily increased ridership each year. Automobile travel continues to be the easiest and most convenient mode of travel. Alternative modes of transportation are less attractive because accessibility is limited, and freedom of travel is restricted.

Population Characteristics

According to the University of Florida Bureau of Economic and Business Research (BEBR), Sebastian's official population estimate as of 2019 is 25,168 residents. According to the 2013-2017 American Community Survey, approximately 92% of the workers living in Sebastian drove to work alone, 8% drove to work in a carpool, and 0.1% took public transportation to work.

Constrained Facilities

Section 339.155, Florida Statutes, makes governmental police powers available to preserve and protect property necessary for transportation corridors and recommends that needed rights-of-way be acquired as far in advance of construction as possible. FDOT requests that local governments identify constrained roadways in their comprehensive plans to ensure maintenance of the operating conditions, so that significant degradation in the LOS does not occur. A constrained roadway is one in which adding two or more through lanes to meet current or future needs is not possible due to physical, environmental or policy barriers. There are currently no designated constrained roadway segments within the City limits.

Accident Locations

Accident analysis is critical because it provides a tool for City and State officials to recommend appropriate safety measures. Accident frequency along with roadway performance can be used to prioritize future roadway needs. Accident data, based on written crash reports, was compiled by the City of Sebastian Police Department from January 1, 2017 to December 31, 2019. The three (3) intersections with the highest number of accidents, in descending order, were: Roseland Road and Sebastian Boulevard, Jackson Street and US 1 (28 accidents), and Barber Street and Sebastian Boulevard (28 accidents). **Table 2-1** lists the other intersections in the City that were identified in the written crash reports.

Table 2-1: Written Crash Reports (Intersections) - Updated

Intersection	Number of Crashes
Jackson St & US 1	28
Roseland Rd & Sebastian Blvd	36
Main St & US 1	27
Barber St & Sebastian Blvd	28
Fleming St & Sebastian Blvd	18
Easy St & Sebastian Blvd	16
Barber St & Schumann Dr	6
Delaware Ave & Sebastian Blvd	8

Source: City of Sebastian Police Department, Written Crash Reports for the Period of 1/1/2017 to 12/31/2019

Signalized Intersections

County Road 512 and US 1 are the only two major corridors with signalized intersections within the City. There are currently traffic signals at the following intersections of County Road 512: County Road 510 (90th Avenue), County Road 505 (Roseland Road), Barber Street, Fleming Street, Easy Street, Delaware Avenue and US 1. There are seven traffic signals at the following intersections of US 1: Jackson Street, County Road 505 (Roseland Road), Main Street, County Road 512 (EB and WB), Schumann Drive, Barber Street and County Road 510 (Wabasso Road). US 1 in this area has less than two signals per mile, qualifying the roadway as a Class I State two-way Arterial. The intersection of Barber Street and Schumann Drive is also signalized.

Evacuation Routes

Sebastian is a coastal community and in the event of a hurricane or natural disaster evacuation routes must be delineated. Residents living in mobile homes are required to evacuate even in the event of a Category 1 hurricane, which is the least severe type of hurricane. **Map 2-3** depicts the principal evacuation routes for the City. The **Conservation & Coastal Management Element** of this plan addresses hurricane evacuation in detail. Though not part of the City of Sebastian, the residents living on the barrier island are required to evacuate during a Category 1 hurricane. As indicated in the **Conservation & Coastal Management Element**, the Regional Planning Council has done several hurricane evacuation studies for the Treasure Coast area, including Sebastian. The last hurricane evacuation study update was done in 2016 prepared by Indian River County.

The City of Sebastian participates with the Indian River County Emergency Operations Center (EOC) regarding hurricane evacuation and other emergency management activities. Indian River County's Comprehensive Emergency Management Plan identifies CR 512, CR 510, Roseland Road (CR 505), US 1 and Interstate 95 as the primary evacuation routes. US 1 runs north and south along the Indian River Lagoon through the County and would be used by a number of people evacuating from the surrounding counties. County Road 512 runs diagonally through the City predominately east and west, which would provide Sebastian residents an evacuation route connection from Interstate 95 and US 1.

Clearance time is defined as the time required to clear the roadways of all vehicles evacuating in response to a hurricane or other severe weather event. Clearance time is determined by three factors: mobilization time, travel time, and delay time. From a transportation system perspective, travel time and delay time are important because those times, to a great extent, are dependent upon roadway characteristics. Indian River County's Comprehensive Emergency Management Plan showed that the clearance time for Indian River County range from 12.5 to 27 hours.

Airport

The City of Sebastian owns and operates a 625 acre general aviation airport consistent with the adopted City of Sebastian Municipal Airport Master Plan (2018). The Sebastian Municipal Airport is generally located north of CR 512 between CR 505 and US 1. Access to the airport facilities is on Main Street and Roseland Road. The airport has two asphalt runways which are 3,200 feet long and 75 feet wide and 4,000 feet long and 100 feet wide. This facility houses several aviation related businesses. The primary use for this facility is related to general aviation, related businesses, skydiving and flight-training. There are no passenger related flights currently operating out of this airport.

The airport is surrounded, on its south and east boundary, by a City owned and operated municipal golf course. On the northeast side of the airport, an approximately 112 acre conservation parcel was purchased by the St. Johns River Water Management District. Located on the westside, and adjacent to the airport, is an industrial district, which provides space for office, industrial, and supporting uses for the airport.

Rail

An active railroad system runs parallel to US 1 on its west side. Approximately 10 trains per day use these rail lines. This rail line is used predominately for freight transport of goods to and from south Florida. There are no passenger stations along this stretch of rail line within the City or within a close proximity. Brightline is currently in the process of adding tracks to this railroad system.

Public Transit System

Currently, GoLine Indian River Transit (IRT) provides service to the City of Sebastian with five (5) routes. See **Map 2-4** for the GoLine routes within the City. In addition to participating with the IRT GoLine transit system, the City of Sebastian utilizes the County's transportation disadvantage program known as the Community Coach. The Community Coach vehicle is a smaller size bus than the full-length traditional route buses. The Community Coach system is headquartered in Vero Beach. This program was created to help provide a transportation option to individuals because of an ailment, age, or disability, are incapable of using private transportation. This system is available for transport to medical appointments, employment centers, education facilities and essential life supporting daily regimes.

Parking System

Public parking in the City of Sebastian consists mainly of off-street parking. The City has several free parking lots and also provides on-street parking at various locations throughout town. The City of Sebastian Riverfront Parking Study (2011) evaluates existing supply and demand for parking in the Riverfront and projects future parking demand.

Bicycle System

The City of Sebastian recognizes the need to provide transportation alternatives to increase accessibility and provide a comprehensive transportation system. Currently, Sebastian does not have a citywide comprehensive system of bicycle facilities. However, the City does have an off-road bicycle/pedestrian path along the north side of CR 512 and on-street facilities on portions of US1. This three-mile path was a railroad right-of-way which the County converted into a recreation path.

Pedestrian System

The City has a relatively comprehensive sidewalk system throughout the City. However, some portions of the City are disjointed, with sidewalks available on one side of the roadway facility but not located on the opposite side. Based on the current LDC, developments are required to construct sidewalks along collector and arterial roads.

Intermodal Facilities

Intermodal facilities are those traffic circulation components that accommodate and interconnect different modes of transportation and serve the movement of people and goods. The City of Sebastian has water, rail, and air intermodal facilities that interconnect different modes of transportation.

TRANSPORTATION ANALYSIS

Transportation can have a major role shaping the spatial and functional organization of a community. It can determine the size, scale, status and identity of a community. However, there are other contributing factors that need to be considered, such as the personal, social, physical, environmental, economic and cultural attributes of the community. This section analyzes existing and projected future conditions of the transportation system to provide a comprehensive assessment of the various transportation facilities and services, and their relationship with existing land uses.

This section also addresses growth trends. The analysis provides an examination of the current and future performance of the roadway system as well as the transit performance. Other modes of transportation are also addressed for additional opportunities in lieu of the automobile.

Future travel demand estimates are based on the population growth rate and the employment-to- population ratio. This analysis includes a comprehensive approach to the future transportation demand. Included within this analysis are future plans for bicycle, pedestrian, transit and roadway facilities. Also included are potential strategies to help alleviate future demand on constrained and overcapacity facilities.

Roadway Current Performance

The roadway LOS concept is defined in the FDOT 2009 Quality/ Level of Service Handbook, as amended, as a qualitative assessment of the road user's perception of the quality of flow and is measured by a scale of driver satisfaction. The scale ranges from "A" to "F", with "A" representing the most favorable driving conditions and "F" representing the least favorable.

FDOT adopted statewide minimum LOS standards for the State highway system. The minimum LOS standards are used for planning applications, including the review of local government plans. The generalized maximum

volume tables provided by FDOT are guidelines recommended for broad planning applications. They are to be used as a general guide to determine highway LOS and through-lane requirements. Minimum level-of-service standards recommended for the state system are shown on **Table 2-2**. The standardized descriptions of service levels used in transportation planning are as follows:

LOS A: A condition of road performance where traffic density is very low, with little or no restrictions in maneuverability. Drivers can maintain their desired speed with little or no delay.

LOS B: A condition of road performance where traffic density is low, and vehicles travel with operating speeds somewhat restricted by other vehicles. Drivers still have reasonable freedom to select their speeds.

LOS C: A performance condition where operating speeds are determined by other vehicles, permitting a stable traffic flow. Drivers might have limitations to maneuver and to increase speeds.

LOS D: A condition of road performance where traffic density is high but tolerable. Fluctuations in traffic volumes may cause reductions in operating speeds. Drivers have little freedom to maneuver. In some instances, traffic flows approach unstable conditions.

LOS E: Represents traffic operation near the roadway capacity or maximum service volume. Vehicles flow at unstable conditions. Stop-and-go situations may happen. In freeways or limited access roads, speeds are near thirty (30) miles per hour and traffic density is high.

LOS F: This condition usually results from long lines of vehicles backing up because the traffic volume exceeds the roadway capacity. The vehicles are forced to operate at very low speeds. Stop-and-go situations are frequent and in extreme cases, vehicles stop for long periods of time.

The existing performance of the roadway system represents the operating level of the facilities and will identify current deficiencies, if any exist. The analysis found no current deficiencies on any roadway serving the City.

Table 2-2: FDOT Minimum Levels of Service Standards

	Rural Areas	Transitioning Urbanized Areas, Urban Areas, or communities	Urbanized Areas Under 500,000	Urbanized Areas Over 500,000	Roadways Parallel to Exclusive Transit Facilities	Constrained and Backlogged Roadways
INTRASTATE						
Limited Access Highway (Freeway)	B	C	C(D)	D(E)	D(E)	Maintain
Controlled Access Highways	B	C	C	D	E	Maintain
OTHER STATE ROADS						
Two-Lane	B	C	D	D	E	Maintain
Multi lanes	C	C	D	D	E	Maintain

Note: Level of service standards inside of parentheses apply to general use lanes only when exclusive through lanes exist.

Source: FDOT Level of Service Standards, 2009.

Availability of Transportation Facilities and Services to Serve Existing Land Uses

Current and future land use patterns have a substantial influence on the characteristics of the transportation system. **Table 2-3** illustrates the primary land uses served by each transportation facility.

Table 2-3: Transportation Facilities and Land Uses Served

Roadways	Lanes	Length	Category	Primary Land Uses
US 1	4	4.0	Principal Arterial	Commercial General, Commercial Limited, Industrial, Institutional, and Residential Low Density
County Rd 510	2	3.5	County Minor Arterial	Improved Pasture/Citrus
County Rd 512	4	4.1	County Minor Arterial	Commercial General, Residential Low Density, Residential Medium Density; Residential Mobile Home Development; Industrial, and Institutional
Roseland (County Rd 505)	2	2.0	County Collector	Residential Low Density, Industrial, and Institutional
Barber St	2	5.1	City Collector	Residential Low Density and Institutional
Easy St (Main to 512)	2	1.0	City Collector	Residential Low Density, Commercial Limited, and Institutional
Fleming St	2	2.0	City Collector	Commercial General and Residential Low Density
Laconia St (Periwinkle to Roseland)	2	1.1	City Collector	Residential Low Density
Main St (Fleming to US1)	2	1.2	City Collector	Residential Low Density; Institutional
Schumann Dr	2	2.9	City Collector	Residential Low Density, Residential Medium Density, and Institutional
Easy St (512 to Englar)	2	1.5	Significant Local Streets	Residential Low Density
Englar Dr	2	1.2	Significant Local Streets	Residential Low Density and Institutional
Indian River Dr	2	2.0	Significant Local Streets	Commercial General, Commercial Limited, Institutional, Residential Low Density, and Residential Mobile Home Development

Roadways	Lanes	Length	Category	Primary Land Uses
Louisiana Ave/High St (From Main to 512 East)	2	0.7	Significant Local Streets	Commercial General, Industrial, Institutional, Residential Low Density, Residential Mobile Home Development, Residential Medium Density
Vocelle Ave	2	0.8	Significant Local Streets	Residential Low Density
Wimbrow Dr	2	2.8	Significant Local Streets	Residential Low Density and Residential Medium Density

Source: City of Sebastian, 2018.

Intermodal Facilities

The City of Sebastian has water, rail, and air intermodal facilities that interconnect different modes of transportation. If the demand on roadway capacities become strained the need for additional intermodal facilities will develop. The projected demand on the roadway system indicates that additional intermodal facilities may not be necessary in the future.

Future Growth Projections

The year 2020 volumes were determined by the growth rate between the 2015 AADT volumes and the 2018 AADT volumes provided by the Florida Department of Transportation Historical AADT Report. From this data, the yearly growth rate was determined as 4.29%. To account for future 5-year and 20-year growth on the roadways, the projected 2040 volumes provided by the Indian River County Base Cost Feasible Plan Daily Volumes published by Indian River County MPO were adjusted based on the 2020 volumes to ensure none of the 2040 project volumes were less than the existing volumes. This long-range growth rate was determined as 0.21% and was compounded annually.

Future Roadway Performance

This subsection provides an analysis of the projected traffic circulation system needs. These needs are based on the anticipated travel demand and operating characteristics of major roadways. **Tables 2-4** through **6** and **Maps 2-5** through **2-7** show the 2020, 2025, and 2040 expected traffic conditions. All roadway segments modeled comply with the FDOT LOS standards as described above.

Table 2-4: Existing Level of Service, 2020

Road Name	From	To	Functional Class	^Class Type	No. of Lanes	(1) AADT 2020	(2) Peak K Factor	(3) Peak Direction	(4) Peak Hour	(5) Maximum Service Volume					2020 LOS
										A	B	C	D	E	
US 1 (Indian River Lagoon Scenic Hwy.)	Roseland Road	Jackson Street	Principal Arterial	Class I	4	31,742	9	15,836	1,425			1,910	2,000		C
US 1 (Indian River Lagoon Scenic Hwy.)	Jackson Street	Main Street	Principal Arterial	Class I	4	30,961	9	15,681	1,411			730	1,630	1,700	D
US 1 (Indian River Lagoon Scenic Hwy.)	Main Street	County Road 512 WB	Principal Arterial	Class I	4	30,961	9	15,681	1,411			730	1,630	1,700	D
US 1 (Indian River Lagoon Scenic Hwy.)	County Road 512 WB	County Road 512 EB	Principal Arterial	Class I	4	30,961	9	15,681	1,411			730	1,630	1,700	D
US 1 (Indian River Lagoon Scenic Hwy.)	County Road 512 EB	Schumann Dr	Principal Arterial	Class I	4	31,101	9	15,743	1,417			1,910	2,000		C
US 1 (Indian River Lagoon Scenic Hwy.)	Schumann Dr	Barber Street	Principal Arterial	Class I	4	31,125	9	16,494	1,484			1,910	2,000		C
US 1 (Indian River Lagoon Scenic Hwy.)	Barber Street	Wabasso Road	Principal Arterial	Class I	4	31,125	9	16,494	1,484			1,910	2,000		C

Road Name	From	To	Functional Class	^Class Type	No. of Lanes	(1) AADT 2020	(2) Peak K Factor	(3) Peak Direction	(4) Peak Hour	(5) Maximum Service Volume					2020 LOS
										A	B	C	D	E	
County Road 512	County Road 510	Roseland Road	Minor Arterial	Class I Non-State	4	23,818	9	11,987	1,079			1,719	1,800		C
County Road 512	Roseland Road	Barber Street	Minor Arterial	Class II Non-State	4	17,563	9	8,793	791			1,719	1,800		C
County Road 512	Barber Street	Fleming Street	Minor Arterial	Class II Non-State	4	16,602	9	8,582	772			1,719	1,800		C
County Road 512	Fleming Street	Winbrow Drive	Minor Arterial	Class II Non-State	4	15,973	9	8,401	756			1,719	1,800		C
County Road 512	Winbrow Drive	Easy Street	Minor Arterial	Class II Non-State	4	15,973	9	8,401	756			1,719	1,800		C
County Road 512	Easy Street	Delaware Avenue	Minor Arterial	Class II Non-State	4	15,531	9	7,775	700			657	1,467	1,530	D
County Road 512	Delaware Avenue	US 1	Minor Arterial	Class II Non-State	4	15,510	9	8,079	727			657	1,467	1,530	D
Roseland Road (County Road 505)	County Road 512	North City Limits	Collector	Class I Non-State	2	10,637	9	5,410	487			333	675	720	D

Road Name	From	To	Functional Class	^Class Type	No. of Lanes	(1) AADT 2020	(2) Peak K Factor	(3) Peak Direction	(4) Peak Hour	(5) Maximum Service Volume					2020 LOS
										A	B	C	D	E	
Schumann Dr (66th Ave)	South City Limits	Barber Street	Collector	Class II Non-State	2	8,918	9	*	420			747	792		C
Schumann Dr	Barber Street	Englar Drive	Collector	Class I Non-State	2	4,133	9	*	195			333	675	720	C
Schumann Dr	Englar Drive	US 1	Collector	Class I Non-State	2	3,263	9	*	154			333	675	720	C
Englar Drive	Barber Street	S Easy Street	Collector	Class I Non-State	2	2,284	9	*	108			333	675	720	C
Englar Drive	S Easy Street	Schumann Dr	Collector	Class I Non-State	2	4,133	9	*	195			333	675	720	C
Fleming Street	County Road 512	Main Street	Collector	Class I Non-State	2	2,828	9	*	133			333	675	720	C
Main Street	US 1	Fleming Street	Collector	Class I Non-State	2	1,196	9	*	56			333	675	720	C
Main Street	Fleming Street	Winbrow Drive	Collector	Class I Non-State	2	1,686	9	*	79			333	675	720	C
Easy Street	Main Street	Englar Drive	Local	Class I Other	2	2,828	9	*	133			333	675	720	C

Road Name	From	To	Functional Class	^Class Type	No. of Lanes	(1) AADT 2020	(2) Peak K Factor	(3) Peak Direction	(4) Peak Hour	(5) Maximum Service Volume					2020 LOS
										A	B	C	D	E	
Laconia Street	County Road 512	County Road 510	Collector	Class I Non-State	2	5,873	9	*	276			333	675	720	C
County Road 510	County Road 512	82nd Ave	Minor Arterial	Class II Non-State	4	15,692	9	8,153	734			1,719	1,800		C
County Road 510	82nd Ave	70th Ave	Minor Arterial	Class II Non-State	4	15,692	9	8,153	734			1,719	1,800		C
County Road 510	70th Ave	66th Ave	Minor Arterial	Class II Non-State	4	15,396	9	7,921	713			657	1,467	1,530	D
County Road 510	66th Ave	58th Ave	Minor Arterial	Class II Non-State	4	14,558	9	7,357	662			657	1,467	1,530	D
Barber Street	US 1	Schumann Dr	Local	Class I Other	2	9,244	9	*	435			333	675	720	D
Barber Street	Schumann Dr	Englar Drive	Collector	Class I Non-State	2	9,244	9	*	435			333	675	720	D
Barber Street	Englar Drive	County Road 512	Collector	Class I Non-State	2	9,244	9	*	435			333	675	720	D
Barber Street	County Road 512	Winbrow Drive	Collector	Class I Non-State	2	2,719	9	*	128			333	675	720	C

(1) The 2020 volumes were derived from Indian River County Traffic Engineering 2018 Traffic Volume Report and an area wide growth rate was applied to each link (FDOT Online 2015 - 2018) to determine 2020 volumes

(2) 'K' factor was provided by the FDOT Traffic Online

(3) The peak direction was provided by the Indian River County Traffic Engineering Annual Taffic Counting Report (2018)

(4) Peak hour is the peak direction multiplied by 'K' factor or AADT 2020 volume multiplied by FDOT 'K' factor and direction 'D' factor.

Table 2-5: Year 2025 Projected Roadway Performance

Road Name	From	To	Functional Class	^Class Type	No. of Lanes	AADT 2020	(1) Growth Rate	AADT 2025	(2) Peak K Factor	(3) Peak 'D' Factor	(4) Peak Hour	(5) Maximum Service Volume					2025 LOS
												A	B	C	D	E	
US 1 (Indian River Lagoon Scenic Hwy.)	Roseland Road	Jackson Street	Principal Arterial	Class I	4	31,742	0.22%	32,093	9	50	1,444			1,910	2,000		C
US 1 (Indian River Lagoon Scenic Hwy.)	Jackson Street	Main Street	Principal Arterial	Class I	4	30,961		31,303	9	51	1,437			730	1,630	1,700	D
US 1 (Indian River Lagoon Scenic Hwy.)	Main Street	County Road 512 WB	Principal Arterial	Class I	4	30,961		31,303	9	51	1,437			730	1,630	1,700	D
US 1 (Indian River Lagoon Scenic Hwy.)	County Road 512 WB	County Road 512 EB	Principal Arterial	Class I	4	30,961		31,303	9	51	1,437			730	1,630	1,700	D
US 1 (Indian River Lagoon Scenic Hwy.)	County Road 512 EB	Schumann Dr	Principal Arterial	Class I	4	31,101		31,445	9	51	1,443			1,910	2,000		C
US 1 (Indian River Lagoon Scenic Hwy.)	Schuman n Dr	Barber Street	Principal Arterial	Class I	4	31,125		31,469	9	53	1,501			1,910	2,000		C
US 1 (Indian River Lagoon Scenic Hwy.)	Barber Street	Wabasso Road	Principal Arterial	Class I	4	31,125		31,469	9	53	1,501			1,910	2,000		C
County Road 512	County Road 510	Roseland Road	Minor Arterial	Class I Non-State	4	23,818		24,081	9	50	1,404			1,719	1,800		C

Road Name	From	To	Functional Class	^Class Type	No. of Lanes	AADT 2020	(1) Growth Rate	AADT 2025	(2) Peak K Factor	(3) Peak 'D' Factor	(4) Peak Hour	(5) Maximum Service Volume					2025 LOS
												A	B	C	D	E	
County Road 512	Roseland Road	Barber Street	Minor Arterial	Class II Non-State	4	17,563	0.22%	17,757	9	50	799			1,719	1,800		C
County Road 512	Barber Street	Fleming Street	Minor Arterial	Class II Non-State	4	16,602		16,785	9	52	786			1,719	1,800		C
County Road 512	Fleming Street	Winbrow Drive	Minor Arterial	Class II Non-State	4	15,973		16,149	9	53	770			1,719	1,800		C
County Road 512	Winbrow Drive	Easy Street	Minor Arterial	Class II Non-State	4	15,973		16,149	9	53	770			1,719	1,800		C
County Road 512	Easy Street	Delaware Avenue	Minor Arterial	Class II Non-State	4	15,531		15,703	9	50	707			657	1,467	1,530	D
County Road 512	Delaware Avenue	US 1	Minor Arterial	Class II Non-State	4	15,510		15,681	9	52	734			657	1,467	1,530	D
Roseland Road (County Road 505)	County Road 512	North City Limits	Collector	Class I Non-State	2	10,637		10,755	9	51	494			333	675	720	D
Schumann Dr (66th Ave)	South City Limits	Barber Street	Collector	Class II Non-State	2	8,918		9,017	9	*	424			747	792		C

Road Name	From	To	Functional Class	^Class Type	No. of Lanes	AADT 2020	(1) Growth Rate	AADT 2025	(2) Peak K Factor	(3) Peak 'D' Factor	(4) Peak Hour	(5) Maximum Service Volume					2025 LOS
												A	B	C	D	E	
Schumann Dr	Barber Street	Englar Drive	Collector	Class I Non-State	2	4,133	0.22%	4,179	9	*	197			333	675	720	C
Schumann Dr	Englar Drive	US 1	Collector	Class I Non-State	2	3,263		3,299	9	*	155			333	675	720	C
Englar Drive	Barber Street	S Easy Street	Collector	Class I Non-State	2	2,284		2,309	9	*	109			333	675	720	C
Englar Drive	S Easy Street	Schumann Dr	Collector	Class I Non-State	2	4,133		4,179	9	*	197			333	675	720	C
Fleming Street	County Road 512	Main Street	Collector	Class I Non-State	2	2,828		2,859	9	*	135			333	675	720	C
Main Street	US 1	Fleming Street	Collector	Class I Non-State	2	1,196		1,209	9	*	57			333	675	720	C
Main Street	Fleming Street	Winbrow Drive	Collector	Class I Non-State	2	1,686		1,705	9	*	80			333	675	720	C
Easy Street	Main Street	Englar Drive	Local	Class I Other	2	2,828		2,859	9	*	135			333	675	720	C

Road Name	From	To	Functional Class	^Class Type	No. of Lanes	AADT 2020	(1) Growth Rate	AADT 2025	(2) Peak K Factor	(3) Peak 'D' Factor	(4) Peak Hour	(5) Maximum Service Volume					2025 LOS
												A	B	C	D	E	
Laconia Street	County Road 512	County Road 510	Collector	Class I Non-State	2	5,873	0.22%	5,938	9	*	280			333	675	720	C
County Road 510	County Road 512	82nd Ave	Minor Arterial	Class II Non-State	4	15,692		15,865	9	52	742			1,719	1,800		C
County Road 510	82nd Ave	70th Ave	Minor Arterial	Class II Non-State	4	15,692		15,865	9	52	742			1,719	1,800		C
County Road 510	70th Ave	66th Ave	Minor Arterial	Class II Non-State	4	15,396		15,566	9	51	714			657	1,467	1,530	D
County Road 510	66th Ave	58th Ave	Minor Arterial	Class II Non-State	4	14,558		14,719	9	51	676			657	1,467	1,530	D
Barber Street	US 1	Schumann Dr	Local	Class I Other	2	9,244		9,346	9	*	440			333	675	720	D
Barber Street	Schuman n Dr	Englar Drive	Collector	Class I Non-State	2	9,244		9,346	9	*	440			333	675	720	D
Barber Street	Englar Drive	County Road 512	Collector	Class I Non-State	2	9,244		9,346	9	*	440			333	675	720	D

Road Name	From	To	Functional Class	^Class Type	No. of Lanes	AADT 2020	(1) Growth Rate	AADT 2025	(2) Peak K Factor	(3) Peak 'D' Factor	(4) Peak Hour	(5) Maximum Service Volume					2025 LOS
												A	B	C	D	E	
Barber Street	County Road 512	Winbrow Drive	Collector	Class I Non-State	2	2,719		2,749	9	*	129			333	675	720	C

(1) Growth rate derived from 2020 volumes provided by Indian River County Traffic Engineering and 2040 volumes provided by the Indian River County MPO = 0.22% / year

(2) 'K' factor was provided by the FDOT Traffic Online

(3) The direction 'D' factor was derived from the year 2020 peak direction volume divided by the 2020 AADT volume from the Indian River County Traffic Engineering Annual Taffic Counting Report (2018)

(4) Peak hour volumes were determined by applying the 'K' factor and the direction 'D' factor to the year 2025 volumes

**Direction 'D' Factor = 52.3 provided by FDOT Traffic Online*

(5) Service volumes based on 2020 FDOT Quality/LOS Handbook

^ Class type uses generalized standard volumes and 'non-state' applied a -10% reduction and 'other' applied a -35% reduction to the generalized service volume

Table 2-6: Year 2040 Projected Roadway Performance

Road Name	From	To	Functional Class	^Class Type	No. of Lanes	(1) AADT 2040	(2) ADJ AADT 2040	(3) Peak K Factor	(4) Peak 'D' Factor	(5) Peak Hour	(6) Maximum Service Volume					2040 LOS
											A	B	C	D	E	
US 1 (Indian River Lagoon Scenic Hwy.)	Roseland Road	Jackson Street	Principal Arterial	Class I	4	28,040	33,121	9	50	1,490			1,910	2,000		C
US 1 (Indian River Lagoon Scenic Hwy.)	Jackson Street	Main Street	Principal Arterial	Class I	4	28,040	32,306	9	51	1,483			730	1,630	1,700	D
US 1 (Indian River Lagoon Scenic Hwy.)	Main Street	County Road 512 WB	Principal Arterial	Class I	4	27,748	32,306	9	51	1,483			730	1,630	1,700	D
US 1 (Indian River Lagoon Scenic Hwy.)	County Road 512 WB	County Road 512 EB	Principal Arterial	Class I	4	27,378	32,306	9	51	1,483			730	1,630	1,700	D
US 1 (Indian River Lagoon Scenic Hwy.)	County Road 512 EB	Schumann Dr	Principal Arterial	Class I	4	24,928	32,452	9	51	1,490			1,910	2,000		C
US 1 (Indian River Lagoon Scenic Hwy.)	Schumann Dr	Barber Street	Principal Arterial	Class I	4	26,696	32,477	9	53	1,549			1,910	2,000		C
US 1 (Indian River Lagoon Scenic Hwy.)	Barber Street	Wabasso Road	Principal Arterial	Class I	4	26,185	32,477	9	53	1,549			1,910	2,000		C

Road Name	From	To	Functional Class	^Class Type	No. of Lanes	(1) AADT 2040	(2) ADJ AADT 2040	(3) Peak K Factor	(4) Peak 'D' Factor	(5) Peak Hour	(6) Maximum Service Volume					2040 LOS
											A	B	C	D	E	
County Road 512	County Road 510	Roseland Road	Minor Arterial	Class I Non-State	4	29,120		9	50	1,310			1,719	1,800		C
County Road 512	Roseland Road	Barber Street	Minor Arterial	Class II Non-State	4	14,165	18,326	9	50	825			1,719	1,800		C
County Road 512	Barber Street	Fleming Street	Minor Arterial	Class II Non-State	4	14,165	17,323	9	52	811			1,719	1,800		C
County Road 512	Fleming Street	Winbrow Drive	Minor Arterial	Class II Non-State	4	15,076	16,667	9	53	795			1,719	1,800		C
County Road 512	Winbrow Drive	Easy Street	Minor Arterial	Class II Non-State	4	15,076	16,667	9	53	795			1,719	1,800		C
County Road 512	Easy Street	Delaware Avenue	Minor Arterial	Class II Non-State	4	15,076	16,205	9	50	729			657	1,467	1,530	D
County Road 512	Delaware Avenue	US 1	Minor Arterial	Class II Non-State	4	8,288	16,184	9	52	757			657	1,467	1,530	D
Roseland Road (County Road 505)	County Road 512	North City Limits	Collector	Class I Non-State	2	13,784		9	51	633			333	675	720	D

Road Name	From	To	Functional Class	^Class Type	No. of Lanes	(1) AADT 2040	(2) ADJ AADT 2040	(3) Peak K Factor	(4) Peak 'D' Factor	(5) Peak Hour	(6) Maximum Service Volume					2040 LOS
											A	B	C	D	E	
Schumann Dr (66th Ave)	South City Limits	Barber Street	Collector	Class II Non-State	2	14,679		9	*	691			747	792		C
Schumann Dr	Barber Street	Englar Drive	Collector	Class I Non-State	2	3,342	4,312	9	*	203			333	675	720	C
Schumann Dr	Englar Drive	US 1	Collector	Class I Non-State	2	5,145		9	*	242			333	675	720	C
Englar Drive	Barber Street	S Easy Street	Collector	Class I Non-State	2	4,544		9	*	214			333	675	720	C
Englar Drive	S Easy Street	Schumann Dr	Collector	Class I Non-State	2	5,152		9	*	243			333	675	720	C
Fleming Street	County Road 512	Main Street	Collector	Class I Non-State	2	2,408	2,951	9	*	139			333	675	720	C
Main Street	US 1	Fleming Street	Collector	Class I Non-State	2	3,556		9	*	167			333	675	720	C
Main Street	Fleming Street	Winbrow Drive	Collector	Class I Non-State	2	1,827		9	*	86			333	675	720	C

Road Name	From	To	Functional Class	^Class Type	No. of Lanes	(1) AADT 2040	(2) ADJ AADT 2040	(3) Peak K Factor	(4) Peak 'D' Factor	(5) Peak Hour	(6) Maximum Service Volume					2040 LOS
											A	B	C	D	E	
Easy Street	Main Street	Englar Drive	Local	Class I Other	2	2,058	2,951	9	*	139			333	675	720	C
Laconia Street	County Road 512	County Road 510	Collector	Class I Non-State	2		6,128	9	*	288			333	675	720	C
County Road 510	County Road 512	82nd Ave	Minor Arterial	Class II Non-State	4	19,514		9	52	913			1,719	1,800		C
County Road 510	82nd Ave	70th Ave	Minor Arterial	Class II Non-State	4	21,853		9	52	1,023			1,719	1,800		C
County Road 510	70th Ave	66th Ave	Minor Arterial	Class II Non-State	4	21,853		9	51	1,003			657	1,467	1,530	D
County Road 510	66th Ave	58th Ave	Minor Arterial	Class II Non-State	4	19,543		9	51	897			657	1,467	1,530	D
Barber Street	US 1	Schumann Dr	Local	Class I Other	2	5,958	9,645	9	*	454			333	675	720	D
Barber Street	Schumann Dr	Englar Drive	Collector	Class I Non-State	2	10,052		9	*	473			333	675	720	D

Road Name	From	To	Functional Class	^Class Type	No. of Lanes	(1) AADT 2040	(2) ADJ AADT 2040	(3) Peak K Factor	(4) Peak 'D' Factor	(5) Peak Hour	(6) Maximum Service Volume					2040 LOS
											A	B	C	D	E	
Barber Street	Englar Drive	County Road 512	Collector	Class I Non-State	2	8,772	9,645	9	*	454			333	675	720	D
Barber Street	County Road 512	Winbrow Drive	Collector	Class I Non-State	2	8,756		9	*	412			333	675	720	D

**Direction 'D' Factor = 52.3 provided by FDOT Traffic Online*

(1) AADT 2040 volumes were taken from Indian River County Base Cost Feasible Plan Daily Volumes provided by Indian River County MPO

(2) Adjusted AADT 2040 volumes were used when project 2040 volumes were less than 2020 and 2025 volumes. A 0.22% exponential growth rate was applied to 2020 volumes

(3) 'K' factor was provided by the FDOT Traffic Online

(4) The direction 'D' factor was derived from the year 2020 peak direction volume divided by the 2020 AADT volume from the Indian River County Traffic Engineering Annual Traffic Counting Report (2018)

Public Transit Performance

Fixed-route transit has increased in Indian River County with 895,462 in fiscal year (FY) 2010/11 to 1,156,034 in FY 15/16. As indicated in Table 2-7, ridership increased on Route 5 by 69.6%% and Route 9 by 80.5%%. FY 2015/16, Route 10 and Route 5 have the highest trips per mile in the City of Sebastian at 1.16 and 1.13 passengers per revenue mile, respectively. None of the routes meet the County's ridership per mile standard of 0.25 trips per mile.

Table 2-7: 2014-2016 Indian River County Transit Performance in Sebastian

Routes	Ridership		
	FY 14/15	FY 15/16	% Change from FY06-07
Route 5	58,892	70,491	20%
Route 9	88,034	68,251	-23%
Route 10	97,630	93,592	-4%
Route 11	20,874	24,144	16%
Route 12	45,052	42,198	-6%

Source: Indian River County MPO, August 2017.

Future Transportation Plan

This section provides recommendations for creating a safe, convenient, and energy efficient transportation system, coordinated with future land uses, plans and programs of the County and FDOT.

Since World War II, roadways have been designed primarily for automobiles. Very little attention has been given to accommodating other modes of transportation such as bicycles, pedestrians, and transit. The goal of this **Transportation & Mobility Element** is to look at roads as multi-modal transportation corridors, and to start to plan for future growth accordingly.

Intergovernmental coordination is essential for the most cost-effective provision of transportation system improvements. Clearly, the City of Sebastian does not possess the resources nor is it fiscally responsible for the entire transportation system within the City. For example, both Indian River County and FDOT have financial responsibility for county roads and state highway system roads, respectively. Therefore, it is necessary for the City to review the transportation improvement plans and programs prepared by the County and FDOT. In this way, the effort and dollars expended by the City to improve its transportation system may be complemented and perhaps enhanced by the activities of the County and FDOT.

One area of coordination should include the preservation and protection of rights-of-way for identified future roadway improvements and construction. With the escalating value of land and costs entailed in right-of-way acquisition it is essential that the City protect roadway corridors in advance from building encroachment.

Increased right-of-way costs reduce the funds available for actual construction. The City needs to utilize techniques such as setback requirements, zoning restrictions, right-of-way protection regulations and official transportation maps to preserve and protect existing and future rights-of-way.

Future Transportation Map

The City of Sebastian is located in an urbanized area. The adopted LOS standard of "D" for all of the major roadways serving Sebastian will be met in the year 2025 given the assumptions included in this plan. The projected roadway performance for the year 2040 includes the programmed improvements listed below. The adopted LOS standard of "D" for all of the major roadways serving Sebastian will be met in the year 2040. Future roadway design will need to incorporate bicycle, pedestrian and, eventually, transit features to achieve a true multi-modal system. In addition to incorporating roadway design standards, the City will start requiring that new developments be interconnected to enhance the transportation network. Development design must provide connectivity and access between adjacent residential developments and nearby land uses.

According to the Indian River County MPO 2040 Long Range Transportation Plan, Cost Affordable Plan (with enhanced revenues), anticipated roadway improvement and construction projects by 2025 include:

- Widening County Road 510 from County Road 512 to 66th Avenue from two (2) lanes undivided to four (4) lanes undivided with an estimated cost of $16,000,00.
- Projected Indian River County MPO roadway improvement and construction projects by 2040 include:
- Widening Roseland Road from Country Road 512 to US 1 from two (2) lanes undivided to four (4) lanes undivided with an estimated cost of $69,702,825.
- Providing a new two (2) lane undivided roadway on 82nd Avenue from Laconia Street to 69th Street with an estimated cost of $24,575,004.
- Widening 66th Avenue from Barber Street to 81st Street from two (2) lanes undivided to four (4) lanes undivided with an estimated cost of $17,357,922.

There are no planned FDOT roadway improvement or construction projects scheduled within the City of Sebastian.

Future Public Transit Plan

The City of Sebastian works closely with the Indian River County Transit department. The ridership, for the five (5) routes currently servicing the City, has steadily increased in the last several years. This trend is expected to continue in the near- and long-term future. As the ridership increases the demand for additional bus routes will potentially occur. New routes should take into account the land use pattern within the City. The 2040 Indian River County Long Range Transportation Plan has identified one additional bus route for the Sebastian area. This route would connect the City of Sebastian with the City of Fellsmere along CR 512.

Future Pedestrian Plan

All great cities are "walkable" cities. Pedestrian mobility is greatly influenced by the mix and proximity of land uses, as well as the availability of adequate sidewalks and other pedestrian facilities. In 2004 the Indian River MPO studied the bicycle and pedestrian facilities within the entire County. This study identified several roadways in need of sidewalk facilities including portions of CR 512, Fleming Street, 82nd Avenue, Schumann Drive, Barber

Street, and Roseland Road. The City will further identify gaps in the pedestrian system and allow prioritization of pedestrian improvements along major roadways, within downtown and throughout the City. Implementation of these improvements will provide connectivity to the overall transportation system. Appropriate land use and careful urban design will encourage walking for short trips and for accessing transit facilities and services. The City's LDC encourages increased pedestrian mobility by requiring sidewalks for all new development. **Map 2-8** shows proposed bike and pedestrian routes.

Future Parking Plan

Parking is an essential component of the overall transportation system. The decision of a commuter to drive alone or to use alternative transportation modes such as ride- sharing or public transit depends to a large extent on the cost, accessibility and availability of public parking. Currently, parking within the City has not been a major concern. The current parking requirements for new development have been adequate for patrons. Therefore, no additional parking studies were determined to be necessary at this time.

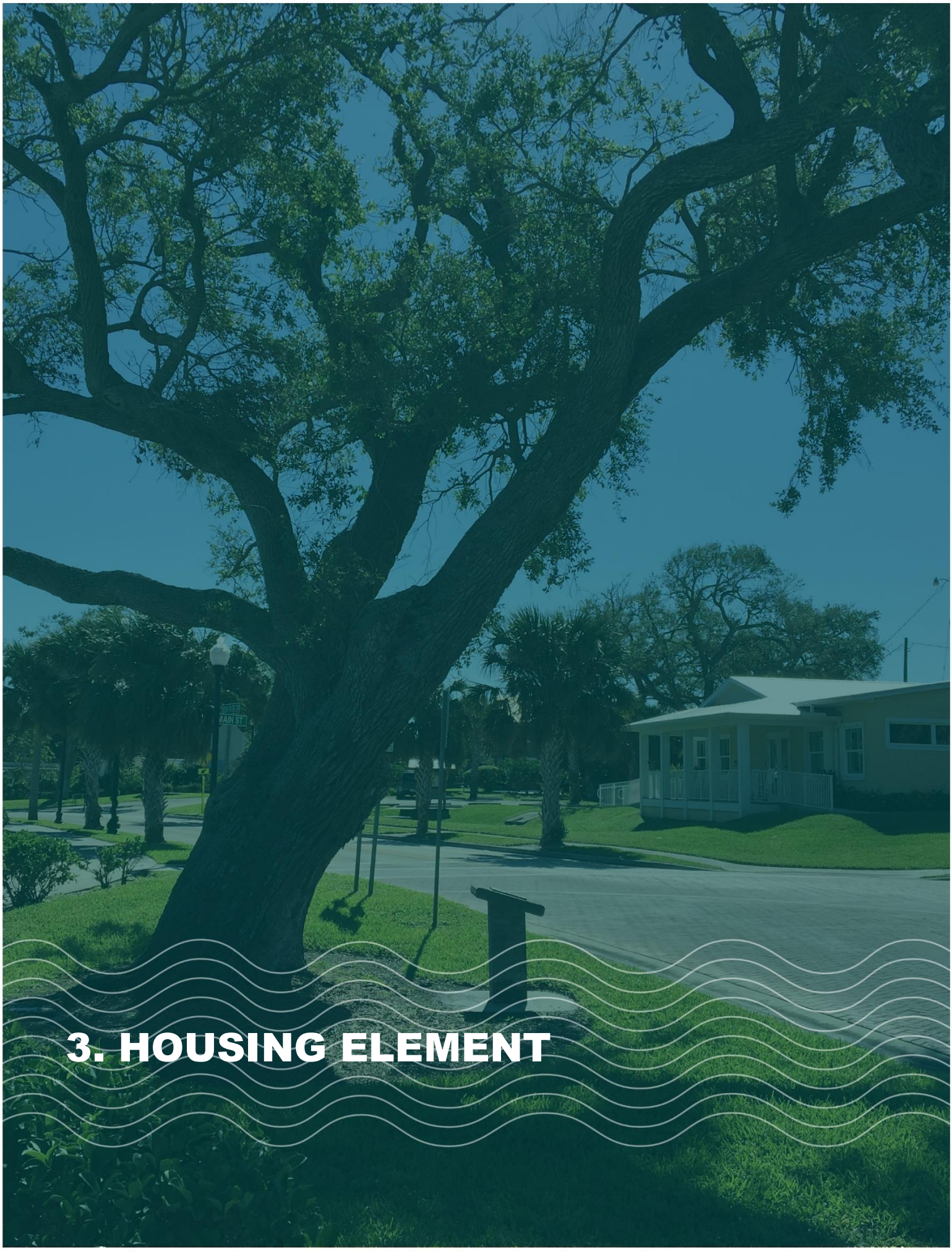
Future Bicycle Plan

Bicycling is a viable mobility alternative. Bicycle networks provide a commuting alternative as well as a recreational asset. As described in the inventory section, there are currently on and off street bicycle facilities on portions of US 1 and County Road 512. The Indian River County 2040 Long Range Transportation Plan (LRTP) identified County Road 512, Barber Street, Schumann Drive, Englar Drive, Roseland Road, and 82nd Avenue as needing bicycle facilities for 2040.

The City of Sebastian recognizes the need to provide transportation alternatives to increase accessibility and provide a comprehensive transportation system and is coordinating with the Indian River County MPO to identify future bicycle route improvements and potential future bicycle routes and facilities. The City does have an opportunity to potentially provide future off-street bicycle facilities similar to the rails to trails facility parallel to CR 512. **Map 2-8** shows proposed bike and pedestrian routes.

TSM/TDM Strategies

Transportation System Management (TSM) and Transportation Demand Management (TDM) are options for communities trying to add roadway capacity without having to construct costly new facilities. The ultimate goal of the TDM program is to influence people to shift to more efficient modes of transportation and to travel during off-peak hours. TSM strategies, on the other hand, aim to affect the actual supply of transportation services. The most effective programs integrate supply and demand strategies to create a transportation network that promotes efficient choices. The City of Sebastian does not have the need to offer any of these programs at this time. However, the options may be considered in the future.



3. HOUSING ELEMENT

HOUSING ELEMENT

Neighborhoods play an important part in determining the vitality, stability, and way of life of the residents within a community. The **Housing Element** ensures that there is adequate and safe housing for all current and anticipated future residents of the City of Sebastian. This Element addresses single-family, multi-family, mobile homes, community residential facilities, historically significant housing, and affordable housing programs. This Element aims to provide a proper mix of housing types that accommodate different lifestyles to help achieve a well-balanced community within Sebastian.

HOUSING ELEMENT HIGHLIGHTS

1. Encourages the preservation, rehabilitation, reuse, and maintenance of the City's existing housing stock and historic structures;
2. Encourages the adoption of incentives for the development of affordable housing to meet existing and future demand;
3. Ensures that opportunities for group homes and foster care facilities, as well as housing for the elderly, are provided within the City;
4. Promotes a diverse mix of housing stock that is well-integrated with the City's mobility network;
5. Promotes the implementation of innovative housing design and development concepts such as accessory dwelling units; (ADUs);
6. Supports aging-in-place strategies for the community;
7. Encourages sustainable construction methods and energy efficiency in the development and rehabilitation of housing

GOALS, OBJECTIVES, & POLICIES

Goal 3-1: Provision of Housing.

Ensure the provision of a sufficient supply of decent, safe, and sanitary housing options, including affordable housing, that is responsive to the diverse housing needs of the City's existing and future population, while encouraging the preservation and enhancement of the City's existing housing stock and historic structures.

Objective 3-1.1: Housing Supply. Collaborate with the private sector to provide additional dwelling units of various types, sizes, and costs to accommodate the City's anticipated population through the planning horizon.

Policy 3-1.1.1: Adequate Housing. The City's Future Land Use Map shall include adequate amounts of lands to accommodate the projected housing growth through a variety of housing types and housing values (See **Land Use Element Policy 1-1.1.1**). The City shall continue to provide land use designations and zoning districts on the Future Land Use and the Official Zoning Maps, respectively, to ensure that single family, duplex, and multi-family housing units are allowed within the City to provide a diverse range of housing options (ownership/rent) and meet a range of income options.

Policy 3-1.1.2: Partnerships. The City shall develop partnerships with the private sector in order to improve the efficiency, and expand the capacity of the housing delivery system. Actions shall include coordinating with Indian River County to promote the timely extension of resources to residential areas needed in order to provide adequate public facilities to support development. Similarly, the City shall also coordinate the installation of community facilities supportive to housing resources. A capital improvement program and budget predicated on continuing review and evaluation of evolving housing problems and related infrastructure issues shall be the principal tool for realizing this policy.

Policy 3-1.1.3: Housing Options. The City shall, through its Land Development Code (LDC), encourage the development/redevelopment of housing that will integrate housing options, including housing type and ownership status (own/rent), across all neighborhoods.

Policy 3-1.1.4: Manufactured Housing. The City's LDC shall allow manufactured housing in all residential zoning districts provided the units comply with applicable state and federal standards.

Policy 3-1.1.5: Safety. The City shall utilize the principles of Crime Prevention Through Environmental Design (CPTED), or other similar programs, to increase the safety of housing developments and neighborhoods.

Policy 3-1.1.6: Mobile Homes. The City shall allow mobile home parks in certain residential zoning districts where adequate public facilities and services are available. Mobile home parks should be located adjacent to areas with a comparable density of development (or have the ability to mitigate for increased compatibility) or near small-scale convenience/ neighborhood commercial activity in areas accessible to arterial and collector roads. They should also be located within reasonable proximity to community facilities including evacuation shelters.

Policy 3-1.1.7: Mixed Use. The City shall promote mixed use developments that include provisions for a wide variety of housing types and prices in close proximity to support facilities.

Policy 3-1.1.8: Changing Conditions. The City shall undertake special housing studies, as deemed necessary, to develop specific local strategies for addressing housing conditions, market trends, and housing-related challenges.

Policy 3-1.1.9: Fair Housing. The City shall promote access to housing within the City through compliance with all fair housing laws and practices.

Objective 3-1.2: Affordable Housing. Encourage the provision of safe, clean, and affordable housing opportunities, including for workforce and low- and moderate-income households, to meet current and future demand for affordable housing.

Policy 3-1.2.1: Affordable Housing. The City shall review methods for addressing the affordable and "missing middle" housing shortage in the City. The City shall continue to provide technical assistance, information, and housing data to the private sector to advance the development of fair and affordable housing. Technical assistance includes, but is not limited to, assistance meeting the development review requirements of the City and other regulatory agencies; referral to appropriate agencies for information and assistance in meeting infrastructure standards and requirements imposed by the City; and provision of data regarding housing needs and conditions.

Policy 3-1.2.2: Housing Programs. The City shall encourage the private sector to actively participate in meeting the housing needs of very low, low, and moderate income households through involvement in federal, state, and local housing programs.

Policy 3-1.2.3: Regional Affordable Housing Initiatives. The City shall participate in regional initiatives aimed toward the promotion and funding of affordable housing options.

Policy 3-1.2.4: Incentives. The City shall offer incentives to developments with affordable housing units that meet all location criteria. These incentives may include, but are not limited to:

- Expedited permitting
- Deferment and/or waiver of building permit fees, impact fees and inspection fees
- Density bonuses
- Flexible site requirements
- Preservation bonuses
- Utilization of green building techniques

Policy 3-1.2.5: Regulatory Process. The City shall ensure that the LDC and review procedures do not create barriers to the provision affordable housing through the periodic review of regulatory and permitting processes.

Policy 3-1.2.6: Access to Facilities and Services. The City shall continue to require that sites for affordable housing have access to the following facilities and services:

- Potable water and central wastewater systems;
- Employment centers, including retail centers which accommodate stores offering household goods and services needed on a frequent and recurring basis;
- Mobility options;
- Public parks, recreation areas, and/or open space systems;
- Adequate surface water management and solid waste collection and disposal; and
- Schools

Policy 3-1.2.7: Alternative Construction. The City of Sebastian supports the use of mobile, manufactured, modular, and alternative construction homes as a form of housing that can be more affordable to a broader range of people than traditional site-built homes and add to the variety of available housing options.

Policy 3-1.2.8: Identified Affordable Housing Needs. The City recognizes the need for improvements in the provision of quality affordable housing. The City will undertake an affordable housing study to determine the amount and type of housing available at the various income levels. The City will investigate public/private partnerships to facilitate affordable housing.

Objective 3-1.3: Special Needs Households. Ensure that opportunities for group homes and foster care facilities, as well as housing for the elderly, are provided within the City.

Policy 3-1.3.1: Community Residential Homes. The LDC shall include standards for the location of community residential homes, including group homes, in residential areas in accordance with applicable Florida Statutes.

Policy 3-1.3.2: City Support. The City shall continue to collaborate with other agencies and organizations that assist the elderly and those needing special assistance in finding decent, accessible, and affordable housing.

Policy 3-1.3.3: Adequate Public Facilities. All group homes, foster care facilities, community residential homes, and similar developments shall contain adequate public facilities. The sites shall also be free of safety hazards and all structures shall comply with City ordinances and applicable state law and licensing requirements. The City will also encourage the provision of high-speed internet access for these households, consistent with **Infrastructure Element Policy 4-1.1.11**.

Policy 3-1.3.4: Housing for the Elderly. In an effort to recognize the special needs and challenges of housing for elderly residents, the City shall allow for the placement of retirement communities and elderly care facilities in areas of residential character as long as they are designed in a manner that is compatible with the character of the neighborhood.

Policy 3-1.3.5: Aging in Place. The City shall support aging-in-place strategies that encourage residents to remain in their neighborhoods as they age and as needs evolve. These strategies may include shared housing options, accessory dwelling units, and other assisted living arrangements.

Objective 3-1.4: Housing for a Livable Community. Ensure the availability of suitable and adaptable housing that accommodates City residents at all stages of life.

Policy 3-1.4.1: Mix of Housing. The City shall promote livability by ensuring the City's LDC and review processes promote a diverse mix of housing stock that is well-integrated with the City's mobility network and accessible to services and amenities.

Policy 3-1.4.2: Accessory Dwelling Units. The City shall identify and analyze areas within the City where accessory dwelling units (ADUs) may be accommodated without negatively impacting neighborhood character. The City shall evaluate the feasibility of including flexible regulations and standards within the LDC which promote the implementation of innovative housing design and development concepts such as ADUs.

Objective 3-1.5: Relocation Housing. Provide uniform and equitable treatment to persons and businesses displaced by state and local government programs, consistent with Florida Statutes and the City's Community Redevelopment Master Plan.

Policy 3-1.5.1: Displacement. When residents are displaced by City actions, through public development or redevelopment, the City shall attempt to ensure the residents are able to relocate to standard, affordable housing.

Policy 3-1.5.2: Relocation. The City shall coordinate with appropriate agencies to prepare plans of action regarding relocation of residents, before programs are enacted that will create displaced households. Such plans shall include, but are not limited to, the following:

- Timing of the relocation,
- Assessment of the need for the program which will displace households,
- Costs associated with the displacement of such households, and
- An assessment of the household's needs and the impact of the relocation on the household, including:
  - Location and the effect of a new neighborhood location on the household's distance to job, schools, and social activities, and
  - The adequacy of public transit, if applicable at the time, to serve the displaced household.

Objective 3-1.6: Existing Housing Stock and Neighborhoods. Conserve the useful life of the City's existing housing stock through effective implementation of programs directed toward preserving neighborhood quality, conservation of natural resources, maintenance of community facilities, and code enforcement.

Policy 3-1.6.1: Housing Rehabilitation. The City shall promote the rehabilitation of deteriorated substandard housing units to ensure code compliance and increase the supply of affordable housing.

Policy 3-1.6.2: Maintenance. The City shall continue to enforce building codes to ensure the maintenance of standard housing and to achieve corrective action where required.

Policy 3-1.6.3: Best Management Practices. Potential blighting influences within residential areas shall be minimized by promoting the use of accepted best management practices. For instance, adverse impacts of land use transition shall be minimized by managing the location as well as the density/intensity of uses and through compatibility measures including but not limited to adequate screening, landscaping, and other design features which promote appropriate land use transition.

Policy 3-1.6.4: Rehabilitation Funding. The City shall consider applying for housing rehabilitation grant funds and subsidy programs, including, but not limited to:

- Community Development Block Grant (CDBG)
- Florida Small Cities CDBG Program
- Florida Neighborhood Housing Services Grant

Policy 3-1.6.5: Rehabilitation Assistance. The City shall encourage low-income residents to apply for housing rehabilitation assistance individually or through the programs managed by the County.

Policy 3-1.6.6: Condemnation and Demolition. The LDCs shall include provisions regulating the condemnation and demolition of housing units to be implemented with caution and proper consideration when applied to units that are owner-occupied and when condemnation would cause undue hardship to the residents of the structure. The City shall encourage the rehabilitation, reuse, and maintenance of existing homes.

Policy 3-1.6.7: Protection from Natural Hazards. Where feasible, the City shall coordinate with the appropriate state, federal, and other applicable entities to support property owners in the mitigation of risks to residents and housing from natural hazards and in the repair of housing after a hazard event.

Objective 3-1.7: Historically Significant Housing. Preserve housing resources identified as historically significant and, where possible, maintain these resources for residential uses or adaptive reuse.

Policy 3-1.7.1: Historical Resources. The City shall encourage the continued identification, analysis, and preservation of the City's historical resources. Such efforts shall include determination of their significance and vulnerability, as well as implementation of historic preservation management policies.

Policy 3-1.7.2: Rehabilitation. The City shall assist the rehabilitation and adaptive reuse of historically significant housing through available technical and economic assistance programs. These efforts shall be coordinated with the State Division of Historical Resources (DHR).

Policy 3-1.7.3: Historic Housing. The City shall assist property owners of historically significant housing in applying for and utilizing available state and federal assistance programs.

Policy 3-1.7.4: Historic Preservation Programs. The City shall collaborate with the Sebastian River Historical Society in its efforts to provide information, technical assistance, and other resources related to historic preservation programs to the public and property owners.

Policy 3-1.7.5: Funding. The City shall pursue available grants and alternative funding sources to expand the local knowledge and awareness of existing historic and archaeological sites and structures.

Policy 3-1.7.6: Inventory. The City shall maintain an inventory of historic resources to ensure all applicable resources are considered for federal, state, and local historic preservation designation.

Objective 3-1.8: Sustainability and Energy Efficiency in Housing.

Consistent with the City's broader sustainability goals, encourage sustainable construction methods and energy efficiency in the development and rehabilitation of housing to promote affordability and conserve natural resources.

Policy 3-1.8.1: Sustainable Housing Design and Construction. The City may incorporate strategies within the LDC to address the following:

- Housing design and construction methods that increase energy efficiency and encourage the use of renewable resources
- Providing incentives for housing developments that meet recognized green building (e.g. LEED, Green Globes)

Policy 3-1.8.2: Landscape Standards for Housing. The LDC shall continue to maintain the Tree Protection and Landscape Regulations and encourage the incorporation of Florida-Friendly landscaping and low impact development (LID) principles in the provision of housing.

Policy 3-1.8.3: Intergovernmental Coordination. Specific Objectives and Policies regarding intergovernmental coordination and this Element are provided and identified in the **Governance & Implementation Element**.

DATA INVENTORY AND ANALYSIS

Introduction

Pursuant to the requirements of Chapter 163 of the 2019 Florida Statutes, the **Housing Element** consists of a data inventory and analysis (DIA) that influences the overarching goals, objectives, and policies that will guide housing development within the City of Sebastian. The City's housing trends and needs are evaluated in this analysis in order to ensure a proper mix of housing types are available to accommodate diverse housing needs achieve a livable community.

Housing Inventory

This section deals with the characteristics and conditions of the existing housing stock in the City. In order to compile this analysis, the primary sources of data include the U.S. Census Bureau and the American Community Survey (ACS). These specific resources were applied as they comprise some of the most current and accurate information available.

Tables 3-1 through 3-16 of this section provide an inventory and comparison of housing characteristics for the City of Sebastian and Indian River County. Data appearing for Indian River County represents the entire county, including all unincorporated and incorporated areas as well as Sebastian.

Dwelling Units by Structure Type

A comparison of dwelling units by structure type for the City of Sebastian when compared to Indian River County is displayed in **Table 3-1**. Single-family detached homes make up the majority of the inventoried housing units within Sebastian and Indian River County. Indian River County has a significantly higher percentage of multi-family housing than Sebastian.

Table 3-1: Dwelling Units by Structure

Housing Units by Type, 2013-2017 5-Year Estimates	Sebastian		Indian River County	
	Units	Percent	Units	Percent
Single-Family Detached	9,665	87.0%	49,485	63.1%
Single-Family Attached	444	4.0%	4,731	6.0%
Multi-Family	287	2.6%	17,958	22.9%
Mobile Home	704	6.3%	6,205	7.9%
Other (Boat, RV, Van, Etc.)	15	0.1%	90	0.1%
Total	11,115	100%	78,469	100%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Dwelling Units by Tenure

A comparison between owner-occupied dwelling units and renter-occupied dwelling units in Sebastian and Indian River County is presented in **Table 3-2**. As depicted below, approximately 80.2% of the City's occupied dwelling units are occupied by the owner as compared to 75.8% in the County. The County has a slightly larger percentage of renter-occupied units at 24.2% as compared to 19.8% in Sebastian.

Table 3-2: Dwelling Units by Tenure

Housing Units by Tenure, 2013-2017 5-Year Estimates	Sebastian		Indian River County	
	Units	Percent	Units	Percent
Owner-occupied	7,502	80.2%	43,914	75.8%
Renter-occupied	1,849	19.8%	13,997	24.2%
Total Occupied Housing Units	9,351	100%	57,911	100%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Household Size

The average household size is 2.24 people per dwelling unit according to the University of Florida Bureau of Economic and Business Research (BEBR). **Table 3-3** lists households according to the number of persons comprising a household in Sebastian and in the County.

Table 3-3: Persons per Household

Persons per Household	Sebastian	Indian River County
Total Occupied Households	9,351	57,911
1-person household	2,508	18,188
2-person household	4,751	26,377
3-person household	1,062	6,095
4-or-more person household	1,030	7,251

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Housing Vacancy

Based on the 2013-2017 American Community Survey (ACS) 5-year Estimates, the City experienced a vacancy rate of 15.9% for all housing units, a figure lower than that experienced by the County, which had a 26.2% vacancy rate. **Table 3-4** shows the number of vacant housing units according to the circumstances creating vacant units.

Table 3-4: Vacancy Status of Housing Units

Vacant Housing Units by Type, 2013-2017 5-Year Estimates	Sebastian		Indian River County	
	Units	Percent of total housing units	Units	Percent of total housing units
Total Housing Units	11,115	100%	78,469	100%
Total Vacant Housing Units	1,764	15.9%	20,558	26.2%
Vacant Units For Rent	246	2.2%	3,910	5.0%
Rented, Not Occupied	14	0.1%	420	0.5%
For Sale Only	134	1.2%	1,227	1.6%
Sold, Not Occupied	245	2.2%	903	1.2%
For Seasonal, Recreational, or Occasional Use	712	6.4%	9,445	12.0%
Vacant Units for Migrant Workers	0	0.0%	224	0.3%
Other Vacant Units	413	3.7%	4,429	5.6%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Housing Age

Table 3-5 compares the age of year-round housing units in the City of Sebastian and Indian River County. The majority of year-round housing unit construction in both the City and County took place between 2000-2009. As denoted below, a large majority of Sebastian's housing stock (82.9%) was constructed between 1980 and 2009, with 28.8% being constructed between 2000-2009.

Table 3-5: Dwelling Units by Age of Construction

Year Structure Built, 2013-2017 5-Year Estimates	Sebastian		Indian River County	
	Units	Percent	Units	Percent
2010 or Later	404	3.6%	1,763	2.3%
2000-2009	3,197	28.8%	20,455	26.4%
1990-1999	2,882	25.9%	13,592	17.5%
1980-1989	3,130	28.2%	19,562	25.2%
1970-1979	968	8.6%	12,888	16.6%
1960-1969	264	2.4%	4,314	5.6%
1950-1959	140	1.3%	3,898	5.0%
1940-1949	40	0.4%	1,012	1.3%
1939 or Earlier	90	0.8%	98	0.1%
Total	11,115	100%	77,582	100%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Monthly Housing Rent

Table 3-6 compares the monthly gross rents for specified renter-occupied housing units in the City with the Indian River County totals for the year 2017. The median gross rent in the City of Sebastian is approximately $1,020 as compared to $928 in Indian River County.

Table 3-6: Gross Rent

Gross Rent, 2013-2017 5-Year Estimates	Sebastian		Indian River County	
	Units	Percent	Units	Percent
Less than $500	53	3.1%	1,015	7.5%
$500-$999	767	44.8%	6,937	51.5%
$1,000-$1,499	691	40.4%	4,000	29.7%
$1,500-$1,999	177	10.3%	739	5.5%
$2,000-$2,499	0	0.0%	439	3.3%
$2,500-$2,999	23	1.3%	113	0.8%
$3,000 or More	0	0.0%	220	1.6%
Total	1,711	100%	13,463	100%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Monthly Cost of Owner-Occupied Units

The median monthly owner cost in the City of Sebastian is approximately $1,139 as compared to $1,273 in Indian River County. The monthly owner costs with a mortgage are shown in **Table 3-7**. This provides context in terms of the value of owning a home and affordability of owning a home when compared to renting.

Table 3-7: Owner Costs

Owner Costs (with a mortgage), 2013-2017 5-Year Estimates	Sebastian		Indian River County	
	Housing units with a mortgage	Percent	Housing units with a mortgage	Percent
Less than $500	90	2.5%	426	2.1%
$500 to $999	1,220	33.7%	6,098	29.5%
$1,000 to $1,499	1,479	40.9%	6,408	31.0%
$1,500 to $1,999	603	16.7%	3,504	16.9%
$2,000 to $2,499	158	4.4%	1,619	7.8%
$2,500 to $2,999	63	1.7%	909	4.4%
$3,000 or more	7	0.2%	1,712	8.3%
Total	3,620	100%	20,676	100%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Value of Owner-Occupied Housing Units

The median home value in Sebastian is $157,200 as compared to $172,600 in Indian River County. The owner-occupied units by value are shown in **Table 3-8.**

Table 3-8: Owner-Occupied Units by Value

Owner-Occupied Units by Value, 2013-2017 5-Year Estimates	Sebastian		Indian River County	
	Units	Percent	Units	Percent
Less than $50,000	478	6.4%	4,102	9.3%
$50,000 to $99,999	1,296	17.3%	7,816	17.8%
$100,000 to $149,999	1,688	22.5%	6,470	14.7%
$150,000 to $199,999	1,905	25.4%	7,163	16.3%
$200,000 to $299,999	1,675	22.3%	7,707	17.6%
$300,000 to $499,999	377	5.0%	5,505	12.5%
$500,000 to $999,999	83	1.1%	3,341	7.6%
$1,000,000 or more	0	0.0%	1,810	4.1%
Total	7,502	100%	43,914	100%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Household Income

The household income levels for Sebastian compared to Indian River County are show in **Table 3-9**. The median household income for the City is higher than Indian River County but the per capita income for the City is lower than Indian River County.

Table 3-9: Household Income

Income, 2013-2017 5-Year Estimates	Sebastian	Indian River County
Median Household Income (2017 Dollars)	$49, 655	$49,009
Per Capita Income (2017 Dollars)	$26,001	$33,122
Persons in Poverty, in percent	12.6%	10.6%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Low- to Moderate-Income Households

The City of Sebastian Consolidated Plan 2019-2024 (prepared by Guardian CRM) defines very low, low, and moderate income households. These are based upon the most recent information available from the USHUD and is adjusted annually and by family size. The following definitions will be used:

- Very Low Income: Households that do not exceed 30% of the area median income (AMI)
- Low Income: Households between 31% – 50% of the AMI
- Moderate Income: Households earning 51% - 80% of the AMI

Ratio of Income to Housing Cost

The ratio between housing costs and income within Sebastian and Indian River County are denoted in **Table 3-10** and **Table 3-11** below. Affordable housing is determined by comparing the cost of housing to household income. Florida Statutes defines affordable housing as monthly rents or monthly mortgage payments including taxes, insurance, and utilities do not exceed 30 percent of the median adjusted gross annual income for households.

Rent-to Income Ratio

Rent as a percentage of income for Sebastian compared to Indian River County is shown in **Table 3-10**. According to Census data the highest percentage of renters in both Sebastian and Indian River County are paying 35 percent or more of their income for housing. This makes affordability an issue for renters in both the City and the County.

Table 3-10: Rent-to Income Ratio

Gross Rent as a Percentage of Household Income, 2013-2017 5-Year Estimates	Sebastian		Indian River County	
	Units	Percent	Units	Percent
Less than 15 %	119	6.4%	1,152	8.2%
15% to 19.9%	218	11.8%	1,147	8.2%
20% to 24.9%	456	24.7%	1,854	13.2%
25% to 29.9%	181	9.8%	1,454	10.4%
30% to 34.9%	187	10.1%	1,305	9.3%
35% or more	518	28.0%	6,381	45.6%
Not Computed	170	9.2%	704	5.0%
Total	1,849	100%	13,997	100%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Mortgage Costs to Income Ratio

The monthly mortgage costs-to-income ratio for both Sebastian and Indian River County are shown in **Table 3-11**. The highest percentage of owners with and without a mortgage in both Sebastian and Indian River County are paying less than 30% of their income for housing.

Table 3-11: Costs to Income Ratio

Owner Costs (with and without a mortgage), 2013-2017 5-Year Estimates	Sebastian		Indian River County	
	Units	Percent	Units	Percent
With Mortgage, Less than 30%	2,406	32.4%	13,107	30.2%
With Mortgage, More than 30%	1,214	16.3%	7,410	17.1%
Without Mortgage, Less than 30%	3,492	47.0%	19,651	45.3%
Without Mortgage, More than 30%	321	4.3%	3,203	7.4%
Total	7,433	100%	43,371	100%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Cost Burden

Cost-burdened households pay more than 30 percent of income for rent or mortgage costs. Data for this section has been supplied by the Florida Housing Data Clearinghouse. Based on 2016 estimates, the data indicates that 1090 households within the City (38%) paid more than 30% of income for housing which equals the 38% of County households that paid more than 30% of income for housing.

Table 3-12 - Amount of Income Paid for Housing Household by Cost Burden, 2016

Renter-Occupied Households, 2016		Housing Cost Burden		
Geography	**Household Income**	**30 % or less**	**30.1-50%**	**More than 50%**
Sebastian	30% AMI or less	92		259
Sebastian	30.1-50% AMI	5	142	156
Sebastian	50.1-80% AMI	73	311	12
Sebastian	80.1-120% AM	233	126	
Sebastian	more than 120% AMI	301	84	
Indian River County	30% AMI or less	382	180	2561
Indian River County	30.1-50% AMI	336	1470	1827
Indian River County	50.1-80% AMI	1436	1969	480
Indian River County	80.1-120% AM	1918	591	56
Indian River County	more than 120% AMI	2504	296	28

Source: Indian River County and City of Sebastian data taken from Shimberg Center – Florida Housing Data Clearinghouse

Owner-Occupied Households, 2016		Housing Cost Burden		
Geography	**Household Income**	**30 % or less**	**30.1-50%**	**More than 50%**
Sebastian	30% AMI or less	34	202	295
Sebastian	30.1-50% AMI	562	178	305
Sebastian	50.1-80% AMI	937	590	301
Sebastian	80.1-120% AM	1183	460	109
Sebastian	more than 120% AMI	3050	467	26
Indian River County	30% AMI or less	401	709	2376
Indian River County	30.1-50% AMI	1978	1393	1737
Indian River County	50.1-80% AMI	3852	1756	1606
Indian River County	80.1-120% AM	6140	1739	901
Indian River County	more than 120% AMI	21009	2704	595

Source: Indian River County and City of Sebastian data taken from Shimberg Center – Florida Housing Data Clearinghouse

Cost Burden of Households with Householder Age 65 and Older

According to the Florida Housing Data Clearinghouse, 4,310 households in Sebastian (41.1%) were headed by a person age 65 or older in 2016. In comparison, 43% of households in the County were headed by elderly persons. In Sebastian, 3,924 of elderly households (91%) own their homes, while 1,392 elderly households (32.2%) pay more than 30 percent of income for rent or mortgage costs.

Table 3-13 - Households with Householder Age 65 and Older, Cost Burden by Tenure and Income, 2016 Estimate (Summary)

Geography	Tenure	Household Income	30% or less	30.1-50%	More than 50%
Sebastian	Owner	30% AMI or less	18	136	108
Sebastian	Owner	30.1-50% AMI	339	121	124
Sebastian	Owner	50.1-80% AMI	571	245	116
Sebastian	Owner	80.1-120% AM	621	125	44
Sebastian	Owner	more than 120% AMI	1232	119	5
Sebastian	Renter	30% AMI or less	56		47
Sebastian	Renter	30.1-50% AMI	2	23	37
Sebastian	Renter	50.1-80% AMI	13	51	5
Sebastian	Renter	80.1-120% AM	29	45	
Sebastian	Renter	more than 120% AMI	37	41	
Indian River County	Owner	30% AMI or less	215	475	930
Indian River County	Owner	30.1-50% AMI	1161	912	722
Indian River County	Owner	50.1-80% AMI	2437	752	620
Indian River County	Owner	80.1-120% AM	3417	475	377
Indian River County	Owner	more than 120% AMI	10190	805	180
Indian River County	Renter	30% AMI or less	227	113	548
Indian River County	Renter	30.1-50% AMI	168	257	562
Indian River County	Renter	50.1-80% AMI	308	466	292
Indian River County	Renter	80.1-120% AM	370	199	44
Indian River County	Renter	more than 120% AMI	488	198	24

Source: Indian River County and City of Sebastian data taken from Shimberg Center – Florida Housing Data Clearinghouse

Inventory of Standard/Substandard Units

The Census provides indicators for substandard housing by measuring overcrowding and the lack of complete plumbing, kitchen, or heating equipment. Overall substandard housing makes up a very small percentage of the overall occupied units in both the City and the County. An analysis of substandard housing is displayed in **Table 3-14**.

Table 3-14: Substandard Housing

Substandard Housing, 2013-2017 5-Year Estimates	Sebastian		Indian River County	
	Units	Percent of Total Occupied Units	Units	Percent of Total Occupied Units
Overcrowded (1.01 or More Persons per Room)	12	0.1%	806	1.4%
No Fuel Used	131	1.4%	988	1.7%
Lacking Complete Kitchen Facilities	15	0.2%	226	0.4%
Lacking Complete Plumbing Facilities	0	0.0%	97	0.2%
Total	158	1.7%	2,117	3.7%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Government Subsidized Housing

The following are government subsidized housing resources that can be utilized by the City of Sebastian.

- **Florida Housing Finance Corporation**: a public corporation of the State of Florida that offers homeownership programs, multifamily development programs, predevelopment and demonstration project loans, and technical assistance for local governments.
- **Indian River County Local Housing Assistance Program**: increases the availability of affordable housing units in the County by providing low or no-interest loans for down payments and closing costs, loans for impact fees, and loans for renovation of substandard housing units. The funding source for the program is the State Housing Initiatives Partnership.
- **Community Development Block Grant:** provides funds through the Small Cities Program for capital improvements.
- **Section 8:** provides rental subsidies to very low, low, and moderate-income households. The rental limits are set each year by the U.S. Department of Housing and Urban Development (HUD).

- **Rural and Farm Worker Housing:** no rural or farm workers housing is required within the City, and no housing is designated for rural or farming purposes.

Mobile and Manufactured Homes

The City of Sebastian recognizes the importance of housing choices to meet the housing needs of different types of households. Licensed mobile home parks in the City of Sebastian include:

- Park Place
- Fischer's Corner
- Orange Heights
- Palm Lake Club
- Riverview

Housing for Special Needs

Special housing needs are necessary for the elderly, children, and those who have physical or emotional needs that require special residential accommodations. Such residential accommodations may or may not demand on-site professional medical assistance, twenty-four hour assistance, or other special facilities. In some cases, special housing situations can involve a group of unrelated residents that share living accommodations because their physical or emotional needs require special services or assistance from other group members.

The City of Sebastian recognizes the importance of providing housing for special needs. The State of Florida has adopted laws that control local government regulation of certain residential facilities serving special needs groups. These laws ensure that there are adequate sites for group homes in every community throughout the State (Chapter 419, F.S.). Special housing accommodations for Sebastian's residents can include nursing homes and group homes. Group homes can be further defined as a community residential home, adult family care homes, assisted living facilities, and family foster homes. These special housing facilities are generally defined as follows:

Nursing Homes: Any institution, building residence, private home or other place, whether operated for profit or not, which provides 24-hour nursing care, personal care, or custodial care for persons not related to the owner or manager by blood or marriage. The person under such care resides overnight at the home. See Section 400.021(12) F.S.

Assisted Living Facilities: A facility designed to provide personal care services in the least restrictive and most home-like environment. These facilities can range in size from one resident to several hundred and may offer a wide variety of personal and nursing services designed specifically to meet an individual's personal needs. See Section 400.402, F.S.

Adult Family Care Homes: A full-time, family-type living arrangement, in a private home, under which a person who owns or rents the home provides room, board, and personal care, on a 24-hour basis, for no more than five disabled adults or frail elders who are not relatives. See Section 400.618, F.S.

Community Residential Home: A dwelling unit licensed to serve clients of the Department of Children and Family Services, which provides a living environment for seven to fourteen unrelated residents who operate as

the functional equivalent of a family, including such supervision and care by supportive staff as may be necessary to meet the physical, emotional, and social needs of the residents. See Section 419.001, F.S.

Family Foster Home: A private residence in which children who are unattended by a parent or legal guardian are provided 24-hour care. Such homes include emergency shelter family homes, family foster group homes, and specialized foster homes for children with special needs. A person who cares for a child of a friend for a period not to exceed 90 days, a relative who cares for a child and does not receive reimbursement for such care from the state or federal government, or an adoptive home which has been approved by the department or by a licensed child-placing agency for children placed for adoption is not considered a family foster home. See Section 409.175 FS.

Assisted Housing Inventory

Based on data from the Florida Housing Data Clearinghouse, **Table 3-15** lists assisted living facilities located within or close to the City of Sebastian.

Table 3-15: Assisted Housing Inventory, 2019

Development Name	Street Address	City	Zip Code	County	Housing Program(s)	Total Units	Assisted Units
By The River	*11065 Ganga Way*	*Sebastian*	*32958*	*Indian River County*	*State HOME*	*41*	*41*
Grace's Landing	*1055 Grace's Landing Circle*	*Sebastian*	*32958*	*Indian River County*	*Housing Credits 9%; SAIL; Section 207/223(f)*	*70*	*70*
Pelican Isles	*925 Pelican Isle Circle*	*Sebastian*	*32958*	*Indian River County*	*Housing Credits 9%*	*150*	*150*

Source: Shimberg Center – Florida Housing Data Clearinghouse

Historical Structures

Sebastian has a number of historic resources within its city boundaries. Historic resource data was retrieved from the Division of Historical Resources of the Florida Department of State. The Division of Historical Resources of the Florida Department of State maintains a central archive for Florida's historical and archaeological sites known as the Florida Master Site File. Historical structures and properties including those which are on the National Register of Historic Places are listed in in **Table 3-16** and illustrated on **Map 1-12**. The historic resources are mainly concentrated in the northeast portion of the City.

According to the Division of Historical Resources of the Florida Department of State there are 82 structures documented in the City as having historic significance. Five (5) of which are on the National Register of Historic Places such as the Archie Smith Wholesale Fish Company, which is the only remaining intact fish house in the area from the 1920's and one of the few left in the State of Florida. The Division of Historical Resources of the Florida Department of State delineates two historic districts in the City. Historic districts are defined by a group of historically significant structures or sites. Old Town Sebastian Historic District West includes 9 historic

structures and Old Town Sebastian Historic District East includes 15 historic structures. It is important to take the historic resources in the City into consideration when guiding growth in order to avoid the potential adverse impacts of development activity.

Table 3-16: Historical Resources

SITE NAME	ADDRESS	SIGNIFICANCE
FL EAST COAST R.R. SECTION HOUSE	1098 FOSTER RD	HISTORICAL STRUCTURE
SEMBLER, CHARLIE HOUSE	1660 N INDIAN RIVER DR	HISTORICAL STRUCTURE
HUDSON, JAMES HOUSE	N LOUISIANA AVE	HISTORICAL STRUCTURE
FIELDS, LILLIAN JEWEL HOUSE	1016 S LOUISIANA AVE	HISTORICAL STRUCTURE
SCHUMANN HOUSE	1065 LOUISIANA AVE	HISTORICAL STRUCTURE
SUDDARD, EDITH HOUSE	1061 LOUISIANA AVE	HISTORICAL STRUCTURE
ROSE, DR DAVID HOUSE	1063 LOUISIANA AVE	HISTORICAL STRUCTURE
BRADDOCK, GEORGE ARMSTRONG HOUSE	1309 LOUISIANA AVE	HISTORICAL STRUCTURE
BAUGHMAN HOUSE	1525 N LOUISIANA AVE	HISTORICAL STRUCTURE
TAYLOR, J HOUSE	1533 LOUISIANA AVE	HISTORICAL STRUCTURE
HARDEE, CAPT R G HOUSE SITE	MAIN ST	HISTORICAL STRUCTURE
VICKERS STORE	MAIN ST & US 1 [A]	HISTORICAL STRUCTURE
DEVANE, FERN HOUSE	1100 PALMETTO AVE	HISTORICAL STRUCTURE
ROSE, A G HOUSE	1025 PALMETTO AVE	HISTORICAL STRUCTURE
WALTERS GARAGE	MAIN ST & US 1 [B]	HISTORICAL STRUCTURE
EAST COAST LUMBER & SUPPLY CO	909 US1	HISTORICAL STRUCTURE
SEBASTIAN WOMENS CLUB BLDG	932 US1	HISTORICAL STRUCTURE
PARK, S A HOUSE	937 US1	HISTORICAL STRUCTURE
SEBASTIAN TOWN HALL	1125 US 1	HISTORICAL STRUCTURE
BRADDOCK, WILLIAM HOUSE	1208 US 1	HISTORICAL STRUCTURE
HARRISON BUILDING	1329 US1	HISTORICAL STRUCTURE
LETCHWORTH GARAGE HOUSE	1330 U.S. 1 HWY	HISTORICAL STRUCTURE
CARLISLE HOUSE	1437 US1	HISTORICAL STRUCTURE
MILLER, M M HOUSE	US 1	HISTORICAL STRUCTURE
STEVENSON PROPERTY	COOLIDGE ST	HISTORICAL STRUCTURE
BEUGNOT, JOHN	1068 MAIN ST	HISTORICAL STRUCTURE
HARDEE, MAY HOUSE	1317A OLD DIXIE HWY	HISTORICAL STRUCTURE
GATE POSTS	1317B OLD DIXIE HWY	HISTORICAL STRUCTURE
CHESSER, L F HOUSE	712 HARRISON ST	HISTORICAL STRUCTURE

HURRICANE HARBOR/ MCCAIN'S GARAGE	1540 INDIAN RIVER DR	HISTORICAL STRUCTURE
MCCAIN, BOB	1541 N INDIAN RIVER DR	HISTORICAL STRUCTURE
OCEAN BREEZE SERVICE STATION	1690 INDIAN RIVER DR	HISTORICAL STRUCTURE
AUGUST PARK/ BEUGNOT/WEST PROPERTY	1737 INDIAN RIVER DR	HISTORICAL STRUCTURE
WELLING, GEORGE HOUSE	1745 INDIAN RIVER DR	HISTORICAL STRUCTURE
BLAND, OKIE HOUSE	710 JACKSON ST	HISTORICAL STRUCTURE
TAYLOR, CHARLES HOUSE	909 N LOUISANA AVE	HISTORICAL STRUCTURE
BAUGHMAN DAIRY	1533 N LOUISANA AVE	HISTORICAL STRUCTURE
SEBASTIAN GRAMMAR & JUNIOR HIGH SCHOOL	1225 MAIN ST	HISTORICAL STRUCTURE
CARPENTER HOUSE	1041 PALMETTO AVE	HISTORICAL STRUCTURE
CARPENTER, ORVA HOUSE	1044 PALMETTO AVE	HISTORICAL STRUCTURE
GULLEDGE-LETCHWORTH-PHELPS HOME	1053 PALMETTO AVE	HISTORICAL STRUCTURE
RYALL, BILL HOUSE (SEARS)	1056 LOUISIANA AVE	HISTORICAL STRUCTURE
BRADDOCK, MAURICE HOUSE	709 WASHINGTON PL	HISTORICAL STRUCTURE
SR 512 BUILDING	SR 512	HISTORICAL STRUCTURE
BAMMA VICKERS LAWSON HOUSE	1133 US1	HISTORICAL STRUCTURE
CAIN-WILSON, ARDELIA HOUSE	1523 US1	HISTORICAL STRUCTURE
VICKERS, STEPHEN HOUSE	1141 US 1	HISTORICAL STRUCTURE
CAIN HOUSE	1531 US1	HISTORICAL STRUCTURE
SLOAN, DOC	1603 US1	HISTORICAL STRUCTURE
PALMER HOTEL EFFICIENCIES	11330/UNIT_12 US1	HISTORICAL STRUCTURE
PALMER MOTEL EFFICIENCIES	11330/UNIT_14 US1	HISTORICAL STRUCTURE
SEBASTIAN CITY MARKER	HARRISON/INDIAN R DR	HISTORICAL STRUCTURE
ASHBURNER, H HOUSE	1024 LOUISIANA AVE	HISTORICAL STRUCTURE
MCPHERSON, THOMAS HOUSE	1005 US1	HISTORICAL STRUCTURE
CHURCH OF GOD	925 US1	HISTORICAL STRUCTURE
CHURCH OF GOD PARSONAGE	905 US1	HISTORICAL STRUCTURE
GRAY, JAMES HOUSE	1044A LOUISIANA AVE	HISTORICAL STRUCTURE
DAY, B F HOUSE		HISTORICAL STRUCTURE
FIELD, H HOUSE	1049 LOUISIANA AVE	HISTORICAL STRUCTURE
HANCOCK, CHARLES HOUSE	1040 LOUISIANA AVE	HISTORICAL STRUCTURE
UNDERILL PROPERTY	12875 I INDIAN RIVER DR	HISTORICAL STRUCTURE

WARD PROPERTY	1736 INDIAN RIVER DR	HISTORICAL STRUCTURE
MAY'S MARINA/FLOODTIDE MARINA PROPERTY	1732 INDIAN RIVER DR	HISTORICAL STRUCTURE
WARREN PROPERTY	1720 INDIAN RIVER DR	HISTORICAL STRUCTURE
FOOD TOWN STORES PROPERTY	1424 U.S. 1 HWY	HISTORICAL STRUCTURE
IZZO PROPERTY	1405 INDIAN RIVER DR	HISTORICAL STRUCTURE
BOUDNOT PROPERTY	1302 INDIAN RIVER DR	HISTORICAL STRUCTURE
FERN CARPENTER HOUSE	1036 PALMETTO AVE	HISTORICAL STRUCTURE
9320 90TH AVENUE	9320 90TH AVE	HISTORICAL STRUCTURE
1100 MAIN ST	1100 MAIN ST	HISTORICAL STRUCTURE
1101 PALMETTO AVENUE	1101 PALMETTO AVE	HISTORICAL STRUCTURE
HARBOR LIGHTS MOTEL OFFICE	1215 INDIAN RIVER DR	HISTORICAL STRUCTURE
HARBOR LIGHTS MOTEL ADDITIONAL BLDG 1	1215 INDIAN RIVER DR	HISTORICAL STRUCTURE
HARBOR LIGHTS MOTEL ADDITIONAL BLDG 2	1215 INDIAN RIVER DR	HISTORICAL STRUCTURE
HARBOR LIGHTS MOTEL ADDITIONAL BLDG 3	1215 INDIAN RIVER DR	HISTORICAL STRUCTURE
HARBOR LIGHTS	1215 INDIAN RIVER DR	HISTORICAL STRUCTURE
1210 U.S. 1	1210 U.S. 1	HISTORICAL STRUCTURE
1053 LOUISIANA AVENUE	1053 LOUISIANA AVE	HISTORICAL STRUCTURE
UNITED METHODIST CHURCH PARSONAGE	1053 LOUISIANA AVE	HISTORICAL STRUCTURE
SEBASTIAN RIVER BAPTIST	1117 US 1	HISTORICAL STRUCTURE
1206 U.S. 1	1206 US 1	HISTORICAL STRUCTURE
1113 PALMETTO AVENUE	1113 PALMETTO AVE	HISTORICAL STRUCTURE
CHAMBER OF COMMERCE	700 MAIN ST	HISTORICAL STRUCTURE
8905 90TH AVE - BLDG 1	8905 90TH AVE	HISTORICAL STRUCTURE
SEBASTIAN ROADSIDE RESTAURANT	10795 US 1 HWY	HISTORICAL STRUCTURE
SMITH, ARCHIE, WHOLESALE FISH COMPANY	1740 INDIAN RIVER DR.	HISTORICAL STRUCTURE & NATIONAL REGISTER
OLD TOWN SEBASTIAN HISTORIC DISTRICT WEST	BOUNDED BY PALMETTO AVE, LAKE AND MAIN STS.	HISTORICAL DISTRICT & NATIONAL REGISTER
OLD TOWN SEBASTIAN HISTORIC DISTRICT EAST	MAIN AND WASHINGTON STS., RIVERSIDE DR., FEC RAILROAD	HISTORICAL DISTRICT & NATIONAL REGISTER
SEBASTIAN GRAMMAR AND JUNIOR HIGH SCHOOL	1225 MAIN ST.	NATIONAL REGISTER
LAWSON, BAMMA VICKERS, HOUSE	1133 US 1	NATIONAL REGISTER

Source: Division of Historical Resources of the Florida Department of State

Additional Analysis

Based on the available data and information, the following has been provided for reference purposes only. It is understood this information is supplemental and provides a snapshot of valuations/rates specific to the 10-Year Home Value Index (ZHVI) for the area. The ZHVI represents the typical value for homes in the 35th to 65th percentile range for a specific area. The ZHVI includes single-family homes and condominiums/co-ops. **Table 3-17** shows the average home values in the City of Sebastian for the last ten years. Since 2010, the average home values in Sebastian have increased from an average of $137,514 to $230,721. The Zillow Observed Rent Index (ZORI) represents a measure of the typical observed market rent rate for homes and apartments that fall into the 40th to 60th percentile range in a given region. Yet, Zillow only calculates ZORI for the top 100 metro areas in the Country and does not include data for Sebastian.

Table 3-17: 10-Year Home Value Index

	2020 through August	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
Average Sale Price	$230,721.50	$222,765.17	$216,320.92	$199,814.83	$180,954.67	$163,177.00	$149,498.33	$137,015.00	$121,427.58	$125,549.17	$137,514.17

Source: https://www.zillow.com/research/data/

According to the National Association of Realtors website, “Apartments for rent in Sebastian, Florida have a median rental price of $1,550. There are 31 active apartments for rent in Sebastian.” By comparison, “Apartments for rent in Indian River County, Florida have a median rental price of $1,800. There are 552 active apartments for rent in Indian River County.”



4. INFRASTRUCTURE ELEMENT

INFRASTRUCTURE ELEMENT

The purpose of the **Infrastructure Element** is to ensure the availability of wastewater, solid waste, drainage, and potable water facilities to meet the existing and projected demands within the City. This Element aims to effectively manage growth and maintain environmental quality while providing safe and adequate facilities for residents and visitors. The **Infrastructure Element** also establishes level of service standards in coordination with the Indian River County Utility Department.

INFRASTRUCTURE ELEMENT HIGHLIGHTS

1. Requires that essential public facilities be provided concurrent with the impacts of new development;
2. Encourages disaster preparedness measures to protect critical infrastructure and ensure the City's resilience;
3. Encourages the mitigation strategies referenced in the City's Resiliency Plan in regard to increasing the City's adaptive capacity in the case of sea level rise and chronic flooding scenarios;
4. Supports septic to sewer efforts and requires the connection to the central wastewater system and the elimination of septic tanks;
5. Ensures cost-effective and environmentally-sound solid waste management and recycling services within the City;
6. Requires adequate stormwater drainage to protect against flood conditions and prevent degradation of surface and groundwater quality;
7. Requires continuous updates to the City's Stormwater Management Master Plan in order to address deficiencies and meet stormwater needs for future growth;
8. Ensures the conservation of potable water supplies and the protection of shallow and deep aquifer water resources.

GOALS, OBJECTIVES, POLICIES

Goal 4-1: Provide Public Infrastructure to Meet Existing and Projected Needs.

Ensure the availability of needed public facilities and services to meet existing and projected demands in a manner which protects investments in existing facilities, maximizes their use, effectively manages growth, and maintains environmental quality.

Objective 4-1.1: Ensure Available Public Facilities and Prevent Urban Sprawl.

The City of Sebastian shall maintain the land development code (LDC) to include performance standards requiring that requisite public facilities be provided concurrent with the impacts of new development. The LDC shall include a concurrency management program consistent with the **Governance & Implementation Element** and **Land Use Element**. The LDC shall maintain provisions by which all new development is required to connect to central potable water and wastewater systems, and provisions by which approval of the Indian River County Public Health Department is required where no central wastewater service is available. The City's regulatory system shall ensure that existing and planned public facilities shall be used to the maximum feasible extent in order to:

- Achieve economy of scale;
- Promote compact growth; and
- Prevent urban sprawl.

Policy 4-1.1.1: Coordination. The City shall coordinate with Indian River County Utility Department (IRCUD) to provide water and wastewater facilities that comply with the adopted level of service (LOS) and capacity standards that are established by the IRCUD; the LOS standards are provided in **Policies 4-1.1.2** and **4-1.1.3** accordingly.

Policy 4-1.1.2: LOS Standards. The following LOS standards are hereby adopted specific to potable water, wastewater, drainage, and solid waste, and shall be used as the basis for determining the availability of facility capacity and the demand generated by a development. Level of Service standards related to both transportation and recreation are addressed in Policy 2-2.3.2 and Policy 6-1.1.1 respectively.

a. **Sanitary Sewer:** 250 gallons per day per equivalent residential unit.
b. **Potable Water:** 250 gallons per day per equivalent residential unit.
c. **Drainage Facilities:** Post development runoff shall not exceed the pre-development runoff rate for a 25-year, 24-hour storm event. Stormwater treatment and disposal facilities shall be designed to meet the design and performance standards established in Chapter 17-25, FAC, with treatment of the runoff from the first one inch of rainfall on-site to meet the water quality standards required by Chapter 17-302, FAC.
d. **Solid Waste:** 7.52 pounds per day per capita.

Policy 4-1.1.3: Compliance with LOS Standards. Through provisions within the LDC, all public improvements including new facilities or replacements, expansions, or other alterations to public facilities shall comply with the adopted LOS standards for the facilities prior to the issuance of development orders and permits. Issuance of development orders or permits shall be conditioned upon demonstrated compliance with applicable federal, state, and local permit requirements for potable water, wastewater, drainage, and solid waste facilities.

Policy 4-1.1.4: Coordination Between Future Land Use and Potable Water/ Wastewater System Needs. The City shall coordinate with Indian River County Utilities to ensure that potable water and wastewater system needs, plans, and the location and timing of improvements are consistent with land use and conservation resource management policies stipulated in the City's Comprehensive Plan.

Policy 4-1.1.5: Areawide Planning for Potable Water and Wastewater Systems. The LDC shall prohibit the proliferation of small fragmented water or wastewater systems except in cases where the City Council determines that the public health and safety is served by such a system and areawide service systems are not available.

Policy 4-1.1.6: Available Infrastructure for Developments. The City shall issue no development order for new development which would result in an increase in demand on deficient facilities prior to completion of improvements needed to bring the respective facility up to standard. The monitoring and evaluation system referenced in **Objective 4-1.1** shall include provisions which establish an early warning system which identifies if and when the designed capacity of infrastructure is nearing capacity. The City shall also consider the mitigation data, information, and strategies contained in the City of Sebastian, Coastal Resiliency Plan, Prepared By: Kimley-Horn and Associates, Inc., March 2019 (Coastal Resiliency Plan).

Policy 4-1.1.7: Compliance with Governance & Implementation Element. The City shall ensure that projects required to meet projected demands are included in the **Governance & Implementation Element** in accordance with state statutes. All major public facility projects shall be undertaken in accordance with the schedule provided in the **Governance & Implementation Element**. In developing the annual schedule of capital improvement projects, the City shall rank and prioritize projects consistent with the evaluation criteria in **Policy 7-2.1.3** of the **Governance & Implementation Element**. When developing the Capital Improvements Plan and prioritizing the expenditure of public funds, the City will consider the recommendations of the City's Coastal Resiliency Plan.

Policy 4-1.1.8: Public Facility Planning and Management Efficiency. In scheduling the location, timing and staging of public facility improvements, the City Council shall consult the City's Coastal Resiliency Plan. The City Council shall also use the following criteria:

- Minimize disruption of services;
- Prevent duplication of labor; and
- Maintain service levels for all respective facilities.

Policy 4-1.1.9: Additions of Public Facility Project Approvals. All required federal, State, and County permits shall be obtained before the City undertakes or authorizes contractors to undertake construction and/or operation of facilities.

Policy 4-1.1.10: Planning for Resilient Infrastructure. The City of Sebastian shall identify critical infrastructure in which resident's activities will be affected by interruptions to these facilities. The City shall evaluate the vulnerability of this critical infrastructure in the event of a natural disaster or emergency such as sea level rise/flooding events, hurricane/tornado winds, fires, pandemics/epidemics, terrorism, or earthquakes to determine potential damages and preparedness measures needed. For critical infrastructure assets at greatest risk, the City shall identify potential mitigation projects and implementation feasibility. In planning for post-disaster redevelopment activities, factors to be considered in order to protect the public health and safety shall be consistent with **Policy 5-2.4.2** of the **Conservation & Coastal Management Element**.

Policy 4-1.1.11: High-Speed Internet Access. In recognition of the importance of high-speed internet to City operations, economic activity, and access to information for City residents, the City supports the availability of affordable high-speed internet to encourage economic development, enhance access to educational and healthcare resources, facilitate civic engagement, promote resilience, and provide for effective response and communications in the event of natural disasters or emergency situations.

Objective 4-1.2: Ensure Adequate Wastewater Facilities.

Ensure adequate wastewater facilities and services for the City.

Policy 4-1.2.1: Use of On-site Wastewater Treatment Systems. The LDC shall regulate the use, location, and removal of on-site wastewater treatment systems consistent with all applicable local, state, and federal regulations, and maintain provisions by which development is required to connect with the central wastewater system. If a central wastewater main is not within five hundred (500) feet of the proposed development, on-site wastewater service must be approved by the Indian River County Public Health Department consistent with Policy 4-1.2.4.

Policy 4-1.2.2: Compliance with On-Site Wastewater Treatment and Water Quality Regulations. The LDC shall include performance criteria regulating on-site wastewater treatment, including impacts on water quality. The performance criteria shall stipulate that the City shall not issue any permit for new or altered on-site wastewater treatment if a central wastewater system is available, as defined by Section 381.0065, FAC. Due to the area's vulnerability to sea level rise and flooding, the respective LDC's should reflect the mitigation strategies that are outlined in the City's Coastal Resiliency Plan.

Policy 4-1.2.3: Septic to Sewer Conversion. The conversion of septic tanks to centralized sewer services is critical, considering the location of existing septic tanks within environmentally sensitive areas and areas vulnerable to the impacts of flooding and sea level rise. The City shall continue to support the implementation of the Sebastian CRA Septic to Sewer Conversion Program and Indian River County initiatives to expand sanitary sewer service within the City such as the North Sebastian Septic to Sewer Phase I Conversion Project.

Policy 4-1.2.4: Coordination with the Indian River County Public Health Department. The LDC shall require that all proposed development which impacts an existing septic tank or generates need for a new septic tank be required to provide evidence of approval by the Indian River County Public Health Department prior to receiving a development order or permit from the City. Any such approval by the City shall be conditioned upon the applicant's compliance with Indian River County requirements for ongoing facility maintenance and operation.

Policy 4-1.2.5: Conditions Governing Development Orders or Permits. Consistent with **Policy 4-1.1.7**, the LDC shall include performance criteria regulating the location, timing, and scale of development in order to ensure that new development is effectively served by wastewater services. The performance criteria shall utilize recognized best management practices, discourage the proliferation of permanent package treatment plants and the extensive use of septic tanks and wastewater drain fields on areas with characteristics or conditions unsuited for their adaptation, and comply with all applicable permitting procedures.

Policy 4-1.2.6: Use of Reclaimed Water for Irrigation. The City shall collaborate with Indian River County to improve and expand reclaimed water service within the City to enhance cost effectiveness, conserve natural resources, and promote multiple use of water resources.

Objective 4-1.3: Ensure Adequate Solid Waste Management and Services.

Ensure cost-effective and environmentally-sound solid waste management and recycling services within the City and monitor performance to maintain adopted LOS standards.

Policy 4-1.3.1: Solid Waste Projects. The City shall coordinate with Indian River County to improve solid waste management services and to address countywide issues, including, but not limited to the following:

- Achieving access to resource recovery facilities or other alternatives to conventional landfill operations;
- Enhancing solid waste collection and transfer operations;
- Management strategies for implementing recycling efforts;
- Curbing illegal dumping of solid waste as well as disposal activities which adversely impact natural systems;
- Developing improved information dissemination regarding hazardous waste generators;
- Determining feasibility of hazardous waste storage/transfer facilities;
- Improving management of the collection and disposal of hazardous waste; and
- Drafting policy for appropriate regulatory measures governing solid waste and hazardous waste including identification of long-term operating costs and capital improvement needs associated with various policy options.

Objective 4-1.4: Ensure Adequate Stormwater Drainage.

Ensure adequate stormwater drainage to protect against flood conditions and prevent degradation of surface and groundwater quality.

Policy 4-1.4.1: Protect Natural Drainage Features. The City shall protect natural drainage features and ensure future development utilizes stormwater management systems consistent with criteria of all appropriate local, state, and federal agencies, improvements identified in the City's Stormwater Management Master Plan (SWMMP), prepared by Neel-Schaffer (December 6, 2013), and the City's future stormwater management planning efforts. At a minimum the LDC shall address the following:

- Establish a coordination mechanism with the St. Sebastian River Improvement District (SRID) for controlling the flow of water through the SRID radial gate dam in order to protect the natural drainage features in Sebastian;
- Establish a buffer zone along all natural drainage features;
- Maintain on-site drainage requirements to ensure natural drainage features are not overloaded by runoff from adjacent properties (water quantity);
- Prohibit direct discharge of untreated stormwater into natural drainage features (water quality);
- Existing stormwater engineering, design and construction standards for on-site systems should be evaluated and amended as needed;
- Existing standards for erosion and sediment controls should be evaluated and amended, if necessary; and
- Periodic inspection of on-site systems shall be required to ensure continuance of system design and maintenance.

Policy 4-1.4.2. Stormwater Management Master Plan Update. The City shall pursue the development of an update to the 2013 Stormwater Management Master Plan to appropriately identify existing conditions, stormwater needs for planned future growth, and approaches to address existing and potential deficiencies in the City's existing stormwater management system. The updated Stormwater Master Plan should include a city-wide evaluation to improve the numerical model with the latest datasets as outlined in the City's Coastal Resiliency Plan. As part of the plan update, a detailed inventory of stormwater assets should be completed, and the update of the model should include the development of a program to increase the adaptive capacity for the City in the case of sea level rise and chronic flooding scenarios. The City shall coordinate the development of any update to the Stormwater Management Master Plan with Indian River County and all other applicable local, regional, state, and federal agencies. The City shall pursue an update to the Stormwater Master Plan every 5 years, or more frequently if necessary.

Policy 4-1.4.3: Ensure that Urban Lands Provide Adequate Drainage and Protection from Flooding and Manage the Retention of Ground and Surface Water at Levels that Enhance Natural Storage Capacity of Watersheds and Promote Aquifer Recharge. The functions of natural groundwater aquifer recharge areas within the City shall be protected and maintained. The City shall promote the ecological, biological, and hydrological role that surface waters play in sustaining recharge to aquifers and supporting surface vegetation. The City shall also manage the location design and intensity of urban development in order to foster continuance of natural hydrological processes, including preserving recharge areas, promoting on-site retention of surface waters and natural return of surface water into the soil, and channeling excess stormwater volume primarily via natural grassy swales. The City shall require the integration of natural storage areas and natural drainage courses into water management plans for new development. The recognition of sea level rise and flooding risks should be

taken into consideration and there should be the incorporation of the data sets and mitigation strategies that are outlined in the City's Coastal Resiliency Plan.

Policy 4-1.4.4: Provide Adequate On-Site Retention and Ground Water Recharge while Directing the Surplus Run-off to Receiving Waterways in a Manner which Prevents Imbalance to their Ecosystems. The City shall continue to enforce the adopted LOS standards for retention/detention through the utilization of best management practices provisions within the LDC. This includes the incorporation of the mitigation strategies that are outlined in the City's Coastal Resiliency Plan. The impacts of future sea level rise and combined rain events may cause more flooding and LOS violations and water quality issues that require best management practices to be devised, consistent with **Policy 5-1.4.8** of the **Conservation & Coastal Management Element.** Given the hydrology of the area, the city shall develop a pollutant load model as recommended in the City's Coastal Resiliency Plan. There shall also be the consideration of hardening the pump-stations based on their criticalities.

Policy 4-1.4.5: Pursue the Development of Adequate Off-Site Surface Water Management Facilities. The City shall monitor at regular intervals the performance of existing off-site drainage facilities, evaluate existing and potential future problems or issues, and pursue the funding of necessary structural and non-structural system improvements for effective surface water management. All new developments shall provide an equitable contribution for off-site drainage improvements necessitated by the development. No new development shall be allowed which overloads existing off-site facilities or unduly increases the potential for flooding.

Policy 4-1.4.6: Coordinate Watershed Management Plans and Policies with Appropriate Public Agencies. The City shall coordinate watershed management plans and policies with local, regional, state and federal agencies, including Indian River County, SJRWMD, Treasure Coast Regional Planning Council, Florida Department of Environmental Protection, the Agricultural Sciences Extension Service, the United States Army Corps of Engineers, and other agencies as appropriate.

Policy 4-1.4.7: Buffer Zone Requirements. The LDC shall include performance criteria which shall require that new development provide buffer zones adjacent to natural drainageways and retention areas.

Policy 4-1.4.8: Managing Land Use in the Floodplain. Consistent with **Policy 5-2.2.1** of the **Conservation & Coastal Management Element** and the City's Coastal Resiliency Plan, the LDC shall include performance criteria regulating development within floodplain areas, including necessary restrictions on encroachment, alteration, and compatible use of the floodplain and major drainage corridors.

Policy 4-1.4.9: Inspection and Maintenance of Drainage Systems. The City shall ensure that drainage system components are monitored, inspected, and maintained pursuant to best management practices.

Policy 4-1.4.10: Implementation of the City's Stormwater Management Master Plan. The City shall incorporate the stormwater management system improvements recommended in the Stormwater Management Master Plan into the City's Capital Improvement Program.

Policy 4-1.4.11: Stormwater Utility Fee. The City shall utilize the Stormwater Utility Fee Resolution (Resolution No. R-19-03) and Ordinance No O-19-02, as may be amended, and its policies, procedures, fee structure, including provisions for credits in addressing stormwater and drainage improvements throughout the City.

Policy 4-1.4.12: Retain Run-off to Maximize Recharge. The LDC shall maintain performance standards designed to manage stormwater management so that post-development conditions do not increase the amount or rate of runoff beyond predevelopment conditions.

Objective 4-1.5: Conserve Potable Water Resources.

Through the City's LDC, and in coordination with Indian River County, conserve potable water supplies.

Policy 4-1.5.1: Enforcement of LOS Standards. The LDC shall incorporate criteria for enforcing the adopted LOS for consumption of potable water from public wells.

Policy 4-1.5.2: Coordination with Other Entities. The City shall support the education and outreach efforts of other appropriate agencies related to water conservation programs within the City.

Policy 4-1.5.3: Conservation of Potable Water Supply. The City shall support the conservation of potable water supplies through performance standards within the LDC, and in accordance with SJRWMD best practices.

Policy 4-1.5.4: Emergency Conservation of Water Sources. The City shall develop and implement a water conservation program supporting SJRWMD policies and program resources.

Policy 4-1.5.5: Coordinate Issues Surrounding Aquifer Recharge. The City shall coordinate with Indian River County and SJRWMD in providing for the maintenance of aquifer recharge area functions. The City shall also coordinate with local, State, and federal agencies to achieve regional aquifer recharge protection objectives. The City shall also coordinate with the appropriate local and state agencies to maintain water quality through the monitoring of private wells and public potable water sources.

Policy 4-1.5.6: Surficial Aquifer Recharge Area Protection. Since the shallow aquifers are the City's chief public and private source for potable water, the City shall protect these areas from impacts that would significantly alter their ability to function. Consistent with the **Land Use Element** and the **Conservation & Coastal Management Element**, the City's LDC shall include standards restricting development within aquifer recharge areas.

Policy 4-1.5.7: Deep Aquifer Water Conservation. In order to protect the quality and quantity of deep aquifer water resources, the City shall coordinate with SJRWMD and other applicable regulatory agencies in identifying the existence and location of free flowing deep aquifer wells and in requiring corrective measures, including capping, plugging, or installing regulatory devices which control the discharge of water from the deep aquifer pursuant to SJRWMD policies.

Policy 4-1.5.8: Intergovernmental Coordination. Specific Objectives and Policies regarding intergovernmental coordination and this Element are provided and identified in the **Governance & Implementation Element**.

DATA INVENTORY AND ANALYSIS

Introduction

Pursuant to the requirements of Chapter 163 of the 2019 Florida Statutes, the **Infrastructure Element** consists of data inventory and analysis (DIA) that influences and informs the element's overarching goals, objectives, and policies. Provided in this inventory and analysis is sanitary sewer, solid waste, stormwater, and potable water facilities and services in the City of Sebastian.

The City of Sebastian does not maintain sanitary sewer, solid waste, or potable water facilities within its corporate limits. These services are provided to the City pursuant to the terms of respective franchise agreements herein discussed. This DIA shall identify the nature of the existing facilities within Sebastian. This identification shall include the following information:

- Entity having operational responsibility for the facility;
- Design capacity of the facility;
- Current demand on the facility capacity and the level of service provided by the facility; and
- Impact on adjacent natural resources.

This DIA will also provide an analysis of future public facilities for the City of Sebastian by determining future service demands as well as necessary levels of service to meet them.

Potable Water

This section evaluates the potable water system serving the City of Sebastian inclusive of all structures designed to collect, treat, and distribute potable water in addition to water wells, treatment plants, reservoirs and distribution mains.

Indian River County Utilities Department (IRCUD) Geographic Service Area

The City of Sebastian's potable water is provided by a system operated by the Indian River County Utilities Department. The City is located within the North County Service Area and serviced by the North County Water Treatment Plant.

Water Sources

Potable water in the City of Sebastian is received from either private on-site wells or from the County's water treatment plant. Currently, the plants operated by the Indian River County Utilities Department use the Upper Floridan aquifer as their primary water source. The County uses reverse osmosis to treat water drawn from the Floridian Aquifer.

Water Treatment Plants (WTPs)

Located on the north side of 77th Street, west of 58th Avenue, the North County Water Treatment Plant began operating in 1997. According to Indian River County , the current permitted design capacity of the plant is 11.44

MGD. Currently, there is adequate treatment capacity for the planning period. Additionally, the County is currently upgrading the Roseland Tank to a storage and repump station that will improve pressure in the North Sebastian area.

Potable Water Level of Service

The City's adopted Level of Service Standard for potable water is 250 gallons per day per equivalent residential unit. **Table 4-1** provides a listing of the projected potable water demand based upon the population projections and the entire City being connected to the County potable water system. In order to meet projected demand in 2040, the City will require an estimated 3,978,000 gallons per day. To ensure the efficient and acceptable delivery of potable water services to the City of Sebastian continued coordination with Indian River County Utilities is recommended.

Table 4-1: Projected Potable Water Demand

Year	Population	Residential Units	Gallons/Unit/Day	Estimated Average Demand (gallons/day)
2020	25,957	11,616	250	2,904,000
2025	28,562	12,933	250	3,233,250
2030	30,806	14,100	250	3,525,000
2035	32,757	15,029	250	3,757,250
2040	34,567	15,912	250	3,978,000

Source: *Population projections and household estimates from Florida Housing Data Clearinghouse*

Water Conservation

The City of Sebastian participates in water conservation, use, and protection through programs and policies supported by SJRWMD. Per Section 373.016, F.S., the SJRWMD, and all other water management districts are required to "promote the conservation, replenishment, recapture, enhancement, development, and proper utilization of surface and groundwater." To accomplish this directive, the SJRWMD considers conservation in the development of policy and rules, public information programs, planning, and resource management and evaluation.

Conservation measures are also witnessed through the use of a consumptive use permitting process, which enables the SIRWMD to review certain proposed and existing developments for reasonable and beneficial use of water.

The SJRWMD encourages the reuse of wastewater for irrigation purposes as a measure to conserve water. Incentives to install and utilize wastewater reuse facilities are provided in the Water Management District's permitting process for wastewater treatment facilities.

Included among the SJRWMD's conservation efforts is a program targeted at plugging unattended, free-flowing artesian wells. This program attempts to identify abandoned wells, seal them, and restore them to their natural hydrologic condition.

SJRWMD also promulgates information to the public concerning water conservation. Pamphlets, slide shows, speeches, and addresses made through media sources are a variety of ways in which the District educates and informs the public about water conservation.

Sanitary Sewer

The sanitary sewer system is defined as structures or systems designed for the collection, transmission, treatment, or disposal of sewage. Disposal includes solids and effluent reuse, which is also referred to as reclaimed or grey water.

Geographic Service Area

The City of Sebastian does not maintain a sanitary sewer facility within its corporate limits and the majority of the homes are serviced by septic tanks. Those homes within the City of Sebastian on central sewer service receive service from Indian River County Utilities. The entire City is within the County's service area.

Treatment Facilities and Capacity

The design capacity and demand for the North Regional Wastewater Treatment Plant is 0.850 MGD. According to the Indian River County Comprehensive Plan, approximately 60% of the Plant's capacity is allocated to Sebastian. It is projected the plant will need to process 2,000,000 gallons per day in 2030. This plant is interconnected to the rest of the County's wastewater treatment system, thereby allowing sanitary sewer flow to be directed to another County facility for treatment, if necessary. In 2017, flows from the North Regional Plant were transferred to the Central Plant which has a capacity of 4 MGD.

Table 4-2 depicts projected wastewater demand based upon the population projections and the entire City being connected to the County wastewater system. This would be approximately half of the projected County's projected demand. To ensure the efficient and acceptable delivery of wastewater services to the City of Sebastian, continued coordination with Indian River County Utilities is recommended. Additionally, as the County extends sewer service to the entire City, the number of units on central sewer would increase, thereby, reducing the number of septic tanks and minimizing the associated environmental risks.

Table 4-2: Projected Wastewater Demand

Year	Population	Residential Units	Gallons/Unit/Day	Estimated Average Demand (gallons/day)
2020	25,975	11,616	250	2,904,000
2025	28,562	12,933	250	3,233,250
2030	30,806	14,100	250	3,525,000
2035	32,757	15,029	250	3,757,250
2040	34,567	15,912	250	3,978,000

Source: *Population projections and household estimates from Florida Housing Data Clearinghouse*

Septic to Sewer Conversion

The key opportunity for wastewater service expansion within Sebastian is the large percentage of homes still on septic tanks, which need to be converted to the County's sanitary sewer. The location of septic tanks in Indian River County is shown on **Map 4-1**. The use of a single central sewer system rather than many septic tanks will reduce the potential for contamination of water within the surficial aquifer, and also will lessen chances of pollution and nutrients entering the Indian River Lagoon. Additionally, new sewer lines will allow existing vacant land to develop due to access to sewer.

Disposal of wastewater through septic tanks and wellfields has potential for adversely impacting adjacent natural resources. However, the City and the County Environmental Health Departments have enforced regulations requiring septic tanks and drain fields to be elevated in order to abate groundwater pollution. The City has soils, including the Sebastian Highlands and most areas west of the coastal ridge, which could have severe limitations for septic tanks and drain fields. The concern regarding septic tanks is related to two issues: 1) contamination of drinking water; and 2) pollution of the Indian River Lagoon.

Sebastian CRA Septic to Sewer Conversion Program

The City is currently in the process of implementing the Sebastian CRA Septic to Sewer Program (SSP). The program is designed to provide individual grants to qualified property owners for costs incurred to remove an operational septic tank system that serves an occupied facility or building and connects to the Indian River County sanitary sewer system. The SSP is available to businesses or residences located within the CRA District currently utilizing septic systems. Grant funds will be disbursed as a reimbursement after receipts and documentation is submitted and inspection of improvements occurs.

The City of Sebastian established a wastewater sewer hook-up program in 2014 that offered incentives to property owners in the Riverfront CRA in the removal of existing septic tanks and hookup to existing sewer lines. Since the start of this project the number of applicants (and septic tank conversions) has increased due to the support from the Indian River Lagoon Council matching grant, gravity sewer line installation by Indian River County, and increased educational efforts by the City.

Currently connection cost to tie into the existing sewer force main along Indian River Drive have been high resulting in 21 conversions in a two year period. With the addition of the gravitational line within the northern CRA district, approximately 50 properties are now eligible for septic to sewer conversion at a lower cost. This program has the capability of incentivizing the conversion of the majority of septic systems in this area. A long term benefit is the removal of excess nutrients and other pollutants from legacy sources resulting in a reduction in harmful algal blooms and potential increase in the return of healthy seagrass beds.

North Sebastian Septic to Sewer (S2S) Phase I Conversion Project

The North Sebastian Septic to Sewer (S2S) Phase I Conversion Project deals with the installation of centralized gravity sewer service for 58 parcels within the un-incorporated Indian River County and the City of Sebastian city limits. Completion was scheduled for the fall of 2018.

Solid Waste

The purpose of this sub-element is to ensure that adequate solid waste collection and disposal services and facilities are available to meet the demands of projected population growth in the City of Sebastian.

The entire City of Sebastian located within the service area for solid waste collection and disposal and the County's landfill near I-95 and Oslo Road serves all of Indian River County, including unincorporated and incorporated areas.

The County's solid waste system is an organized dependent special district known as Indian River County Solid Waste Disposal District (SWDD). The purpose of the Refuse Disposal Division under SWDD is to operate five Customer Convenience Centers (CCC's) around the County and transport materials delivered to these centers by county residents to the landfill site for recycling and/or disposal. The five county-wide CCC's provide collection points for the residents to deliver municipal solid waste, yard trash, household hazardous waste and various recyclable materials. SWDD then transports these materials to the landfill for ultimate disposition to maintain the health and well-being of the community and environment.

City residents may voluntarily subscribe with a private hauler (Waste Management) to provide solid waste collection, or may dispose of waste themselves at a CCC, with the Roseland CCC located in relatively close proximity to the City. The private hauler utilizes the Indian River County transfer and landfill facilities for processing and disposal. The private hauler is obligated to pick up residential solid waste two (2) times per week, with collections being at least three (3) days apart. Collection is from the roadway right-of-way with exceptions made for disabled/handicapped residents, whose refuse is approved for rear yard pick-up. The hauler is also obligated to collect commercial refuse no less than two (2) times per week, and up to six (6) times per week, if required, to protect public health and safety.

According to the Indian River County 2030 Comprehensive Plan, Indian River County's unit contribution rate of solid waste averages 2.4 tons per capita/per year for the County's permanent population plus weighted seasonal population. The County landfill is operated and maintained in accordance with applicable local and state requirements and has been certified by the Florida Department of Environmental Protection. The County does not currently regulate proportional capacity allotments at the County landfill or at the County transfer stations. Therefore, this data is not available.

The management and disposal of hazardous wastes are discussed in the **Conservation & Coastal Management Element**.

Solid Waste Level of Service

The City's Level of Service Standard for solid waste is 7.52 pounds per capita per day and projects this generation rate will continue. This requires a collection and disposal capacity of 97.60 tons per day in 2020 (projected population 25,957) and will require a collection and disposal capacity of 129.97 tons per day in 2040 (projected population 34,567). Solid waste capacity is not a major concern for the City as it is transported to the Indian River County landfill for disposal.

According to 2019 figures provided by the City's private hauler (Waste Management), there were 7,775 customers within the City of Sebastian accounted for 6,328 tons of residential garbage and 2,637 tons of

residential recycling. This shows that City solid waste customers are produced approximately 4.46 pounds per day in 2019.

There is sufficient capacity in the Indian River County landfill to meet the City's needs for solid waste disposal for the short term and long term planning horizons. According to Indian River County, the landfill has permitted capacity through 2070. Should extensive redevelopment or future annexations cause a significant increase in the City's solid waste production, new service and collection equipment may be required.

The projected demand for the planning horizon is shown in **Table 4-3** below.

Table 4-3: Projected Demand on Solid Waste

Year	Population	Tons Per Day	Annual Tonnage
2020	25,957	97.60	35,624
2025	28,562	107.39	39,197
2030	30,806	115.83	42,278
2035	32,757	123.17	44,957
2040	34,567	129.97	47,439

Stormwater/Drainage

The City's Stormwater Utility operates and maintains the extensive stormwater collection and treatment system of swales, ditches, culverts, catch basins, baffle boxes and the 8.15 mile Elkcam Canal/Collier Creek Canal.

The development of the Sebastian Highlands and surrounding areas required a substantial system of canals and drainage ways to accommodate run-off. These modifications are normally in the form of swales and ditches, which collect stormwater run-off and direct it to larger man-made facilities and eventually the Indian River Lagoon, either directly or via the St. Sebastian River. The City maintains a maintenance program designed to remove debris and other obstructions from the drainage system.

Because of its relatively flat terrain, the City has extensive amounts of poorly drained areas that require modification prior to development. In addition to the topographic drainage characteristics, the area is also comprised of a large amount of soils with moderate to poor drainage capabilities. The site plan review process provides a management process for addressing this issue by requiring that each development accommodate stormwater so that post development conditions do not increase the amount or rate of run-off beyond pre-development conditions.

The man-made drainage features within the City have been designed to accommodate major flood flow conditions. The City's recent stormwater management efforts are concentrated in the area of improving maintenance of the existing system and mandating efficient drainage infrastructure for all new development. Site plan review activities have prevented encroachment of development into sloughs, watersheds, creek beds, or other low areas.

In 2013, the City prepared a Stormwater Management Master Plan Update (Appendix 4-X) with the following objectives:

- Updating the existing stormwater model to represent current hydrologic and hydraulic conditions within the basin;
- Evaluating existing capacity and the future demand of the previous stormwater management system;
- Developing alternative improvements (structural and non-structural) and providing recommendations for reducing system deficiencies
- Developing a master plan that prioritizes the recommended alternatives with individual preliminary cost estimates
- Prioritizing areas for water quality retrofit and consider these areas in the design of stormwater improvements for flooding.

In 2014, The City established a water quality monitoring and testing of storm water discharges. City staff collects monthly samples of water from discharge locations to test for nitrogen and phosphorus. And, in 2015, the City received an achievement award for Environmental Stewardship from the League of Florida Cities for Water Monitoring and testing program.

In 2016, the City completed the Tulip Drainage Improvement Project. The project involved the installation of a retention pond which had been identified in the City's Stormwater Master Plan as a required retention basin to retain stormwater during storm events. The drainage system for the City's central area of the Sebastian Highlands is unable to handle the flow of runoff during heavy storm events and typically several streets like Tulip Drive will flood for a short period. Due to the need to improve storm water runoff and to help improve water quality, the City received funds from FDEP Section 319 Grant to help in the construction, monitoring, and education.

The City has identified the following stormwater improvement projects in the 2020-2025 Five -Year Capital Improvement Program.

- Stormwater Master Plan - $200,000
- Drainage Correction for Streets - $100,000
- Roadway Swale Work - $360,000
- Bay Drive Retention Area - $240,000
- Concha Dam Repair - $800,000
- Tulip Road Design - $232,000
- Bayfront Road Crossing - $250,000
- Ocean Cove Drainage - $300,000
- Major Canal Improvements - $3,000,000
- Stonecrop Drainage - $860,000

The City intends to undertake another update to the Stormwater Management Master Plan during the course of the short-term planning horizon to include a city-wide evaluation to improve the numerical model with the latest datasets as outlined in the City's Coastal Resiliency Plan. As part of the plan update, a detailed inventory of stormwater assets should be completed, and the update of the model should include the development of a schema to increase the adaptive capacity for the City in the case of sea level rise and chronic flooding scenarios.

Green infrastructure is also important for stormwater drainage within the City. Green infrastructure, including canals and ponds, provides for wildlife habitat, stormwater management, and recreational opportunities. The City

intends to continue to plan for and manage its green infrastructure including its parks, greenways, and protected conservation lands.

Drainage Level of Service

Post development runoff shall not exceed the pre-development runoff rate for a 25-year, 24-hour storm event. Stormwater treatment and disposal facilities shall be designed to meet the design and performance standards established in chapter 17-25, FAC, with treatment of the runoff from the first one inch of rainfall on-site to meet the water quality standards required by chapter 17-302, FAC.

Aquifer Recharge

There are no areas within the City that have been adopted by the St. John's River Water Management District as prime groundwater recharge areas for the Floridan aquifer. The coastal ridge area has the best recharge potential. However, most of this area has been developed as part of the "Old Town." Other portions have been mined for sand. The Floridan aquifer is recharged in eastern Osceola County and very little down migration of water is possible due to two factors:

- A confining layer of silt and clay and various other materials separates the surficial and deep (Floridan) aquifer; and
- The potentiometric surface of the aquifer is approximately +30 feet NGVD (National Geodetic Vertical Datum), this upward pressure will not permit recharge except under extremely high head conditions.

The top of the surficial aquifer within the City is generally located between five (5) and ten (10) feet below the ground surface but may be much closer to the ground surface depending upon the amount of rainfall which is present. The rainfall in the area recharges the surficial aquifer, and as such, the water table depth fluctuates with the amount and intensity of the rainfall.

The surficial aquifer recharge areas within the City may not supply large quantities of water to the aquifer but serve to prevent lateral saltwater intrusion into inland groundwater supplies.

The City's zoning regulations, flood damage prevention ordinance, and subdivision regulations accomplish an adequate degree of protection for natural drainage and recharge areas. Sebastian's existing land use has generally developed in a manner favorable to natural groundwater recharge and natural flood protection.



5. CONSERVATION & COASTAL MANAGEMENT ELEMENT

CONSERVATION & COASTAL MANAGEMENT ELEMENT

The **Conservation & Coastal Management Element** sets the foundation for the City to protect and preserve its natural environment and coastal resources as well as protect life and property from natural disasters. This Element is broken into two goals: conservation and coastal management. The conservation objectives and policies encourage sustainability initiatives and ensure the protection of the City's natural resources such as lakes, rivers, wetlands, wildlife, shoreline, air, marine resources, native vegetation, and environmentally sensitive lands. The coastal management objectives and policies ensure the protection of the City's coastal shoreline as well as the protection of the City's residents and infrastructure from sea level rise and flooding risks. The **Conservation & Coastal Management Element** ensures the resiliency of the City and protects the quality of natural systems within the community.

CONSERVATION & COASTAL MANAGEMENT ELEMENT HIGHLIGHTS

1. Requires the protection of the City's natural resources, wildlife, and habitats and encourages restoration efforts;
2. Protects the City's native vegetation and trees as well as its air quality;
3. Protects the City's surface waters and marine resources;
4. Protects water quality through the promotion of stormwater treatment and integrated maintenance practices;
5. Protects the City's shorelines and public access to shorelines;
6. Focuses on sustainability measures including green building design, green jobs, and green infrastructure;
7. Enforces the limitation of public expenditures and avoidance of population concentrations in areas subject to destruction by flood risk and natural disasters;
8. Encourages the implementation of mitigation strategies outlined in the City's Coastal Resiliency Plan to prepare against flooding and sea level rise as well as the maintenance of the City's floodplains;
9. Establishes emergency management measures and post-disaster development strategies for the City in the face of a natural disaster;
10. Establishes the use of an Adaptation Action Area (AAA) Overlay District and a Transfer of Development Rights (TDR) program to further resiliency measures within the City;
11. Ensures development is compatible with sensitive coastal and wetland resources.

GOALS, OBJECTIVES, AND POLICIES

Goal 5-1: Protection and Conservation of Natural Resources.

Sebastian is home to a diverse collection of natural resources and habitats and as such shall conserve, protect, promote, and appropriately manage the City's natural resources in order to enhance the quality of natural systems and the sustainability of the community.

Objective 5-1.1: Protection of Wildlife and Habitats. Protect the City's natural resources, wildlife, and habitats to improve the health of the natural environment.

Policy 5-1.1.1: Protection of Natural Resources, Wildlife, and Habitats. The City's land development code (LDC) shall include:

a. Performance criteria that protects the City's natural resources, wildlife, and habitats of endangered or threatened species from the adverse impacts of development by regulating the location, density, and intensity of those activities which cause the adverse impact.
b. Standards which increase conservation incentives during development to further protect and preserve the City's natural resources.
c. Provisions which recognize the rights of property owners to use their lands in a manner consistent with the rules, policies, and guidelines of the St. Johns River Water Management District (SJRWMD), Florida Fish and Wildlife Conservation Commission (FWC) and the United States Fish and Wildlife Service (USFWS).

Policy 5-1.1.2: Wildlife Protection. The City shall utilize the LDC and review processes to ensure that development projects evaluate potential environmental impacts and provide mitigation for negative impacts. Development shall not adversely impact any threatened or endangered species or species of special concern without appropriate permitting and/or mitigation.

Policy 5-1.1.3: Endangered or Threatened Species. The City shall protect threatened or endangered native species by requiring that proposed new development and redevelopment (where applicable) be examined for location of Listed Species. The City through its LDC and review processes, will:

a. Coordinate with the County, Federal, and State agencies for the identification and protection of endangered and threatened species
b. Require applicants to consult with the appropriate agencies, to use recognized surveying techniques to identify listed species, and to provide documentation of such coordination and compliance prior to City approval to conduct any activities that could disturb listed species or their habitat
    - If endangered species, threatened species, or species of special concern are found, such species' habitat shall be identified on the proposed site plan and a plan for mitigation shall be discussed in the site plan narrative
    - Such information shall be addressed through the project staff report
c. Promote connectivity and minimize habitat fragmentation

Policy 5-1.1.4: Designation of Environmentally Sensitive Areas. This Element's DIA specifically includes areas reserved for conservation uses or restricted development. All conservation land uses identified shall either remain undeveloped or shall undergo "restricted development." "Restricted development" shall be regulated through performance criteria adopted and maintained within the LDC.

Policy 5-1.1.5: Wildlife Corridors. Consistent with **Policy 5-1.9.6** and **Policy 5-1.1.6**, the City shall encourage the provision of contiguous conservation easements and preservation areas to maintain wildlife corridors and minimize the fragmentation of habitat.

Policy 5-1.1.6: Open Space Corridor System. Through the LDC and land development review process, the City shall continue to identify opportunities to:

a. Provide an interconnected open space corridor system that links existing open spaces, greenways, public right of ways, and trails including new open space corridors
b. Provide connections from adjacent development to existing or planned open space corridors
c. Connect parks and civic resources (i.e., Community Center)
d. Provide low-impact natural activities such as walking trails, benches, picnic areas, and canoe/kayak launches
e. Connect the City and County's open space corridors
f. Require that open space corridors minimize the fragmentation of significant wildlife habitat. Corridor widths shall be defined based on the natural range of targeted habitat/species; however, are generally considered to be a minimum of 25 feet in width

Policy 5-1.1.7: Open Space Crossings. The City shall consider road construction, reconstruction or other similar improvements encroaching or crossing an open space corridor, encourage crossing design features, and consider alternative roadway design standards. Crossings shall be designed in accordance with the recommendations of the Florida Fish and Wildlife Conservation Commission.

Policy 5-1.1.8: Native Habitats Inventory and Assessment. The City will update its inventory and assess significant native habitat remaining within the City limits every 5 (five) years. The City will also require development and redevelopment to determine the existence of any significant native habitats and such information will be added to the inventory.

Policy 5-1.1.9: Restoration Efforts. The City shall encourage the restoration of degraded sensitive habitat in order to reestablish natural diversity and encourage connectivity of vital habitats.

Policy 5-1.1.10: Open Space. The City's LDC shall include an open space requirement which:

a. As density of development increases, the percentage of open space shall increase as well; and
b. Open space shall be limited to a certain percentage of the stormwater retention area to ensure that native habitat is being conserved.

Policy 5-1.1.11: Protection of Vegetative Communities. The City's LDC, including the adopted Tree Protection and Landscaping Regulations, shall be used in managing and protecting the impacts of development on major vegetative communities. These regulations shall mandate restoration in order to compensate for unauthorized removal of vegetation and to enhance stabilization of fragile slopes and/or shorelines impacted by development.

Policy 5-1.1.12: Protection of Native Habitats. The City shall limit the disturbance of and protect significant native habitats through its LDC and review process including the following:

a. Preserve existing native vegetation and natural areas including threatened native habitats;

b. Encourage development forms that provide protection of significant native habitats such as clustered development and alternative roadway designs (i.e., reduced rights-of-way);

c. Development shall first avoid impact to significant native habitats;

d. Mitigate adverse impacts whenever areas of native habitats are involved in the development of property;

e. Require development to first impact lower quality habitats and resources before impacts to higher quality habitats and resources are considered and used;

f. Native habitat shall be used whenever possible to fulfill open space requirements; and

g. Protect environmentally sensitive/significant areas (i.e., floodplain, watersheds, water recharge areas, etc.).

Policy 5-1.1.13: Preservation of Native Vegetative Communities. The City's LDC shall include an open space requirement and mandate that new development set aside a minimum 25% of each native vegetative community including trees as identified in **Policy 5-1.1.11**. The ordinance shall provide incentives for increased conservation of native vegetative communities determined to be regionally rare or endangered. The City may require payment of a fee in lieu of or participation in a tree bank (as may be adopted by the City) for the described mandatory "set aside" of habitat. Such cash payment may be in the form of an impact fee in lieu of habitat preservation to be accumulated from development for the purchase of upland habit preservation off-site rather than on-site. Other adjustments may only be granted where compensatory mitigation is provided through revegetation with native vegetative species compatible with existing vegetative communities.

Policy 5-1.1.14: Florida Friendly Landscaping. The City shall encourage the use of Florida Friendly landscaping which uses low-maintenance plants and environmentally sustainable practices.

Policy 5-1.1.15: Removal of Undesirable Exotic Vegetation. The LDC shall require that, prior to the issuance of a certificate of occupancy for a new development; the owner/applicant shall remove all nuisance and invasive exotic vegetation as defined by the Florida Exotic Pest Plant Council (FLEPPC) on the subject property.

Policy 5-1.1.16: Invasive Exotic Vegetation and Wildlife. The City should help prevent the spread of non-native invasive exotic vegetation and wildlife and protect the health and well-being of the native environment through:

a. Removal of existing invasive exotic species in coordination with City initiated work projects and replacement with native Florida plant species;
b. Prohibition of the use of invasive exotic species;
c. Public awareness about the harmful impacts of non-native species into the environment; and
d. Regional, state, and federal partnerships on efforts to eradicate invasive exotic species

Policy 5-1.1.17: Tree Protection. The City shall continue to maintain the Tree Protection and Landscaping Ordinance within the LDC to address, at a minimum, tree protection and removal standards, historic trees, mangroves, undesirable exotic vegetation, suitable trees for planting, and residential/commercial development tree requirements.

Policy 5-1.1.18: Urban Tree Canopy. The City shall focus on preserving and promoting its urban tree canopy and consider the addition and enhancement of trees and landscaping within specific public rights-of-way and other public areas. The City shall maintain their Tree City USA designation through the Arbor Day Foundation.

Objective 5-1.2: Protection of Surface Waters and Wetlands.

Implement policies that limit adverse impacts or alterations to surface waters and wetlands to the greatest extent possible.

Policy 5-1.2.1: Protect the City's Natural Lakes and Rivers. The City's LDC shall include performance criteria designed to regulate against land development activities which adversely impact water quality, contribute to shoreline erosion and sedimentation, or otherwise threaten the long-term existence of the City's surface waters.

Policy 5-1.2.2: Required Dedication of Conservation Easements or Reservations. The City shall maintain regulations that provide for the dedication of conservation easements or reservations where the City finds that the dedication is reasonable in order to protect the value and function of a wetland or other surface water.

Policy 5-1.2.3: Wetland Protection. Wetlands shall be defined as set by 373.421 F.S. and 373.019(27) F.S. According to Florida Statutes, wetlands are those areas that are inundated or saturated by surface water or groundwater at a frequency and a duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soils. Soils present in wetlands generally are classified as hydric or alluvial, or possess characteristics that are associated with reducing soil conditions. The prevalent vegetation in wetlands generally consists of facultative or obligate hydrophytic macrophytes that are typically adapted to areas having soil conditions described above. These species, due to morphological, physiological, or reproductive adaptations, have the ability to grow, reproduce, or persist in aquatic environments or anaerobic soil conditions. Florida wetlands generally include swamps, marshes, bayheads, bogs, cypress domes and strands, sloughs, wet prairies, riverine swamps and marshes, hydric seepage slopes, tidal marshes, mangrove swamps and other similar areas. Florida wetlands generally do not include longleaf or slash pine flatwoods with an understory dominated by saw palmetto. Wetlands have the following functions:

- Wetlands serve important natural biological functions, including food chain production; and general habitat; and nesting, spawning, rearing, and resting sites for aquatic or land species;
- Wetlands are an integral part of natural drainage systems impacting sedimentation patterns, salinity distribution, flushing characteristics, current patterns, and other environmental characteristics;
- Wetlands can be significant in shielding other areas from wave action, erosion, or storm damage;
- Wetlands serve as valuable storage areas for storm water and flood waters;
- Wetlands can be prime natural recharge areas; and
- Wetlands provide natural water filtration processes which serve to purify water.

Wetlands shall be protected from physical or hydrologic alterations in order to maintain natural functions. The City shall maintain LDC performance standards designed to protect, conserve, and enhance wetlands by directing incompatible land uses away from wetlands. The LDC shall also prohibit any development within the wetland shoreline or adjacent buffer area, with the exception of water dependent native shoreline vegetation programs, approved pervious or elevated accessways, or other uses approved by the City pursuant to other City regulations.

Policy 5-1.2.4: Establishing the Wetland Line. No non-water dependent uses shall be permitted on submerged lands or wetlands. The LDC shall include a requirement that any development conduct a delineation of the landward extent of wetlands and other surface waters. The landward extent of wetlands and other surface waters shall be field delineated and flagged by a professional biologist provided by the applicant and formally approved by the SJRWMD, the Florida Department of Environmental Protection (FDEP), and/or the US Army Corps of Engineers (USACE).

Policy 5-1.2.5: Wetland Transition Area. Development on uplands adjacent to wetlands shall preserve a wetland transition area which will act as a buffer between wetlands and upland development or other land alteration activities. The LDC shall require this buffer to be in accordance to the minimum standards set by SJRWMD. The specific boundary of a wetland transition area shall be established by field investigation and must be indicated on site plans for development. The purpose of the transition area is to ensure the continuing function of respective wetland communities.

Policy 5-1.2.6: Administration of Wetland Development Restrictions. The City shall coordinate with state and federal regulatory agencies in regard to the development rights to be permitted on wetlands and/or lands under the jurisdiction of the state or federal government. The developer of the parcel of environmentally sensitive land shall be responsible for obtaining permits or exemptions from SJRWMD, FDEP, and the USACE, as may be appropriate, prior to obtaining a development order or development plan review approval from the City. Regardless of permitting by Federal or State permitting agencies, the City shall reserve the right to determine the appropriate land use, density/intensity, and special mitigation measures including, but not limited to, the construction of culverts or other means.

Policy 5-1.2.7: Development Requirements. The City's LDC shall include standards that require that the applicant shall bear the burden of proof in determining that development shall not adversely impact wetlands, transitional wetlands, and other environmentally fragile natural systems. The applicant shall prove that the type, value, function, size, and condition of the wetland will not be adversely impacted, such determinations shall be based on physical and biological data obtained from specific site investigations by a biologist, an engineer or by another professional competent in producing data and analysis necessary to support impact assessments. Applicants shall have an opportunity to demonstrate that any wetland designations within the confines of their property no longer function as wetlands.

Objective 5-1.3: Protection of Marine Resources.

Protect and appropriately manage the City's marine resources and living marine organisms.

Policy 5-1.3.1: Protect Living Marine Resources, Coastal Marsh, Estuarine Water Quality, and Seagrass Beds. The City shall maintain the LDC to include performance criteria which shall regulate against adverse impacts of development on estuarine areas such as living marine organisms, seagrass, coastal marsh, and mangroves. The LDC shall require that plans for development impacting marine resources be coordinated with state agencies having jurisdiction. The applicant shall bear the burden of

demonstrating that potential adverse impacts on estuarine resources have been or shall be prevented. The review process for all proposed development that fronts on Indian River Drive shall involve all local, state, and regional entities with regulatory authority. Impacts to be considered shall include the following but not be restricted to:

a. Prevent estuarine pollution;
b. Control surface water run off;
c. Reduce exposure to natural hazards;
d. Protect seagrasses and other living marine resources;
e. Ensure adequate public access;
f. Ensure adequate sites and standards for regulating water-dependent and water-related uses; and
g. Ensure protection of fisheries and living marine organisms.

Policy 5-1.3.2: Manage Impact of Coastal Development on Tidal Flushing and Circulation Patterns. The City's LDC shall include standards that require that tidal flushing and circulation patterns shall not be altered by development activities. No development shall produce changes in the tidal flushing and circulation patterns unless the City and other public agencies having jurisdiction have granted requisite permits. No such permit shall be granted by the City unless all other agencies having jurisdiction have granted clearance and the applicant has submitted hydrographic information sufficient to clearly demonstrate that no adverse environmental impacts shall be occasioned by the proposed changes in tidal flushing and circulation patterns. No alteration in tidal flow shall be permitted which causes stagnation or siltation.

Policy 5-1.3.3: Protection of Manatee Habitat. The City shall promote protection of manatees and manatee habitat in a manner consistent with applicable state guidelines and Indian River County's Manatee Protection and Boating Safety Comprehensive Management Plan (August 2004).

Policy 5-1.3.4: Conservation Easements. The City shall work with private property owners to implement conservation easements to protect sensitive natural resources such as mangroves, dune systems, and coastal tidal areas.

Objective 5-1.4: Improve Water Quality and Quantity. Maintain policies and regulations to protect and improve the City's water quality and quantity.

Policy 5-1.4.1: Water Quality. Water run-off and introduction of nutrients shall be regulated through effective water quality management criteria. In order to protect the water quality of the Aquatic Preserve, no new point source pollution shall be permitted to discharge into the lagoon or into ditches or canals flowing into the lagoon. In addition, in order to reduce non-point source pollutants, the LDC shall comply with FDEP, SJRWMD, and the Indian River Lagoon Comprehensive Conservation and Management Plan.

Policy 5-1.4.2: Requirements. In order to protect water quality the City's LDC shall require the following for new development or redevelopment:

a. The use of Low Impact Development (LID) strategies and best management practices shall be encouraged including as part of the stormwater fee credit program;
b. Erosion control consistent with **Objective 5-1.7** and its related policy;

c. Surface water management systems shall be designed and constructed to retain or detain with filtration, as a minimum the storm water run-off generated from the first one-inch of rainfall over the entire site;
d. Landscaped buffer areas shall be required in accordance with the minimum buffer requirements established by SJRWMD;
e. A vegetated and functional littoral zone shall be established as part of the surface water management system of lakes occurring on all property. Littoral zone plantings shall be encouraged in commercial and residential subdivision stormwater ponds including as part of the stormwater fee credit program. Prior to construction of the surface water management system for any phase of a project, the developer shall prepare a design and management plan for the wetland/littoral zone that will be developed as part of these systems;
f. Require sewage pump-out facilities at all marinas and for facilities which sell petroleum products require adequate fuel spill containment facilities measures; and
g. No new Planned Unit Developments (PUDs) may have septic.

Policy 5-1.4.3: Class II Waters. Class II Waters (i.e., coastal waterbodies which currently do or have potential for supporting shellfish harvesting) shall be protected by incorporating and maintaining the following provisions in the City's LDC:

a. Dredging activities shall be limited to approved maintenance dredging and shall minimize adverse impacts on shellfish propagation or harvesting. The City shall require that fill and dredging activities comply with all applicable local, state, and federal permitting requirements;
b. Ensure good water quality by coordinating with the FDEP and the SJRWMD in monitoring the quality of storm water run-off. The City's LDC shall provide performance criteria designed to ensure that new development provides effective and adequate storm-water management improvements concurrent with the impacts of new development;
c. Continue to asses needs for retrofitting stormwater outfalls without adequate treatment;
d. Limit the use of Class II waters to water dependent activities that are not contrary to the public interest and satisfy a community need; and
e. Limit modification of grass beds only to those cases involving overriding public interest.

Policy 5-1.4.4: Regulate Agricultural Activities to Preserve Water Quality. The City's LDC shall include stipulations requiring that agricultural activities shall:

a. Not be conducted adjacent to existing waterways and surface water management activities and shall comply with all applicable policies of FDEP, SJRWMD, and other agencies having appropriate jurisdiction as well as State laws, including administrative rules governing the Indian River Lagoon Aquatic Preserve. Such activities shall not threaten the water quality of the City's rivers and waterbodies;
b. Maintain natural drainage patterns;
c. Promote the use of surface water supplies for irrigation purposes;
d. Prohibit the expansion of agricultural activities into wetland areas; and
e. Use best management principles and practices in order to reduce pesticide and fertilizer run-off, prevent soil erosion, and preserve water quality.

Policy 5-1.4.5: Protect Deep Aquifer Water Resources. In order to protect the quality and quantity of deep aquifer water resources, the City shall coordinate with SJRWMD and other applicable regulatory agencies in identifying the existence and location of free flowing deep aquifer wells and in requiring

corrective measures, including capping, plugging, or installing regulatory devices which control the discharge of water from the deep aquifer pursuant to the SJRWMD policies.

Policy 5-1.4.6: Surficial Aquifer Recharge Area Protection. The City shall protect surficial aquifer recharge areas from impacts that would significantly alter their ability to function. The City's LDC shall include standards that restrict development within surficial aquifer recharge areas and that require retention of open space for all development in order to:

a. Preserve the quality and quantity of water resources within the surficial aquifer;
b. Promote improved surface water management; and
c. Create natural or landscaped urban green space for enhanced community aesthetics and passive pedestrian activities.

Policy 5-1.4.7: Protection and Conservation of Potable Water Supply. The City shall continue to require the LDC to incorporate performance criteria for public potable water wellfield protection. In addition, administrative procedures shall require applicants for development to coordinate with the SJRWMD in obtaining consumptive use permits. In order to comply with potable water conservation policies of the SJRWMD and achieve a reduction in the current rates of water consumption, the City's LDC shall incorporate the following performance standards:

a. Where reclaimed water is available, potable water supplies may not be used to meet irrigation needs;
b. Encourage the use of water-saving plumbing fixtures on all new development; and
c. In order to reduce demand for irrigation water (which in turn often places greater demand upon potable water sources), at least 30% of all landscaping material obtained from off-site sources for use on any site should be native plants. Further, at least 50% of trees used in landscaping shall be native species in order to lessen water demand.

Policy 5-1.4.8: Emergency Conservation of Water Sources. The City shall coordinate with the SJRWMD in implementing emergency water conservation measures based on the SJRWMD plans for management of the region's water resources.

Policy 5-1.4.9: Managing Land Use Surrounding Water Well Cones of Influence. The City's LDC shall contain performance criteria designed to protect potable water supply and quality by restricting land development within public water well cones of influence in order to avoid potential adverse impacts on potable water resources.

Policy 5-1.4.10: Resiliency. The City is susceptible to impacts of future sea level rise and combined rain events that would cause flooding based on data outlined in the City's Coastal Resiliency Plan. Best management practices to address flooding level of service violations and water quality shall be devised and, given the hydrology of the area, it is encouraged that there be the development of a pollutant load model. It is also encouraged that there be the hardening of pump-stations in order to increase resiliency against flooding events.

Policy 5-1.4.11: Stormwater Management. Consistent with **Policy 4-1.4.2** of the **Infrastructure Element**, the City shall pursue the development of an update to the 2013 Stormwater Management Master Plan. The plan shall provide a basis for adopting regulatory measures for enhancing water quality and shall identify capital improvements needed to improve the storm water management system.

Policy 5-1.4.12: Illicit Discharge. Consistent with the Florida Department of Environmental Protection (FDEP) National Pollutant Discharge Elimination System (NPDES) generic permit requirements for regulated municipal separate stormwater systems (MS4), the City shall implement a stormwater management program to reduce the contamination of stormwater runoff and prohibit and eliminate illicit discharges to the MS4. The City's regulations related to illicit discharge detection and elimination will be informed by the Best Management Practices as established by FDEP. The City shall also continue to follow the regulatory requirements for the NPDES MS4 permit, as set forth in Chapter 62-624, F.A.C.

Policy 5-1.4.13: Septic to Sewer Conversion. Consistent with **Policy 4-1.2.3** of the **Infrastructure Element**, the conversion of septic tanks to centralized sewer services is critical, considering the location of existing septic tanks within environmentally sensitive areas and areas vulnerable to the impacts of flooding and sea level rise. The City shall continue to support the implementation of the Sebastian CRA Septic to Sewer Conversion Program and Indian River County initiatives to expand sanitary sewer service within the City such as the North Sebastian Septic to Sewer Phase I Conversion Project.

Policy 5-1.4.14: Total Maximum Daily Loads (TMDLs). The City shall continue to support the Basin Management Action Plan (BMAP) for the Central Indian River Lagoon in meeting the Florida Department of Environmental Protection (FDEP) adopted nutrient total maximum daily loads (TMDLs) for the main stem of the Indian River Lagoon Basin. The City shall also support FDEP's plan for the reduction of TMDLs for the St. Sebastian River.

Policy 5-1.4.15: Outstanding Florida Water (OFW): How the City manages stormwater discharge to the St Sebastian River and Indian River Lagoon is an issue of key importance. For any new development the City shall require confirmation that the direct and indirect discharge from the new development to an Outstanding Florida Water must be clearly in the public interest and conform to the State standards set for the OFW.

Objective 5-1.5: Protect Air Quality.

Protect and improve air quality by ensuring development meets or maintains state and federal air quality standards and establishing regulatory programs to prevent and/or minimize non-point and ambient sources of air pollution.

Policy 5-1.5.1: Combat Erosion and Generation of Dust Particles. The City's LDC shall incorporate performance standards which combat erosion and generation of fugitive dust particles. The regulations shall require that measures be taken on building sites or cleared areas which assure that exposed, destabilized, or other altered soil is expeditiously covered with an acceptable erosion control material.

Policy 5-1.5.2: Air Pollution and Land Use Regulations. The City's LDC, including adopted soil erosion and sedimentation controls as well as nuisance abatement standards, shall continue to protect against loss of air quality by maintaining land use controls which promote only activities compatible with existing land uses and natural systems and prohibit activities which generate air pollutants and other adverse impacts on the environmentally fragile coastal ecosystem. The City shall also promote the function of trees in improving air quality through the Tree Protection and Landscaping Ordinance, consistent with **Objective 5-1.9**.

Policy 5-1.5.3: Land Use and Transportation. Consistent with the **Land Use Element** and **Transportation & Mobility Element**, the City shall promote the reduction of vehicle emission by supporting land uses that promote walking, biking, transit, and alternative modes of transportation, and

encourage urban infill development that limits the need for automobile use, increases trip capture, and reduces traffic congestion in a cost-effective manner.

Objective 5-1.6: Protection of Shoreline and Public Access to Shoreline.

Protect and preserve the City's shorelines and public access to water based facilities and natural resources. Promote post-development shoreline stabilization methods that mimic a natural shoreline and support native habitat.

Policy 5-1.6.1: Public Access to Waterfront Areas. The City shall encourage developers to provide public waterfront access adjacent to the waterfront. Such access may include walkways, bikeways, water taxis, canoeing/kayaking, public spaces, dining areas, and the like.

Policy 5-1.6.2: Florida Native Vegetation and Features. The City shall require the use of native Florida vegetation and protection of natural features in coastal and waterfront development.

Policy 5-1.6.3: Public Access to Indian River Lagoon. The City's LDC shall require shoreline access to the Indian River Lagoon to be promoted in order to maintain accessways along the shoreline. State assistance shall be enlisted to achieve land required to appropriately store vehicles, provide rest room facilities, and accessways designed in a manner compatible with the shoreline ecosystem.

Policy 5-1.6.4: Waterfront Planning. The City's LDC shall include criteria for regulating water-dependent and water-related shoreline land uses. No structures which constrict water circulation in all flowing surface waters shall be permitted.

Policy 5-1.6.5: Shorelines and Submerged Lands Planning. The City's LDC shall require all applicants proposing development activities along the City's shorelines or within submerged areas to submit a site plan which demonstrate how the development shall incorporate features designed to protect against potential adverse impacts to shoreline vegetation and stabilization, water quality, native habitat, and shoreline access. The City shall require surveys of existing conditions, specifications of planned site improvements, and the techniques to be used in constructing, operating, and maintaining the land use. No shoreline development permit or development order shall be approved until the applicant has demonstrated that potentially adverse impacts shall be prevented or that compensatory mitigation shall occur.

Policy 5-1.6.6: Prioritizing Shoreline Uses and Public Shoreline Access. The City's LDC shall include the following criteria for prioritizing shoreline uses and public shoreline access:

a. In reviewing applications for shoreline development First Priority shall be directed to non-structural shoreline protection uses (ex: native shoreline revegetation programs) and approved water-dependent shoreline uses (ex: pervious accessways, duly permitted dock facilities, and commercial marinas). Priority shall be directed to water dependent uses which are available for public use.
b. In reviewing applications for shoreline development Second Priority shall be directed to water-related uses such as parking facilities for shoreline access, residential structures which comply with the building code for structures within the State coastal building zone, and recreational facilities which comply with applicable codes.

Policy 5-1.6.7: Water Dependent Shoreline Uses. The City shall require that water dependent shoreline uses obtain requisite permits from all environmental permitting agencies prior to obtaining City

approval. Docks or marina improvements shall not be approved by the City until the applicant demonstrates compliance with all applicable federal and state laws and administrative rules governing Aquatic Preserves as well as applicable policies of regional agencies. The City's LDC shall require site plans for all docks and marinas and no commercial marina facilities shall be permitted on the St. Sebastian River. Site plans must demonstrate to the City's satisfaction that the facilities shall not adversely impact natural marine resources.

Policy 5-1.6.8: Water Related Shoreline Uses. The City's LDC shall require that all water-related uses be built on uplands landward of the floodway. Within the state coastal building zone all construction activities shall be predicated on plans compliant with applicable state and local building codes. Dredging and filling of wetlands or open water in order to accommodate water-related uses shall not be permitted unless the City approves such activity pursuant to provisions of the wetland protection ordinance, the storm water management ordinance, and all other relevant site plan review criteria.

Policy 5-1.6.9: Hardening of the Shoreline. Hardening of the shoreline with rip-rap, bulkheads or other similar devices shall not be allowed unless erosion constitutes a critical peril to upland property and the use of vegetation has failed to stabilize the shoreline. The City's LDC shall include design specifications of any shoreline hardening structure. Such shoreline hardening structures shall generally not be vertical seawalls or bulkheads. The specific location and design of such structures shall be approved by the City as well as by other public entities having jurisdiction in the matter. The LDC shall require an environmental impact study and a special City Council variance for any sea wall construction. The City shall require the compliance with state and federal permitting requirements in the removal and/or modification of protected shoreline vegetation.

Policy 5-1.6.10: Protect, Stabilize, and Enhance the Shoreline. The City shall promote natural shoreline systems by utilizing the site and development process to promote the installation of native vegetation and living shorelines and the removal of existing hardening structures. The City's LDC shall stipulate that no native vegetation shall be removed from the shoreline without a duly authorized City land clearing permit. Similarly, criteria shall be included in the LDC which requires an applicant for development along the shoreline to be required to revegetate, stabilize, and enhance damaged shorelines by planting native vegetation.

Objective 5-1.7: Minimize Soil Erosion.

Reduce the incidence of soil erosion caused by land clearing, breaches in stabilized shorelines, and lands having exposed soil without vegetative cover.

Policy 5-1.7.1: Implementing Erosion Control. The City's LDC shall require that appropriate measures be taken during land clearing and building operations to ensure that exposed, destabilized or otherwise altered soil is expeditiously covered with an acceptable erosion control material. The City's LDC shall require compliance with regulatory requirements and the City's NPDES MS4 permit, including consistency with **Policy 5-1.4.2**. The City's regulations related to soil erosion will be informed by the Best Management Practices as established by SJRWMD, FDEP, FDOT, Florida Cooperative Extension Service, Florida Department of Agriculture and Consumer Services, Institute of Food and Agricultural Sciences, and Natural Resources Conservation Service.

Objective 5-1.8: Mining and Mineral Excavation Activities.

Prevent the adverse effects of the extraction of mineral resources within the City.

Policy 5-1.8.1: Prohibition Against Mining Activities. The LDC shall prohibit mining activities, except for existing sand mining operations, to protect the City's ecosystems.

Objective 5-1.9: Green Infrastructure and Sustainability. Consider sustainability and environmental-consciousness in the City's operations and promote the utilization of green infrastructure.

Policy 5-1.9.1: Sustainability. The City shall support the Sustainable Sebastian Initiative and Resolution in order to promote sustainability principles and encourage adaptation strategies.

Policy 5-1.9.2: Sustainability Action Plan. The City shall consider the development of a Sustainability Action Plan to include long-term objectives and short-term actions to guide the City in areas including, but not limited to, improving quality of life and community/individual health; energy conservation/independence; air quality, water quality, and natural systems; and economic sustainability.

Policy 5-1.9.3: Green Jobs. Consistent with the **Economic Development Element**, the City shall explore strategies to leverage the City's natural and economic assets to attract 'green jobs' and related nature based industries.

Policy 5-1.9.4: Integrated Pest Management Plan. The City shall implement its 2020 Integrated Pest Management Plan in order to promote the most sustainable pest management methods which aim to minimize risks to human and environmental health through the limited use of chemicals, while also remaining economically feasible.

Policy 5-1.9.5: Green Building Design. Consistent with **Policy 1-2.3.4** of the **Land Use Element** the City shall encourage energy conservation in building and construction. The City shall encourage green building design (i.e. LEED) which promotes energy and resource efficiency, waste reduction, pollution prevention, respects natural topography, and improves occupant health and productivity.

Policy 5-1.9.6: Green Infrastructure. Green infrastructure provides for wildlife habitat, stormwater management, and recreational opportunities. The City shall plan for and manage its green infrastructure including its parks, greenways, and protected conservation lands. The City shall also coordinate local open space plans with regional green infrastructure plans in order to promote connectivity, investment, and maximize the ecological and public benefits of green infrastructure.

Goal 5-2: Coastal Management and Resiliency. The coastal community of Sebastian shall limit public expenditures in areas subject to destruction by flood risk and natural disasters.

Objective 5-2.1: Coastal High-Hazard Area. The Coastal High Hazard Area (CHHA) is an area particularly vulnerable to the effects of coastal flooding from tropical storm events and is defined by section 163.3178(2)(h), Florida Statutes, as the area below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model (See **Map 1-10**). The City shall enforce development restrictions within the CHHA and any area found to have historically experienced destruction or severe damage from storm driven, wind, water, or erosion. The City has identified the high velocity storm surge area as indicated on the Federal flood insurance rate maps as the only such area.

5-2.1.1: Coastal High Hazard Area Application: The following shall apply for purposes of evaluating applications for development within the City, specifically comprehensive plan land use amendments, map and text, and rezoning:

a. If 50 percent or more of a parcel of land is located within the Coastal High Hazard Area, then the entire parcel shall be considered within the Coastal High Hazard Area
b. Isolated areas that are defined by the SLOSH computerized storm surge model to be at higher elevations, and are surrounded by the CHHA or by the CHHA and a body of water, shall be considered within the CHHA
c. For purposes of evaluating development proposals or site plans, if any portion of the proposed building footprint is in the CHHA, then the entire parcel shall be considered within the CHHA

Policy 5-2.1.2: Limiting Public Subsidy of Development in the Coastal High-Hazard Area. The City shall limit public expenditures that subsidize development permitted in the CHHA to restoration or enhancement of natural resources and public services for water dependent uses. The only exception to this regulation shall be that existing mobile homes within the CHHA shall be grandfathered in, thereby may be repaired and/or replaced as long as the density does not increase. The City shall aim to minimize the impact of natural hazards such as flooding and sea level rise to the community by directing development away from the CHHA as defined by State Statute §163.3178(2)(f), F.S. This policy shall not be interpreted as prohibiting the extension of sewer lines to replace failed septic tank systems identified in **Policy 5-2.1.3** and **Policy 5-2.1.4** below.

Policy 5-2.1.3: CHHA Infrastructure. Consistent with **Policy 4-1.2.3** of the **Infrastructure Element**, the City shall support septic to sewer efforts in order to preserve environmental integrity and protect the health of residents. Enhanced septic systems which include additional treatments may be allowed in the CHHA for areas not serviced by wastewater facilities.

Policy 5-2.1.4 Infrastructure Extensions: The City shall encourage the extension of wastewater facilities to replace failing septic tank systems in areas subject to flooding as a means to protect ground water quality.

Policy 5-2.1.5: Existing Infrastructure in the CHHA. The City shall establish a priority list of infrastructure facilities located in the CHHA which could be relocated, mitigated or replaced should state funding become available for such activities. Additional infrastructure and assets are inventoried in the City's Coastal Resiliency Plan.

Policy 5-2.1.6: Public Investments in CHHA. Except as provided in Policies above, publicly funded facilities shall not be built in the CHHA, unless the facility is for public access, resource restoration, adequate evacuation, or service to water dependent activities. These facilities may face inundation and be impacted if they are outdoor facilities according to the City's Coastal Resiliency Plan. The City is encouraged to consider a funding source for purchasing CHHA properties and creating low impact/ low risk re-use of the property.

Policy 5-2.1.7: Hazard Mitigation and CHHA. The City shall maintain LDC's which contain performance standards regulating development activities in a manner which minimizes the danger to life and property occasioned by natural hazard events including:

a. Non-residential construction within the CHHA shall meet storm and floodproofing standards exceeding those required for a one hundred (100) year storm; and
b. If a structure located within the CHHA receive storm damage in excess of fifty (50) percent of its physical size, all such damaged structures shall be required to meet all current laws and ordinances, including those enacted since construction of the subject structure.

Policy 5-2.1.8: Avoid Population Concentrations in CHHA. The City shall restrict development and not increase or support densities or intensities beyond those depicted on the Future Land Use Map in the CHHA in order to minimize danger to life and property caused by hurricane events, flooding, or sea level rise. The City shall direct population concentrations away from CHHA.

Policy 5-2.1.9: Restrict Development in CHHA. The City shall incorporate policies in the LDC in order to direct population concentrations away from known or predicted areas in the CHHA. Also, the City shall direct population concentrations away from known areas that are vulnerable to flooding inundation and sea level rise as established in the City's Coastal Resiliency Plan. Development principles and strategies that eliminate unsafe development in the CHHA must be used as defined by §163.3178(2)(f), F.S. The following provisions shall restrict development within the CHHA:

a. Water and sewer treatment plants, industrial holding ponds and other potential point pollution sources within the coastal high-hazard area are prohibited;
b. Require construction within the hurricane flood zone to meet storm and flood proofing standards exceeding those required for a 100-year storm; and
c. Residential development and/or redevelopment in the CHHA shall not exceed existing residential densities for that property.

Objective 5-2.2: Maintenance of Floodplain.

Protect the natural functions, including flood-carrying and flood storage capacity, of the 100-year floodplain.

Policy 5-2.2.1: Enforce Policies to Maintain Floodplain. The City shall continue to enforce its surface water management and flood damage prevention regulations including the following:

a. New development encroaching into the floodplain shall incorporate flood protection measures sufficient to protect against the 100-year flood. New development encroaching into areas subject to sea level rise, storm surge, and flood inundation shall incorporate flood protection measures as defined in the City's Coastal Resiliency Plan.
b. Through the City's Storm Water Management and Flood Protection Ordinance, the City shall seek to continue its participation in the National Flood Insurance Program Community Rating System administered by the Federal Emergency Management Agency to achieve flood insurance premium discounts for their residents.. The City shall monitor new cost-effective programs for minimizing flood damage. Such programs may include compensatory storage for loss of floodplain or modification to construction setback requirements, or other site design techniques, as well as upgraded building and construction techniques.
c. The City shall encourage the use of best management practices for development strategies that result in reducing flood risk and the removal of coastal real property from flood zone designations established by the Federal Emergency Agency as required by §163.3178(2)(f), F.S.

Policy 5-2.2.2: Purchase of Floodplain. The City shall identify and recommend to the State and FDEP purchase of floodplains that would comply with program guidelines established under the Florida Forever Program.

Objective 5-2.3. Emergency Management. Ensure City preparedness in the case of a natural disaster or emergency.

Policy 5-2.3.1 Emergency Preparedness: Consistent with **Objective 1-2.5** of the **Land Use Element** and **Policies 4-1.1.10 and 4-1.1.11** of the **Infrastructure Element**, the City shall include emergency management criteria into the LDC to mitigate the impacts of natural disasters or emergency events, including fires, pandemics/epidemics, terrorism and other disasters in order to protect public health and safety.

Policy 5-2.3.2: Hurricane Evacuation. The City shall coordinate with Indian River County in attaining a hurricane evacuation time of less than twelve (12) hours. There is the potential to put into place early warning notifications for elderly residents who are potentially more vulnerable as recommended in the City's Coastal Resiliency Plan. According to the Coastal Resiliency Plan, inundation caused by flooding and sea level rise is predicted to impact evacuation routes on Sebastian Boulevard and this vulnerability should be addressed to increase resilience.

Policy 5-2.3.3: Removal of Trees Causing Safety Hazard. The City's LDC shall require that trees, such as Australian Pines, that are prone to wind damage and blockage of evacuation routes be removed from areas deemed by the City to be critical corridors for evacuation purposes. In addition, the City shall consider the feasibility of imitating a similar program to remove any trees on public property which impose a critical threat to evacuation routes.

Policy 5-2.3.4: Hurricane Evacuation Logistical Support. In order to prevent unnecessary evacuees crowding roads and shelters, the City shall coordinate with Indian River County in disseminating information concerning the need of residents to evacuate at various hurricane threat levels, flood events, and sea level rise events. The City shall coordinate with the County and the Indian River County Emergency Management Director in assisting the implementation of the County's campaign to educate the general citizenry regarding emergency preparedness plans, including specific citizen directives.

Policy 5-2.3.5: Future Coordination with the County in Emergency Preparedness. In order to provide for safe and efficient evacuation of the residents of the City of Sebastian and other communities in the event of a hurricane or other disaster,

a. The City shall enforce its Emergency Management Plan and continue to coordinate with Indian River County in annual updates of the County's Comprehensive Emergency Management Plan addressing future populations and responses (response times, evacuation times, shelter capacity, etc.).
b. The City's LDC shall mandate that new development maintain a density threshold which is consistent with the County's Comprehensive Emergency Management Plan. This stipulation will assure that future density thresholds may be accommodated without adversely impacting hurricane evacuation time. The City shall also coordinate with the County in updating hurricane evacuation shelter assignments as well as other policy formulation surrounding land use and emergency preparedness.

Policy 5-2.3.6: Coordinate Update of the Hazard Mitigation Plan. The City shall coordinate with the County in updating the hazard mitigation component of the County's Comprehensive Emergency Management Plan pursuant to the five (5) year interval schedule adopted by the County. Updates of the Plan shall identify specific actions that may be implemented to reduce exposure to natural hazards, include strategies for post-disaster recovery operations, and incorporate interagency hazard mitigation reports as such reports are generated in the future. The City shall also maintain, update, and enforce the City of Sebastian's Emergency Management Plan to ensure preparedness in the case of a natural disaster.

Objective 5-2.4: Post-disaster Redevelopment. Coordinate with Indian River County in providing immediate response to post-disaster situations.

Policy 5-2.4.1: Post-Emergency Assessments. Consistent with the City of Sebastian's Emergency Management Plan, the City Council shall appoint a Recovery Task Force (RTF) comprised of the City Manager, the Building Official, and others as determined by the City Council. The RTF shall be responsible for assessing the conditions following a hurricane or other similar disasters such as flooding events and shall propose strategic actions necessary to establish order and re-establish communication and basic service delivery systems necessary for health, safety, and welfare. Within ninety (90) days after appointment of the Recovery Task Force, the Task Force shall meet to determine a management framework for resolving issues confronted in times of a natural disaster. The management framework shall be reviewed with the County Civil Defense Officer for compliance with the County's Comprehensive Emergency Management Plan and shall be presented to the City Council for review and approval. The management plan should provide a basis for executing the following activities during times of natural disaster:

a. Establishing a temporary moratorium on building activity;
b. Reviewing and deciding upon emergency building permits;
c. Coordinating with State and Federal officials to prepare disaster assistance applications;
d. Analyzing and recommending to the City Council hazard mitigation options, including reconstruction or relocation of damaged public facilities;
e. Developing a redevelopment plan including limitations on redevelopment in areas of repeated damage; and
f. Recommending amendments to the Local Peacetime Emergency Plan and other appropriate policies and procedures.

Policy 5-2.4.2: Repair and Clean-up. In planning post-disaster redevelopment activities, factors to be considered in order to protect the public health and safety shall include:

a. Repairs to potable water, wastewater and power facilities;
b. Removal of debris;
c. Stabilization or removal of structures in a perilous condition; and
d. Minimal repairs to make structures habitable.

These considerations shall receive first priority in determining the appropriateness of emergency building permits. Long term redevelopment activities shall be postponed until the Recovery Task Force has coordinated immediate repair and clean-up operations.

Policy 5-2.4.3: Redevelopment Activities. The LDC shall require the redevelopment of any structure within the City that received storm-damage in excess of fifty (50%) percent of its appraised value to meet all current laws and ordinances, including those enacted since construction of the subject structure. The city shall require that new development and redevelopment in areas that are at high risk of flooding to use best practices, strategies, and engineering solutions that may reduce risk and losses due to storms, flooding and sea level rise as defined by §163.3178(2)(f), F.S. City standards for redevelopment shall be consistent with, or more stringent than, the flood-resistant construction requirements in the Florida Building Code and applicable flood plain management regulations set forth in 44 C.F.R. part 60.

Policy 5-2.4.4: Establish Public Facilities Review Committee. The City Council shall designate the Recovery Taskforce as the City's designated Public Facilities Review Committee charged with the responsibility for reviewing available alternatives for managing damaged public facilities following a hurricane event. The Committee shall evaluate future options for such facilities, including, but not limited to, abandonment repair in place, relocation, and reconstruction, with structural modifications. The Committee shall consider these options based on the following considerations:

a. Cost to construct;
b. Impacts on the environment;
c. Cost to maintain;
d. Public sector;
e. Recurring damages;
f. Impacts on land use; and
g. Other relevant factors.

Objective 5-2.5: Establish an Adaptation Action Area Overlay District. To minimize future risk, establish an Adaptation Action Area (AAA) Overlay District for areas that are vulnerable to coastal flooding and the impacts of sea level rise, based on the data and modeling outlined within the City's Coastal Resiliency Plan and compliant with §163. 3178, F.S.

Policy 5-2.5.1: Adaptation Action Area (AAA). Within the LDC, the City of Sebastian shall establish criteria for Low Impact Design and Flood Resistant Design for new development and redevelopment within the AAA. Development within this overlay district must comply with coastal development best practices including but not limited to construction engineering solutions and low impact development techniques that utilize vegetation and natural features to minimize surface runoff and reduce flood risk.

Policy 5-2.5.2: Transfer of Development Rights Program. The City shall utilize the Transfer of Development Rights (TDR) program identified in **Land Use Policy 1-1.5.1** to incentivize the preservation of natural resources and habitats including those within vulnerable areas and also those identified within but not limited to the City's Coastal Resiliency Plan. The City shall designate parcels within the established CHHA or proposed AAA Overlay District as sending zones for development rights, and less vulnerable parcels outside of the established CHHA or proposed AAA as receiving sites for density and intensity transferred through the TDR program. This allows development at higher densities in low risk areas and encourages less intense development in the City's floodplains and natural areas.

Objective 5-2.6: Continuing Evaluation of the Conservation & Coastal Management Element Effectiveness. Evaluate the effectiveness of the **Conservation & Coastal Management Element.**

Policy 5-2.6.1: Review the Impact of Changing Conditions on Coastal Management and Conservation Policy. The City shall monitor and evaluate significant changes in the characteristics of natural coastal resources and natural resources within the City. Policy implications of such changes shall be examined, and corrective measures shall be pursued. Coastal management and conservation policies shall be refined as needed in order to remain responsive to evolving problems and issues.

Policy 5-2.6.2: Schedule, Budget and Implement Programmed Activities. The timely scheduling, programming, budgeting and implementation of programmed coastal management activities and conservation activities identified in this Element shall be evidence of the City's effectiveness in carrying out a systematic program for implementing coastal management and conservation goals, objectives, and policies.

Policy 5-2.6.3: Coordinate with Public and Private Sectors. While continually implementing and evaluating the **Conservation & Coastal Management Element**, the City shall maintain a process of intergovernmental coordination as well as coordination, with private sector groups interested in coastal management and conservation policy and programs. The effectiveness of this approach shall be evaluated by the success of coordination mechanisms in resolving coastal management and conservation problems and issues.

Policy 5-2.6.4: Achieve Effective Resolution of Coastal Management and Conservation Goals, Objectives and Policies. The effectiveness of the **Conservation & Coastal Management Element** shall be measured by the City's success in achieving coastal management and conservation goals, objectives and policies. The **Conservation & Coastal Management Element** incorporates a systematic planning process for identifying coastal management and conservation problems and issues and implementing corrective actions.

Policy 5-2.6.5: Intergovernmental Coordination. Specific Objectives and Policies regarding intergovernmental coordination and this Element are provided and identified in the **Governance & Implementation Element.**

DATA INVENTORY AND ANALYSIS

Introduction

Pursuant to the requirements of Chapter 163 of the 2019 Florida Statutes, the **Conservation & Coastal Management Element** consists of a data inventory and analysis that influences the overarching goals, objectives, and policies. This Element sets the foundation for the City to protect its natural environment and protect life and property from natural disasters.

Waterbodies

Utilizing data retrieved from the U.S. Fish and Wildlife Service, **Map 1-8** illustrates the waterbodies located within and surrounding the City of Sebastian. The inland areas of Sebastian which are submerged during all of the year, with the exception of extreme dry periods, include streams, wetlands, lakes, ponds, canals, and waterways. Those areas of Sebastian classified as inland open waterways include Collier Creek, Schumann Lake, three unnamed lakes/ponds, Collier Waterway, and Elkcam Waterway. Wetlands are scattered throughout Sebastian, with concentrations in the northeast and southeast portions of the City. The St. Sebastian River runs along the west side of the City limits and has historically been preserved through setback restrictions.

The Indian River Lagoon rests along the eastern border of Sebastian and is one of the most biologically diverse estuaries in North America. It has been designated as an Outstanding Florida Water and an Estuary of National Significance. The estuary's mangrove wetlands and salt marshes provide a plethora of benefits for the community such as filtering runoff, stabilizing sediments, maintaining water quality, and protecting shorelines from erosion. The Indian River Lagoon is protected by State regulations from impacts of development on its shores, as well as from fill and dredge activities within its waters.

Waterways within the City are protected and will receive only minimal effects from future development. Although development will not encroach into the waterways, urban runoff from adjacent residential neighborhoods could possibly degrade their water quality. However, increases in pollution levels associated with runoff should be minimal, allowing the vegetation and wildlife now present therein to proliferate for years to come.

Wildlife and Habitats

The City of Sebastian's native vegetation and forests as well as wetlands, streams, lakes, ponds, canals, and freshwater waterways including the St. Sebastian River provide vital habitat for wildlife within the City. The Pelican Island National Wildlife Refuge is found along the eastern border of Sebastian. The Pelican Island Wildlife Refuge was the nation's first national wildlife refuge and is designated as a National Historic Landmark and a Wetland of International Importance. The Refuge provides a habitat for endangered species and migratory birds. The Indian River Lagoon estuary also acts as a home for a large variety of plants and animals with concentrations of rare and endangered organisms including mammals, birds, reptiles, fishes, and invertebrates. These species exist in several communities, such as sea grass beds, deep water areas, tidal flats, saltmarsh grass, and oyster bars. Throughout the Indian River Lagoon there are a number of commercially and recreationally valuable species of fin and shellfish. Clams, oysters, crabs and shrimp are the major invertebrates that are commercially valuable in the area. Sea trout, snook, pompano, mullet, and redfish are among the finfish that are harvested both commercially and recreationally from the waters bordering the City of Sebastian.

Marine grasses are generally found in shallow water areas of estuaries. The Indian River Lagoon has a significant amount of grass beds in the vicinity of Sebastian. These species tend to form in distinct zones, with their location depending on water depth. These areas stabilize sediments, entrap silt, recycle nutrients, provide habitat, and are an important direct food source for a number of animals, including the endangered West Indian Manatee. Increased freshwater and storm water run-off as well as dredge and fill activities can cause increased turbidity, siltation, and subsequent degradation of these beds.

Due to shallow waters within the Sebastian area, the top of seagrass beds lie near the surface, making this habitat susceptible to damage from motor boats, both pleasure and commercial craft. Any wildlife thriving in these shallow waters also are susceptible to harm from motor boats. Manatees are susceptible to detrimental impacts from both loss of seagrass beds as well as water crafts. Threats to manatees from water craft may be reduced in areas along the Indian River where reduced speed limits are posted or where manatee habitats are identified and posted as such.

The City of Sebastian should continue to maintain and support Resolution No. R-08-14 which adopts guidelines for the City of Sebastian for the protection of protected animal and plant species in review of land clearing activities. The related goals, objectives, and policies that ensure the protection of wildlife and habitats within this Element are important including for the protection of the Gopher Tortoise (Gopherus polyphemus) and Scrub Jay (Aphelocoma coerulescens) habitats within the City. According to the Florida Fish and Wildlife Conservation Commission, Gopher Tortoises occupy upland habitat throughout Florida such as forests, pastures, and yards. They are referred to as keystone species since they share their borrows with more than 350 other species and in Florida they are listed as Threatened and are protected under state law. The Scrub Jay is a bird presently listed as a threatened species by both the United States Fish and Wildlife Service and the Florida Fish and Wildlife Conservation Commission. General locations of their habitat and nesting areas within Sebastian include the area just south of the airport and the Sebastian Highlands area. Identification of their nesting areas has enabled the City, County, and State to preserve some areas from future detrimental impacts of development. The City's 2019 report, *Conservation of the Florida Scrub-Jay within the City's Municipal Airport*, includes a summary of more than 30 years of scrub-jay conservation efforts and regulatory requirements from the Habitat Conservation Plan (1999), the Incidental Take Permit (2000), and other City documentation.

The City intends to continue to plan for and manage its green infrastructure including its parks, greenways, and protected conservation lands. Green infrastructure provides for wildlife habitat, stormwater management, and recreational opportunities.

Conservation of Resources

Lands that are conserved within and adjacent to the City are identified in **Map 5-1.** Approximately 901 acres within the City of Sebastian are conservation lands. These areas include:

- Ansin Tract
- Archie Smith Fish House
- Fischer Tract
- North Sebastian CA
- NSCA addition
- Sebastian Harbor Preserve
- Sebastian Scrub CA
- St Sebastian River Greenway

- Jane Schnee Scrub Preserve
- Pelican Island Elementary Scrub Preserve
- Rotary Park

These conservation lands help protect natural resources, enhance environmental quality, conserve vital habitats, and reduce fragmentation within the City.

Threatened and Endangered Species

Wildlife species which have been listed by the United States Fish and Wildlife Service and the Florida Natural Areas Inventory as being endangered or threatened within Indian River County are documented in **Table 5-1**. Please note that these sources only contain records of all listed species that may occur at the county level. This list is not all inclusive. Some of the species which are included in the list may be found infrequently within the City but have ranges that do include Sebastian.

Table 5-1: Threatened and Endangered Wildlife Species

Common Name	Scientific Name	Protection Status
Birds		
Everglade snail kite	*Rostrhamus sociabilis plumbeus*	Federally Endangered
Red-cockaded woodpecker	*Picoides borealis*	Federally Endangered
Wood stork	*Mycteria americana*	Federally Threatened
Audubon's crested caracara	*Polyborus plancus audubonii*	Federally Threatened
Piping Plover	*Charadrius melodus*	Federally Threatened
Florida scrub-jay	*Aphelocoma coerulescens*	Federally Threatened
Cardinal Honey-Eater	*Myzomela cardinalis saffordi*	Resolved Taxon (Federal)
Whooping crane	*Grus americana*	Experimental Population, Non-Essential (Federal)
Red knot	*Calidris canutus rufa*	Federally Threatened
Bald eagle	*Haliaeetus leucocephalus*	Bald and Golden Eagle Protection Act
Least tern	*Sternula antillarum*	State Threatened
Black skimmer	*Rynchops niger*	State Threatened
Tricolored heron	*Egretta tricolor*	State Threatened
Little blue heron	*Egretta caerulea*	State Threatened
Reddish egret	*Egretta rufescens*	State Threatened
American oyster catcher	*Haemotopus palliates*	State Threatened

Florida sandhill crane	*Antigone canadensis pratensis*	State Threatened
Common Name	**Scientific Name**	**Protection Status**
Mammals		
West Indian manatee (Florida manatee)	*Trichechus manatus (Trichechus manatus latirostris)*	Federally Threatened
Florida panther	*Puma concolor coryi*	Federally Endangered
Southeastern beach mouse	*Peromyscus polionotus niveiventris*	Federally Threatened
Florida bonneted bat	*Eumops floridanus*	Federally Endangered
Bottlenose dolphin	*Tursiops truncates*	Marine Mammal Protection Act
Puma	*Puma (=Felis) concolor (all subsp. except coryi)*	Federally Threatened (Due to Similarity of Appearance)
Reptiles		
American alligator	*Alligator mississippiensis*	Federally Threatened (Due to Similarity of Appearance)
Hawksbill sea turtle	*Eretmochelys imbricata*	Federally Endangered
Leatherback sea turtle	*Dermochelys coriacea*	Federally Endangered
Loggerhead sea turtle	*Caretta caretta*	Federally Threatened
Kemp's Ridley Sea Turtle	*Lepidochelys kempii*	Federally Endangered
Atlantic salt marsh snake	*Nerodia clarkii taeniata*	Federally Threatened
Gopher tortoise	*Gopherus polyphemus*	Candidate (Federal)
Eastern indigo snake	*Drymarchon corais couperi*	Federally Threatened
Pine snake	*Pituophis melanoleucus*	State Threatened

Source: United States Fish and Wildlife Service and Florida Natural Areas Inventory for Indian River County

Land Use Cover

According to the St. Johns River Water Management District (SJRWMD) 2013-2016 land use data set, primary land uses and their acreages within the City's boundaries are shown in **Table 5-2** below. Each of these land uses and their corresponding detailed land use covers within Sebastian are broken out in this section. **Map 5-2** delineates the generalized locations of these SJRWMD land uses within the City. Vegetative communities included within these land uses shall be protected to the maximum extent practicable to reduce fragmentation of wildlife corridors. Changes to the character of the community's vegetation and related-densities will likely induce species sensitive to environmental changes to seek more attractive, undisturbed habitats in areas outside Sebastian's corporate limits. However, no abnormal impacts on flora or fauna are expected to occur; only those impacts normally associated with an area experiencing further urbanization are anticipated.

Table 5-2: SJRWMD Land Use Coverage

Land Use	Acreage	Percentage
Agriculture	238	2.5%
Barren Land	13	0.1%
Rangeland	898	9.5%
Transportation, Communication, and Utilities	412	4.3%
Upland Forests	467	5.0%
Urban and Built-Up	6,096	64.2%
Water	853	9.0%
Wetlands	514	5.4%
Total	**9,489**	**100%**

Source: Florida Department of Environmental Protection

Agriculture: The Agriculture land use covers within Sebastian include the following:

- Improved Pastures
- Woodland Pastures
- Tree Nurseries
- Citrus Groves
- Herbaceous (Dry Prairie)
- Mixed Upland Nonforested
- Abandoned Tree Crops

Barren Land: The Barren Land land use covers within Sebastian include the following:

- Disturbed Lands
- Spoil Areas

Rangeland: The Rangeland land use covers within Sebastian include the following:

- Herbaceous (Dry Prairie)
- Shrub and Brushland
- Mixed Upland Nonforested

Transportation, Communication, and Utilities: The Transportation, Communication, and Utilities land use covers within Sebastian include the following:

- Airports
- Roads and Highways
- Electric Power Facilities
- Auto Parking Facilities (When not directly related to other land use)
- Communications
- Electrical Power Transmission Lines
- Wet Prairies
- Water Supply Plants (Including pumping stations)
- Surface Water Collection Features

- Emergent Aquatic Vegetation
- Freshwater Marshes
- Surface Water Collection Features

Upland Forest: The Upland Forest land use covers within Sebastian include the following:

- Pine Flatwoods
- Sand Pine
- Longleaf Pine - Xeric Oak
- Upland Hardwood Forests
- Upland Mixed - Coniferous / Hardwood

Urban and Built Up: The Urban and Built Up land use covers within Sebastian include the following:

- Residential
- Commercial and Services
- Cemeteries
- Commercial and Services Under Construction
- Sand and Gravel Pits
- Holding Ponds
- Other Light Industrial
- Institutional
- Marina's and Fish Camps
- Parks and Zoos
- Golf Courses
- Community Recreational Facilities
- Herbaceous (Dry Prairie)
- Shrub and Brushland
- Mixed Upland Nonforested

Water: The Water land use covers within Sebastian include the following:

- Streams and Waterways
- Lakes
- Reservoirs
- Bays and Estuaries

Wetlands: The Wetlands land use covers within Sebastian include the following:

- Bay Swamps
- Mangrove Swamps
- Mixed Wetland Hardwoods
- Cabbage Palm Hammock
- Wetland Forested Mixed
- Freshwater Marshes
- Wet Prairies
- Mixed Scrub-shrub Wetland
- Emergent Aquatic Vegetation

Primary vegetative communities within the City that are listed above include, but are not limited to, wet prairies, mixed scrub-shrub wetland, freshwater marshes, mixed wetland hardwoods, sand pine, upland hardwood forests, pine flatwoods, mixed upland non-forested, shrub and brushland, and herbaceous upland non-forested. These primary vegetative communities indigenous to Sebastian are described below based upon data and information from the Florida Fish and Wildlife Conservation Commission.

Wet prairies: Wet prairies are flatland or slope with sand or clayey sand substrate. They are usually saturated but only occasionally inundated. They are statewide excluding the extreme southern peninsula. Wet prairies experience frequent fire (2-3 years). They are a treeless, dense herbaceous community with few shrubs. Included is wiregrass, blue maidencane, cutthroat grass, wiry beaksedges, flattened pipewort, toothache grass, pitcher plants, and coastal plain yellow-eyed grass.

Mixed scrub-shrub wetland: Mixed scrub-shrub wetlands are wetland areas that are dominated by woody vegetation less than 20 feet in height. This can occur in many situations, but in most cases involves transitional or disturbed communities on drier sites. Persistent examples of shrub wetlands include shrub bogs and willow swamps.

Mixed wetland hardwoods: Mixed wetland hardwoods are wetland hardwood communities which are composed of a large variety of hardwood species tolerant of hydric conditions yet exhibit an ill-defined mixture of species.

Freshwater marshes: Freshwater marshes are long hydroperiods that are dominated by grasses, sedges, broadleaf emergents, floating aquatics, or shrubs.

Sand pine: Sand pin is found on ridges throughout the state. It experiences rare fire (20-80 years). It includes a canopy of sand pine and an understory of the three shrubby oaks, or less commonly, and Florida rosemary.

Upland hardwood forests: Upland hardwood forests are located upland with sand/clay and/or calcareous substrate. Located from the Panhandle to the central peninsula. It experiences rare or no fire. Includes a closed deciduous or mixed deciduous/evergreen canopy. Also includes American beech, southern magnolia, hackberry, swamp chestnut oak, white oak, horse sugar, flowering dogwood, and mixed hardwoods.

Pine flatwoods: Pine flatwoods include mesic pine woodland or mesic shrubland on flat sandy or limestone substrates, often with a hard pan that impedes drainage.

Mixed upland non-forested: Mixed upland non-forested areas include upland non-forested landscape in which neither herbaceous nor shrubs cover over 2/3 of the area. It may include areas where tree species are regenerating naturally after clear cutting or fire but are less than 20 feet tall. These include native hardwood and coniferous species , but does not apply to plantations

Shrub and brushland: Shrub and brushland includes saw palmettos, gallberry, wax myrtle, coastal scrub and other shrubs and brush. Generally, saw palmetto is the most prevalent plant cover intermixed with a wide variety of other woody scrub plant species as well as various types of short herbs and grasses. Coastal scrub vegetation would include pioneer herbs and shrubs composed of such typical plants as sea purslane, sea grapes and sea oats without any one of these types being dominant.

Herbaceous upland non-forested: Herbaceous upland non-forested areas include upland nonagricultural, non-forested lands which contain no evidence of cattle grazing. It includes areas that have over 67% herbaceous cover, not counting any forested inclusions, which may be up to 25% of the area. It also includes prairie grasses

which occur on the upland margins of the wetland zone and may be periodically inundated by water. Generally, it is the marginal area between marsh and upland forested areas. These grasslands are generally treeless but in wet areas would have many types of soils resulting in a variety of vegetation types dominated by grasses, sedges, rushes and other herbs while dryer grass areas would be dominated by wire grasses with some saw palmetto present.

Air Quality

The Florida Department of Environmental Protection rates the quality of air in the City of Sebastian as good. The absence of major industries in the area helps to support the air quality in the City. Pollution generated from commercial and industrial developments within and adjacent to the City is not anticipated to adversely affect the air quality of Sebastian. Fugitive dust particles from land cleared for development may be experienced by the community, and developers should be requested to quickly replant development areas following clearing. The majority of air pollution in the City of Sebastian continues to emanate from automobile emissions. As the population in the area continues to increase so will traffic and emissions.

Water Quantity and Quality

This section analyzes the current and projected water needs and sources based on the demands for industrial, agricultural, and potable water use and the quality and quantity of water available to meet these demands.

Water Demands

The City of Sebastian's potable water is provided by a system operated by the Indian River County Utilities Department. The City is located within the North County Service Area and serviced by the North County Water Treatment Plant. Potable water in the City of Sebastian is received from either private on-site wells or from the County's water treatment plant. Currently, the plants operated by the Indian River County Utilities Department use the Upper Floridan aquifer as their primary water source. The County uses reverse osmosis to treat water drawn from the Floridian Aquifer. Located on the north side of 77th Street, west of 58th Avenue, the North County Water Treatment Plant began operating in 1997. According to Indian River County, the current permitted design capacity of the plant is 11.44 MGD. Currently, there is adequate treatment capacity for the planning period. Additionally, the County is currently upgrading the Roseland Tank to a storage and repump station that will improve pressure in the North Sebastian area.

According to the **Land Use Element**, zero percent of the City's acreage is designated for Agriculture. No change in agricultural land uses is anticipated in the foreseeable future. According to the Indian River County Comprehensive Plan Potable Water Sub-Element, the existing and projected industrial demand for the North County area is and will continue to be 2,500 gallons per day (GPD) per gross acre. The City's adopted Level of Service Standard for potable water is 250 gallons per day per equivalent residential unit. **Table 5-3** provides a listing of the projected potable water demand based upon the population projections and the entire City being connected to the County potable water system. In order to meet projected demand in 2040, the City will require an estimated 3,978,000 gallons per day. To ensure the efficient and acceptable delivery of potable water services to the City of Sebastian continued coordination with Indian River County Utilities is recommended.

Table 5-3: Projected Potable Water Demand

Year	Population	Residential Units	Gallons/Unit/Day	Estimated Average Demand (gallons/day)
2020	25,957	11,616	250	2,904,000
2025	28,562	12,933	250	3,233,250
2030	30,806	14,100	250	3,525,000
2035	32,757	15,029	250	3,757,250
2040	34,567	15,912	250	3,978,000

Source: Population projections and household estimates from Florida Housing Data Clearinghouse

Water Conservation

The City of Sebastian participates in water conservation, use, and protection through programs and policies supported by SJRWMD. Per Section 373.016, F.S., the SJRWMD, and all other water management districts are required to "promote the conservation, replenishment, recapture, enhancement, development, and proper utilization of surface and groundwater." To accomplish this directive, the SJRWMD considers conservation in the development of policy and rules, public information programs, planning, and resource management and evaluation.

Conservation measures are also witnessed through the use of a consumptive use permitting process, which enables the SIRWMD to review certain proposed and existing developments for reasonable and beneficial use of water.

The SJRWMD encourages the reuse of wastewater for irrigation purposes as a measure to conserve water. Incentives to install and utilize wastewater reuse facilities are provided in the Water Management District's permitting process for wastewater treatment facilities.

Included among the SJRWMD's conservation efforts is a program targeted at plugging unattended, free-flowing artesian wells. This program attempts to identify abandoned wells, seal them, and restore them to their natural hydrologic condition.

SJRWMD also promulgates information to the public concerning water conservation. Pamphlets, slide shows, speeches, and addresses made through media sources are a variety of ways in which the District educates and informs the public about water conservation.

Aquifer Recharge

There are no areas within the City that have been adopted by the St. John's River Water Management District as prime groundwater recharge areas for the Floridan aquifer. The coastal ridge area has the best recharge potential. However, most of this area has been developed as part of the "Old Town." Other portions have been mined for sand. The Floridan aquifer is recharged in eastern Osceola County and very little down migration of water is possible due to two factors:

- A confining layer of silt and clay and various other materials separates the surficial and deep (Floridan) aquifer; and

- The potentiometric surface of the aquifer is approximately +30 feet NGVD (National Geodetic Vertical Datum), this upward pressure will not permit recharge except under extremely high head conditions.

The top of the surficial aquifer within the City is generally located between five (5) and ten (10) feet below the ground surface but may be much closer to the ground surface depending upon the amount of rainfall which is present. The rainfall in the area recharges the surficial aquifer, and as such, the water table depth fluctuates with the amount and intensity of the rainfall.

The surficial aquifer recharge areas within the City may not supply large quantities of water to the aquifer but serve to prevent lateral saltwater intrusion into inland groundwater supplies.

The City's zoning regulations, flood damage prevention ordinance, and subdivision regulations accomplish an adequate degree of protection for natural drainage and recharge areas. Sebastian's existing land use has generally developed in a manner favorable to natural groundwater recharge and natural flood protection.

Water Quality

The degradation of water quality in Sebastian may be a concern with the potential for increased growth and urbanization. With an increase in impervious surfaces the more concern there is for pollutants and runoff into water bodies. A decrease in water quality can cause several issues for the City including harmful algal blooms. Recognizing nitrogen leachate in groundwater is a significant contributor to water quality in surface water bodies. Improvement of water quality should continue to be a cooperative effort between the City, the County, St. Johns River Water Management District (SJRWMD), the National Estuary Program, Indian River County Mosquito Control District, and the Natural Resource Conservation Service. SJRWMD has also worked with Florida Department of Health, Indian River County Department of Environmental Health, the Marine Resources Council of East Central Florida, and the National Estuary Program to monitor surface water quality.

Urban run-off is a major contributor of pollutants to the surface waters of the City and Indian River County. Utilization of more advanced treatment techniques and storm water management will assist in decreasing the detrimental effects of pollution on the natural systems of the City. Impacts of sea level rise and combined rain events may affect water quality and a pollutant load model may need to be developed as recommended in the City's Coastal Resiliency Plan. The City's Stormwater Management Plan shall identify approaches to address existing and potential deficiencies in the City's existing stormwater management system to maintain water quality.

Indian River County operates all centralized potable water and sanitary sewer service in Sebastian. Therefore, any of the existing wastewater treatment plants that were discharging into the Lagoon are now deactivated and not polluting the waters. As more septic tanks are connected to central sewer, the opportunity for pollutants from septic tanks to enter the Lagoon will be eliminated.

As stated in the Basin Management Action Plan (BMAP) for the Central Indian River Lagoon (2013), the Florida Department of Environmental Protection (FDEP) has classified the estuary bordering the City of Sebastian as:

- Class II waters which have a designated use of shellfish propagation or harvesting; and
- Class III waters which means that it must be suitable for recreation and must support the propagation and maintenance of a healthy, well-balanced population of fish and wildlife.

FDEP develops and adopts total maximum daily loads (TMDLs) for the waterbody segments it identifies as impaired. A TMDL is the maximum amount of a specific pollutant that a waterbody can assimilate while maintaining its designated uses. FDEP has adopted TMDLs for the St. Sebastian River. Parts of the St Sebastian River are classified by the state as "impaired'. As stated in the BMAP, FDEP also adopted the nutrient TMDLs for

the main stem of the IRL Basin in March 2009. The TMDLs focus on the water quality conditions necessary for seagrass regrowth at depth limits where seagrass historically grew in the basin, based on a multiyear composite of seagrass coverage. The median depth limits of seagrass coverage in the IRL Basin decreased over the years due to decreased water quality resulting from anthropogenic influences. As polluted runoff reached the lagoon, it created conditions that prevented the seagrass from growing in deeper water.

As described in the BMAP, the Central Indian River Lagoon is currently meeting the TMDL seagrass depth limit targets. The purpose of the BMAP is to document the completed projects that contributed to this success and to identify future projects to continue seagrass improvement.

Soils

Soils indigenous to Sebastian are a natural resource that has been an important factor in the development of the City. In earlier times, when agriculture was a major occupation, soil properties were a crucial determinant of the success of a farm or grove. Other development occurred, given the right location, on soils having the least limitations and requiring the least amount of corrective measures. Under the economics of land development today, the choice of land for a specified use is more often determined by factors such as location rather than the kind of soil. However, knowledge of the types of soil present in Sebastian is still important in assessing the limitations or reclamation that must be done to develop a site.

The Indian River County Soil Survey prepared by the Soil Conservation Service and revised in September 2019 gives details of the 30 different soil types that exist in Sebastian. The soil classifications are made based upon the water table, slope, erosion potential, permeability, subsidence and organic (muck/peat) content. The soils are also rated as to their potential for development based upon those limiting properties. Soil types covering the City are illustrated in **Map 1-11.**

The physiographic features in the City of Sebastian consist of relatively flat lands with some gently rolling hills. The City of Sebastian physiography is part of the mainland Atlantic Coastal Ridge. The ridge is a remnant of an offshore bar that was formed in the Pamlico Sea (Soil Survey of Indian River County, Florida, January 1987). The soils are predominantly “nearly level” to “gently sloping” very dry, and sandy. Slope does not exceed five (5%) percent. Native vegetation consists of flatwoods with small depressions, including oak, slash pine, rosemary, saw palmetto, scrub oak, and pineland threeawn. Following is a description of soil associations and their characteristics.

1. Soils of the Sand Ridges, Astatula, Archbold, and St. Lucie. Nearly level to gently sloping, excessively drained and moderately well drained soils that are sand to a depth of 80 inches or more. These soils are situated along the main narrow spine of the Atlantic Coastal Ridge, primarily along the FEC corridor. Very few sites remain undeveloped along this corridor. The principal vegetation is long leaf and slash pine, sand pine, saw palmetto, scrub oak, live oak, cabbage palm, and hickory. Pineland threeawn and bluestems are the most common native grasses.

2. Soils of Flatwoods, Low Knolls, and Ridges.
    a. Immokalle-Myakka-Satellite. Nearly level, poorly drained and somewhat poorly drained soils; some are sand throughout and some have a dark sandy subsoil. Vegetation consists of South Florida slash pines and scattered live oak. The understory includes saw palmetto, running oak, inkberry, fetterbush, wax myrtle, pineland threeawn, bluestem, panicums, and other grasses.
    b. Eau Gallie-Oldsmar-Wabasso. Nearly level, poorly drained soils that have dark sandy subsoil; some have subsoil that is underlain by loamy material at a depth of less than 40 inches, and some have a

subsoil that is underlain by loamy material at a depth of more than 40 inches. This soil is found on broad flatwoods and includes soils in scattered wet depressions. The natural vegetation is South Florida slash pine, saw palmetto, inkberry, rusty lyonia, and several grasses and weeds.

c. Myakka-Immokalle. Nearly level, poorly drained soils that have dark sandy subsoil. These soils primarily support South Florida slash pine with an understory of saw palmetto, running oak, inkberry, fetterbush, wax myrtle, and varied grasses.

3. Soils of the Sloughs, Poorly defined Drainageways and Hammocks- Boca-Wabasso-Riviera. Nearly level, poorly drained soils, some have a loamy subsoil underlain by hard limestone at a depth of 40 inches; some have a dark sandy subsoil underlain by loam material at a depth of less than 40 inches, and some have a loamy subsoil at a depth of 20 to 40 inches. These soils support blue maidencane, St. Johns wort, scattered cypress trees, red maple, wax myrtle, sand cordgrass, millswort, and other water-tolerant weeds and grasses.

The wetlands protection ordinance prohibits development of wetlands. The definition of wetlands is the same as presented in State Legislation. In the City of Sebastian the following hydric soils are present: Chobee loamy fine sand, Riviera fine sand, Myakka fine sand depressional, Holopaw fine sand, Pompano fine sand, Riviera fine sand depressional.

According to DEP's Division of Water Resource Management, there are no commercially valuable deposits of coquina, dolomite, phosphate, clay, or peat present within the City of Sebastian. No active or inactive mineral mining sites, other than sand mining along the coastal ridge in the southeast portion of the City, have been identified within the City. The City of Sebastian does not have any specific areas of soil erosion. Erosion potential can be mitigated by reducing the time interval between the clearing of land and actual development or construction.

Coastal Area

The coastal area in Sebastian is defined as the area between U.S. I and the Indian River Lagoon, except where North Central Avenue intersects with U.S. 1, then the eastern edge of North Central Avenue shall constitute the western boundary of the City's coastal area. The land uses along the Indian River Lagoon within Sebastian consist mainly of commercial land uses with several recreational and open space areas. In addition to the commercial uses, there are several scattered residential uses located within the coastal area. The coastal area is approximately 65 acres is size. The **Land Use Element** identifies historically significant buildings within the City of Sebastian. Since the vast majority of the historical sites in Sebastian are located within the coastal area, it is important for the City to preserve these sites.

Water Dependent Uses

Water dependent uses are activities that can be carried out only on, in, or adjacent to water areas because the use requires access to the water body. Within Sebastian, these activities include public and private marinas, fishing, boating, kayak launches, and active and passive recreation. The waterfront area is a vital economic activity area within the City. The ambiance of the City is perhaps rooted in this area. The City has a Riverfront Plan for the waterfront area to spur revitalization and redevelopment. The City places a high value on the few water dependent facilities and looks forward to their continued use, maintenance, and enhancement over time.

A number of water-dependent structures are located east of Indian River Drive including three marinas, two piers, and two boat ramps. There are also several small privately-owned boat docks and piers but they do not represent

major water- dependent or related land uses. The marinas are located in an area that is suitable for marina activities. Along the Indian River Lagoon shoreline, the City has two major access points at the Municipal Pier and at the Yacht Club and Boat. The waterfront area spans approximately 9,000 linear feet within the City limits. The natural resources within Sebastian are used for water dependent uses and commercial fishing. The Indian River Lagoon provides the most extensive resource-based recreational area within the City. Fishing, boating and other water-dependent recreation are available throughout the Aquatic Preserve.

Water Related Uses

Water related uses are activities which are not directly dependent upon access to a water body, but which provide goods and services that are directly associated with water-dependent or waterway uses. Water related uses include: boat storage, marine repair, retail boat and trailer sales, marine industrial (boat building, boat yards, hull work and painting, marine construction), tropical fish collection and sales, fish houses (wholesale and retail fish sales, processing, and packaging), commercial fishing support (trap storage, building and dipping), ship stores, bait and tackle stores, and dive shops. The City has no water related activities aside from the water dependent activities discussed herein.

Coastal Economy

The City of Sebastian strives to provide a highly desirable natural setting with water oriented recreational amenities for its residents. The waterfront core area is a vital economic activity area within the City. The riverfront plays an important role in Sebastian's economy. In order for the City to retain the natural beauty of the area as well as increase the economic base, a mix of residential and commercial uses is necessary within the coastal area.

As stated in the Basin Management Action Plan for the Central Indian River Lagoon (2013), the IRL is a valuable ecological and economic asset for the state of Florida and the counties that border the lagoon and its tributaries. The lagoon directly and indirectly supports a large part of the region's and the state's economy. The basin supports the multimillion-dollar Indian River citrus industry and boat and marine sales industries. Finfish and shellfish harvesting from the lagoon contribute to local economies. A 2008 economic study (Hazen and Sawyer) carried out for the IRL NEP estimated the total value of the lagoon's benefits to residents and visitors at $3.725 billion, measured in 2007 dollars. The Impact Analysis for Planning Regional Economic Input Output Model was used to estimate the economic contribution of lagoon-related expenditures. More than $1.3 billion of economic benefit was generated from money spent on recreational activities, both from residents and visitors, including items such as boat purchases, boat repairs, and marina slip rental and dockage fees. An additional $762 million was estimated for recreational use value, which is the amount that people would be willing to pay for the opportunity to engage in a recreational activity on the lagoon. Therefore, the total value for 2007 for lagoon-related recreation was close to $2.1 billion.

A significant increase in the amount and diversity of wildlife on the lagoon and improved water quality in the basin would increase the recreational use value of the entire IRL system by about $80 million per year. Other recreational expenditures and real estate values may also increase under improved environmental conditions but were not estimated during the study. The increase in value reflects a greater willingness by residents and visitors to pay to improve the environmental quality of the lagoon (Hazen and Sawyer 2008). The economic value of the IRL Basin's seagrass beds was estimated at $329 million per year for 72,400 acres of seagrass. Seagrass habitats are an important component of the lagoon's ecology and are the foundation of the food web for many of the animals that live in the IRL by providing nursery and feeding areas. This is particularly true for many of the

recreational and commercial fish species. Seagrass may provide additional economic value related to water quality and aesthetics (Hazen and Sawyer 2008). Therefore, investing in projects and programs to improve the lagoon's water quality and seagrass beds is not only important for environmental considerations but also to improve the economy.

Land Use Conflicts

At this time there are few if any conflicts related to land use in the coastal area; however, this could change in the future. The Riverfront Plan sets up guidelines for improving the riverfront, including preservation of strategic areas. The goals, objectives, and policies of this Element will govern any conflicts that arise between land uses proposed in the Riverfront Plan and the environmentally sensitive portions of the coastal area. It is the purpose of this Element to protect estuarine resources from the adverse impacts of development and to prevent potential conflict associated with development or redevelopment of marine related activity in the waterfront core area.

Floodplains

Flood zones allocated in the City of Sebastian are illustrated in **Map 1-9**. There are several areas within the City of Sebastian which have been identified by the Federal Emergency Management Agency (FEMA) as having the potential for flooding in the 100-year storm event. Flood Zone A and AE represent the 100-year storm event flood levels. Also included in the map is the 500-year storm event area (X500). These areas are subject to rising waters due to their proximity to nearby rivers, tributaries, and lakes.

The City's Coastal Resiliency Plan includes additional flood data and maps regarding storm surge and future sea level rise. The vulnerabilities that Sebastian faces due to sea level rise are outlined in this Plan and include possible impact to outdoor facilities, City streets, and lift stations in future flooding events. Tropical storms and hurricanes may further increase these risks. The Coastal Resiliency Plan also outlines mitigation strategies such as defining existing street and structure flooding levels of service.

Coastal High Hazard Area

The Coastal High Hazard Area is an area particularly vulnerable to the effects of coastal flooding from tropical storm events and is defined by section 163.3178(2)(h)9, Florida Statutes, as the area below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model (See **Map 1-10**). The only structures within the CHHA in Sebastian are mobile homes. Additional infrastructure in the City that has been inventoried or identified as being at risk to seal level rise or flooding is recorded in the City's Coastal Resiliency Plan. The threats of sea level rise and flood events should be taken into consideration in regard to development and redevelopment strategies used in the CHHA as defined in § 163.3178(2), F.S. The restriction of development activities and limiting of public infrastructure expenditures within the CHHA and hazard prone areas should also be considered.

Hurricane Vulnerability Zone

The hurricane vulnerability zone for the City of Sebastian has been identified as those areas requiring evacuation during the event of a 100-year storm, or Category 3 hurricane. The areas requiring evacuation during such occurrences are the Indian River Lagoon shoreline, the 100-year floodplains, mobile and manufactured home residences, and areas receiving impacts from Category 3 hurricane storm-surge heights. Generally, areas

experiencing Category 3 storm-surge impacts lie within the 100-year floodplain. Areas within the City receiving storm-surge impacts during Category 3 storm events are within the 100-year floodplain for either the Indian River or St. Sebastian River. Development and redevelopment strategies should be used to reduce flood risk in these areas as defined in § 163.3178(2), F.S. Maps of the City's storm surge zones are documented in **Map 5-3** and the City's evacuation zones are illustrated in **Map 5-4**. Please note that storm surge zones are not synonymous with hurricane evacuation zones although the two maps may look similar. While hurricane evacuation zones are based on storm surge projections, they also determined by other public safety considerations such as access by first responders to the barrier islands and potential bridge closures. Some areas may require prioritized evacuation regardless of the identified storm surge zone.

Shelter Capacity

During natural disasters, residents will seek refuge at public shelters managed by either the American Red Cross or the Indian River County Emergency Management Service. The primary evacuation shelters within Sebastian include Pelican Island Elementary School, Sebastian Elementary School, Sebastian River Middle School, and Sebastian River High School. Although public shelters are dispersed throughout Indian River County, some County residents from other evacuation zones or from neighboring coastal Counties may choose to take refuge at Sebastian area shelters, yet, their numbers are expected to be minimal. Therefore, the City's local shelters adequately meet the needs of those seeking shelter.

Evacuation Routes

The evacuation routes out of the City of Sebastian include US 1 and CR 512. These two roadways also serve most of the northern half of the County. US 1 run north and south through the entire County and would be used by a number of residents to evacuate into other counties. CR 510 via the Wabasso Causeway would provide an evacuation route for the residents of the north barrier island. CR 510 connects with CR 512 west of Sebastian and CR 512 connects with I-95 a few miles west of the CR 510 intersection. Because the evacuation routes serving the City also serve the County, hurricane evacuation planning must be done on a countywide basis.

Constraints are likely to prevail on certain segments of U.S. 1 and C.R. 512 since they both traverse through areas subject to flooding from 100 to 500-year storm waters. The segment of U.S. 1 just south of C.R. 512 north to Main Street lies within a 100 to 500-year floodplain, while a quarter-mile length of C.R. 512 crosses the 100-year floodplain associated with Collier Creek. The potential for road-surface flooding during heavy rainfall is greater along these road segments within Sebastian than along others.

Evacuation clearance times for Indian River County will vary based on storm levels and impacts associated with a hurricane. In case of a hurricane threat, Sebastian residents will be notified by radio and television broadcast systems and the mobile public-address system on appropriate time to evacuate their areas. Proper notification will allow sufficient time for Sebastian residents to evacuate the area. The City's Coastal Resiliency Plan outlines societal exposure hurricanes especially to the older population. The demographics of the city may impact the warning time that the City needs to provide to its residents. The Indian River County Emergency Management Department maintains a file of the physically handicapped and individuals with special needs. Special transportation has been arranged which includes vans and hydraulic lifts, ambulances, taxis, and private vehicles. Red Cross officials also have designated special shelters. Evacuation Routes are illustrated in **Map 2-3**.

Disaster Preparedness

In order to be prepared for natural disasters such as hurricanes, sea level rise, and flooding the City should take preventive action. The *Official Disaster Preparedness Guide for Indian River County* is a source of information for residents to be better prepared for natural disasters that occur. The City's Coastal Resiliency Plan outlines adaptation strategies to increase the City's resilience to natural disasters and to decrease the detrimental impacts to residents and the environment. The adaptation strategies were screened qualitatively using the following criteria:

- Ability to increase resilience
- Cost and benefits
- Community acceptance
- Environmental impacts
- Socio-economic impacts

A summary of the screening criteria is provided in **Table 5-4**. The table below summarizes potential adaptations and their impacts within the community.

Table 5-4: Potential Adaptation Strategies

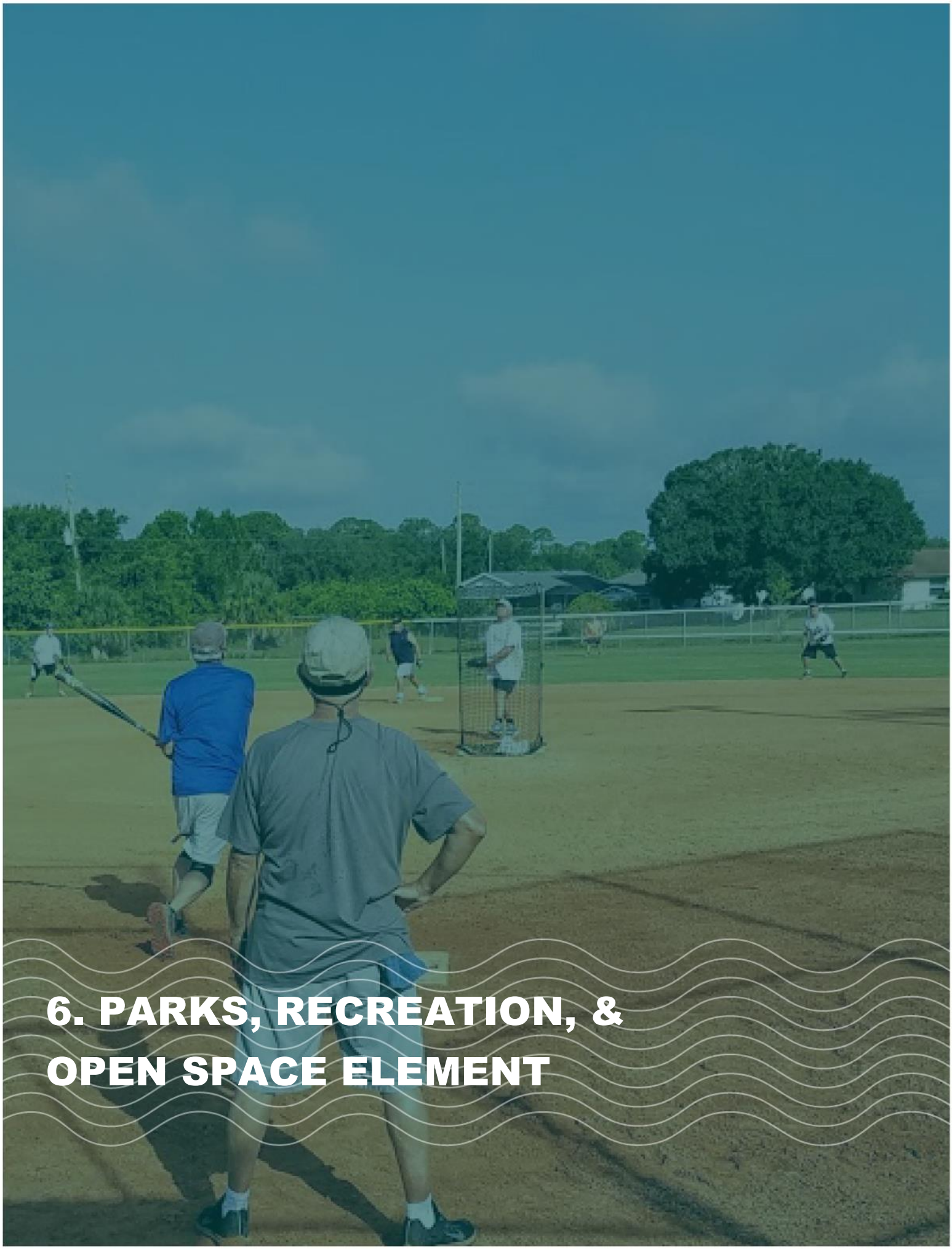
Potential Adaptation Strategies	Ability to Increase Resilience	Cost and benefits	Community Acceptance	Environmental Impacts	Socio-economic impacts
Canal Bank Inspections	🟢	🔴	🟡	🟡	🟡
Define Street and Structure Level of Service	🟢	🟡	🟢	🟢	🟢
Retrofit Outfalls with Inline Check Valve	🟢	🟢	🟢	🟡	🟡
Update Comprehensive Plan	🟢	🟢	🟡	🟡	🟡
Update Stormwater Master Plan	🟡	🟢	🟢	🟡	🟢
Raise Lift Station Electrical Controls	🟢	🔴	🟢	🟡	🟡
*Level of value to the City: 🟢 = High 🟡 = Medium 🔴 = Low					

Source: City of Sebastian Coastal Resiliency Plan

These adaptation strategies will help the City to be better prepared and recover more quickly from natural disasters.

Conclusion

Per Chapter 163.3177 of Florida Statutes, this Conservation & Coastal Management Element provides for the conservation and protection of natural resources in the area, including air, water, water recharge areas, wetlands, waterwells, estuarine marshes, soils, beaches, shores, flood plains, rivers, bays, lakes, harbors, forests, fisheries and wildlife, marine habitat, minerals, and other natural and environmental resources. This Element's data inventory and analysis influences the overarching goals, objectives, and policies for conservation and coastal management within the City. This Element sets the foundation for the City to protect its natural environment and protect life and property from natural disasters.



6. PARKS, RECREATION, & OPEN SPACE ELEMENT

PARKS, RECREATION, & OPEN SPACE ELEMENT

The City of Sebastian has a comprehensive system of public and private recreation sites including parks, natural areas, waterway access, and recreation facilities. The City makes it a priority that adequate active and passive recreation and open space is provided and distributed equitably throughout the City. The **Parks & Recreation Element** ensures that the City has a comprehensive system of public recreation and open space which meets the needs of existing and projected users and which enhances the natural resources of the City.

PARKS, RECREATION, & OPEN SPACE ELEMENT

1. Requires Level of Service (LOS) standards for parks and recreation facilities;

2. Ensures equitable distribution of parks to guarantee accessibility to recreational facilities for all residents;

3. Requires the development of a City Parks System Master Plan to identify and plan for the maintenance of existing facilities and development of new facilities;

4. Encourages the utilization of creative urban design concepts such as low impact development and Crime Prevention Through Environmental Design (CPTED);

5. Supports the City's Integrated Pest Management Plan to encourage nature-based pest management methods;

6. Promotes the conservation of environmentally sensitive open space, environmental teaching, and sustainability efforts at parks;

7. Emphasizes bicycle and pedestrian access and the expansion of the City's trail network;

8. Promotes increased public access to the City's shorelines;

9. Encourages community outreach and promotes environmental education activities; and

10. Identifies City coordination efforts with the public and private sector in order to provide and promote recreational opportunities.

GOALS, OBJECTIVES, & POLICIES

Goal 6-1: Provide Well Planned Parks, Recreational Facilities, and Open Space.

The City's Goal is to provide well planned, active and passive recreation and open space ensuring a comprehensive system of parks, recreational facilities, and open space that meets the health, safety and welfare needs of the City residents and visitors and which enhances the natural environment of the City.

Objective 6-1.1: Parks and Recreation System. The City shall undertake a comprehensive program to ensure that the Level of Service (LOS) for parks and recreation facilities is maintained, with a distribution of parks and recreational facilities throughout the City that meets the requirements of all residents and visitors.

Policy 6-1.1.1: LOS Standards for Parks and Recreation Facilities. The City adopts the standards shown in **Tables 6-1** and **6-2** as the Recreation and Open Space LOS standards. **Table 6-3** displays the population projections and trends that the City can expect in the next 20 years. The City shall maintain these adopted LOS standards to reflect the diverse character of Sebastian and the needs of the various age groups, social and economic groups, and recreational preferences of City residents. Facilities and their respective standards and service areas are defined as either neighborhood or community parks. Note, for the purpose of this Element, the definitions provided in the Data Inventory and Analysis (DIA) shall apply.

Table 6-1: Recreation Standards for Size and Location

Classification	Location	Acres/1,000 Residents	Size	Service Area
Neighborhood	Neighborhood area	2.0	1.0 to 5.0 acres	0.5 mile radius
Community	Group of neighborhoods	2.0	5.0 to 25.0 acres	0.5 mile to 3 mile radius

Table 6-2: Recreation Standards for Facilities

Facility	Standard
Baseball/Softball Fields	1 field per 6,000 residents
Basketball Courts	1 court per 5,000 residents
Boat Ramps	1 ramp per 12,500 residents
Equipped Play Areas (playground)	1 area per 10,000 residents
Football Fields	1 field per 20,000 residents
Golf Course	18 holes per 50,000 residents
Recreation Center & Gym	1 center per 25,000 residents
Soccer Fields	1 field per 10,000 residents
Swimming Pools	1 pool per 25,000 residents
Tennis Courts	1 court per 5,000 residents
Volleyball Courts	1 court per 8,500 residents
Bicycle Trail (paved)	1 mile per 31,250 residents
Bicycle Trail (unpaved)	1 mile per 10,750 residents
Hiking Trail	1 mile per 6,000 residents
Pickleball	1 court per 5,000 residents

Note: Standards are based on permanent population.

Table 6-3: Population Projections

	Sebastian		Indian River County		Sebastian Share of Indian River County Population
Year	Population	Growth Rate	Population	Growth Rate	
2010	21,929	-	138,028		16%
2016	23,735	8%	146,410	6%	16%
2020	25,957	9%	157,600	8%	16%
2025	28,562	10%	170,000	8%	17%
2030	30,806	8%	180,200	6%	17%
2035	32,757	6%	188,200	4%	17%
2040	34,567	6%	195,000	4%	18%

Source: Bureau of Economic and Business Research and Florida Housing Data Clearinghouse

Policy 6-1.1.2: Public Parks. The City shall use the information and analysis developed as part of the DIA to create a Parks System Master Plan. The Parks System Master Plan shall be consistent with the Open Space LOS Standard, except as may be amended per E below, and provide additional information including development of a schedule for the:

A. Inventory of existing facilities;
B. Identification and maintenance of existing facilities;
C. Development of new facilities;
D. Criteria for the prioritization of funding for the acquisition, development and enhancement of public parks, with an emphasis on existing parks to facilitate projects to maintain adopted LOS standards for the Capital Improvements Program (CIP); and
E. Analysis of existing LOS standards for consistency with the City's vision for parks, recreation and open space. This City will investigate potential alternative approaches to meeting LOS through the use of a park hierarchy, differential LOS, etc. that looks at not only the inventory of facilities but also the location and proximity to users.

Policy 6-1.1.3: Capital Planning. Consistent with **Policy 6-1.1.2**, the City shall review on an annual basis the need for new recreation sites and facilities as well as the need for repair and renovation of existing facilities. These identified needs shall be incorporated into the capital improvement plan. The analysis shall be directed towards maintaining a system of recreational sites and facilities which is responsive to user needs.

Policy 6-1.1.4: Monitor and Update Recreation Demand and Supply Analysis. When a park activity threshold listed in **Table 6-2** is reached, the City shall investigate the applicability of providing such activity or facility. The investigation shall include public input and may utilize hearings and user surveys to encourage input. Periodically, the continued relevance of the facility standards to current resident needs and desires shall also be investigated in a similar manner.

Policy 6-1.1.5: Population Projections. The City, as part of the Comprehensive Plan update, shall update the population projections for the following five and ten year planning horizons and apply these

projections to determine projected future demand. The City will strive to review and update the population projections on a five-year basis.

Policy 6-1.1.6: Current and Projected Unmet Park Facility Demand. Consistent with **Policy 6-1.1.10**, the City shall adopt and maintain a multi-year schedule of capital construction projects to address future projected deficit in park facilities as identified in the DIA. As part of the recommended Parks Master Plan and population projections, the City shall analyze future projected (potential) deficit in Community Park space. Projected deficits in future years shall be scheduled to be addressed prior to their projected occurrence.

Policy 6-1.1.7: Mandatory Land Dedication or Fees in Lieu Thereof. The City shall enforce provisions for the mandatory dedication of land for parks and recreation or fees in lieu thereof for all development with new dwelling units. These regulations are intended to ensure that new development provides for the necessary recreation lands, facilities, and/or fees in lieu in order to accommodate the additional demands generated by residents of the new development.

Policy 6-1.1.8: Land Dedication Enhancement. The City shall update and maintain the Land Development Code (LDC) to match the LOS standards, enhance the applicability of the dedication or fee in lieu provisions, add objective criteria for determining private recreation credits, and eliminate the ability for private recreation credits to satisfy all public recreation land dedication requirements.

Policy 6-1.1.19: Coordination with Governance & Implementation Element. The City shall schedule and incorporate such projects costing $25,000 or more into the **Governance & Implementation Element**.

Policy 6-1.1.10: Maintenance of Existing Recreation Land and Facilities. The City shall maintain existing recreation land and facilities through the use of proper management and funding techniques. The City shall ensure that recreation facilities are well managed, well maintained, and that high quality recreation programs are available to all residents.

Policy 6-1.1.11: Utilize Creative Concepts of Urban Design and Conservation of Environmentally Sensitive Open Space. All plans for development or redevelopment of park land resources involving or adjacent to environmentally sensitive lands shall incorporate creative concepts of urban design (stormwater/low impact development) and landscape. The plans shall be designed to enhance controlled access along the shoreline and wetland systems. Active and passive recreation areas shall be planned in a manner compatible with unique natural features of the site. Where provided, the design shall provide a circulation system to minimize conflict between pedestrians and vehicles and shall seek to use necessary stormwater management areas as a beneficial feature of the design. Adequate landscape and screening shall be integrated into park development plans to minimize land use conflicts, protect stability of established residential areas, and enhance community appearance.

Policy 6-1.1.12: Promote Environmental Education as Part of Recreation Programs. The City shall promote environmental education and management as an integral part of park and recreation policies and programs. Support for cooperative programming between resource agencies and local educational advisors will provide park and recreation resources as an instrument for environmental teaching, and as

a means for accomplishing the City's Goals and Objectives. The City shall promote the development and maintenance of the nature trail at Kildaire Park.

Policy 6-1.1.13: Promote Health Education. The City shall continue to offer community events and provide educational programming that highlights the importance of health and fitness.

Policy 6-1.1.14: Promote Sustainable Development Concepts as Part of Park Design. The City shall utilize native plants and Florida Friendly Landscape techniques when landscaping is added or updated in parks, recreation facilities, and open spaces. Nameplates identifying each native plant is encouraged in an effort to educate the public. The City shall utilize low-impact development strategies to reduce stormwater runoff from parks and recreation facilities. The City shall utilize the 2020 Parks Integrated Pest Management Plan in maintaining parks, recreation, and open space landscapes. The City will promote recycling and signage discouraging littering at Parks,

Policy 6-1.1.15: Waterfront Redevelopment. The City shall consider waterfront redevelopment needs, particularly the potential for new access points to the Indian River, including areas to support parking demands generated by shoreline access improvements. As such land, facility, and improvement needs are identified; the City shall investigate the potential of addressing such needs through the use of public or private not-for-profit agency resources.

Policy 6-1.1.16: Crime Prevention Through Environmental Design (CPTED). The City shall incorporate cost-efficient CPTED principles and practices into the design, construction, and operations of new park and facility construction. The City shall also begin to incorporate CPTED principles in existing properties as it becomes fiscally possible or when renovations take place.

Policy 6-1.1.17: Outings. The City shall continue to offer youth, adult, and senior recreational opportunities and outings.

Objective 6-1.2: Land Acquisition.

The City shall maintain a program to continually evaluate the potential purchase of land for parks, recreation, conservation, and open space needs.

Policy 6-1.2.1: Acquisition. The City shall identify and prepare a list of possible acquisition lands for recreation or open space to meet the current and future needs of City residents, as measured by the adopted City LOS standards through 2040. The City shall add proposed land acquisition projects to the City's CIP.

Policy 6-1.2.2: Access. The City shall give priority to acquisition of lands that provide access to parks, trail linkages, recreation, or open space areas.

Policy 6-1.2.3: Priority. The City shall give high priority to acquisition of lands in the Coastal High Hazard Area (CHHA) and in or adjacent to jurisdictional wetlands for passive recreational purposes, provided that that the City determines that recreational use of these sites would not endanger the public health, safety, welfare or environment.

Objective 6-1.3: Protect Natural and Open Space. The City shall maintain a comprehensive LDC which includes performance criteria designed to protect lands designated as natural reserves or open space including the Indian River Lagoon, the St. Sebastian River, and their tributaries from incompatible land uses and to ensure such lands shall remain functionally intact.

Policy 6-1.3.1: Implementing the LDC. In addition to the mandatory park and recreation land and facilities regulations, the City shall enforce the LDC which includes specific open space definitions and standards addressing protection of open space, natural vegetation, landscape, and signage. Standards shall include stipulations governing the provision and use of open space for buffering, protection of natural corridors, including drainageways, as well as other commonly accepted uses. The City shall also maintain standards which include performance criteria designed to preserve public access to the Indian River Lagoon, St. Sebastian River, and their tributaries.

Policy 6-1.3.2: Standards for Review and Maintenance. The City shall maintain criteria which shall be used to review all proposals for development in existing and proposed areas designated as open space on the master drainage plan map(s) and/or the Future Land Use Map.

Policy 6-1.3.3: Preservation of Potential Sites. All sites listed in the DIA as Unimproved Future Park Sites shall be retained by the City for use as parks, recreation facilities, or nature reserves.

Policy 6-1.3.4: Incorporation of Green Infrastructure Plan. The City shall strive to incorporate a natural system of connectivity within the park and open space system. The Green Infrastructure will aid in transport of natural ecosystems, reduced flooding of developed area, and increased treatment of stormwater runoff.

Policy 6-1.3.5: Environmentally Sensitive Lands. Whenever possible, recreational sites should be established with active and passive uses to provide a range of recreational facilities and opportunities, and to ensure preservation or conservation of environmentally sensitive lands. The City shall identify those recreational sites containing environmentally sensitive lands and limit those portions to passive use recreation only; where it is determined that passive recreational use of these lands would not endanger the public health, safety, welfare, or environment.

Policy 6-1.3.6: Passive Recreation. The City may use City-owned floodplains, conservation lands or environmentally sensitive lands, and other similar areas for passive recreational land, provided that the City determines that passive recreational use of these sites would not endanger the public health, safety, welfare, or environment. The City shall partnership with local, regional, state and federal agencies in reaching this goal.

Objective 6-1.4: Public Access. Multi-modal access (i.e. pedestrian, bike, vehicular) shall be provided to all public recreation sites, with pedestrian access to all facilities at such sites. As park sites are acquired, developed, or redeveloped, all modes of access shall be considered.

Policy 6-1.4.1: Access. All future City owned parks and recreational facilities shall have direct access on a public street, right of way, or easement. The City shall not vacate necessary existing rights-of-way,

easements, walkways, and other properties available for public access to parks and recreation facilities or open space.

Policy 6-1.4.2: Park and Public Space Connectivity. The City shall connect parks and public spaces through pedestrian/bike access ways including linear parks, sidewalks, bicycle lanes, trails, blueways (such as kayak trails), and greenways.

Policy 6-1.4.3: Automobile Access. The City shall ensure an appropriately scaled level of automobile access. Parks with facilities designed to appeal to a wider audience than the immediate adjacent area shall have adequate parking for the anticipated number of users. Parking areas where coverage of sod cannot be maintained due to the level of use shall have paved parking installed. Compatibility with the character of the park and surroundings shall be taken into account in designing automobile access.

Policy 6-1.4.4: Bicycle and Pedestrian Access. The City shall ensure bicycle and pedestrian access to all sites and internal pedestrian access to all recreation facilities. Whenever possible, site access shall be connected to existing sidewalks and pathways providing access to the community at large. Bicycle racks shall be provided at all parks, special facilities, and nature reserve areas.

Policy 6-1.4.5: Accessible Facilities. Recreation sites shall be connected to external accessible routes when present and shall include internal accessible routes to all facilities whenever feasible. All types of amenities shall be provided with barrier-free access in a representative quantity. The City shall identify and schedule any readily constructible barrier-free access improvements and evaluate other improvements for inclusion in the capital improvement plan. The City shall consider the need for addressing all-inclusive play equipment within City parks. The City will provide vehicle parking, ADA-compliant parking, bicycle racks, and barrier-free access at City-owned parks and recreational facilities.

Policy 6-1.4.6: Restrooms. Parks with existing restrooms shall be evaluated for the condition of the restrooms and the level of accessibility provided. Deteriorated facilities shall be scheduled for renovation, with feasible accessibility improvements included in the scope of work.

Policy 6-1.4.7: Opportunity. Each park amenity replacement, improvement, or addition shall be recognized as an opportunity to improve access for all users, including those with special needs, through universal design.

Policy 6-1.4.8: Bicycle and Hiking Trails. The City shall pursue the expansion of the existing network of trails so that a comprehensive, connected system is created which includes integration with State and County networks.

Policy 6-1.4.9: Wayfinding and Voluntary Compliance. The City shall add wayfinding and similar signage, using consistent design themes and language, to all parks that are currently not marked and shall install park system maps at all parks as may be necessary. To improve user understanding and compliance, and facilitate enforcement, the City shall install a park rules sign of consistent appearance at each site.

Objective 6-1.5: Coordination of Planning and Resources. The City shall coordinate planning for recreation improvements with each level of government including the State of Florida,

Indian River County, the Indian River County School Board, non-profits, the private sector, and the public at large in order to provide and promote recreational opportunities, understand needs, and encourage environmental education activities all in a cost effective manner.

Policy 6-1.5.1: Joint School-Park Concept. Consistent with the **Public Schools Element**, the City shall cooperate with the Indian River County School Board to promote joint use of schools and parks for school and public recreation activities. Efforts shall be focused on the two schools within the City limits (Pelican Island and Sebastian elementary schools), however the two schools immediately adjacent to the City may be included as well (Sebastian River Middle and Sebastian River High).

Policy 6-1.5.2: Private Sector. On a continuing basis through the site plan and subdivision approval process, the City shall coordinate with private sector developers in providing needed improvements to recreation facilities by enforcing the recreation land and facility dedication or fee in lieu provisions of the LDC.

Policy 6-1.5.3: Funding Sources. The City shall pursue grants, foundations, and other public/private funding sources for the development, expansion, and maintenance of park and public space resources. The City shall seek out and obtain the advantages of all appropriate local and non-local sources of financial and technical assistance. Alternative funding sources and their operational and administrative impacts shall be regularly monitored so that evolving State and Federal assistance programs can be aggressively pursued in furtherance of the City's recreation goals and objectives while remaining cost effective and fiscally equitable.

Policy 6-1.5.4: Other Human Service Planning Efforts. The City shall create realistic plans and take responsive action to meet identified needs in a cost-effective and fiscally equitable manner by encouraging the use of local park and recreation resources for a wider range of human services delivery (i.e. health information, consumer protection, nutrition, literacy, etc.)

Policy 6-1.5.5: Cooperative Education Programs. Park and recreation resources shall be used by the City as an instrument for environmental education as well as other adaptive education programs. This effort shall facilitate the use of local parks as year-round community education and recreation facilities for all age groups.

Policy 6-1.5.6: Citizen Outreach. The City shall coordinate with local media outlets (newspaper, television, etc.) as well as use the City website and social media as appropriate to inform residents about recreation activities and events. The City website shall include a map of the City's parks and facilities. Outreach efforts shall include targeted efforts to reach the entire community such as through City sponsored newsletters.

Policy 6-1.5.7: Volunteer Organizations. The City shall continue to support the efforts of and work closely with volunteer organizations that provide a wide range of recreation programs.

Policy 6-1.5.8: Intergovernmental Coordination. Specific Objectives and Policies regarding intergovernmental coordination and this Element are provided and identified in the **Governance & Implementation Element**.

Objective 6-1.6 Boating And Waterways. The City shall include blueways, waterways, and boating in parks, recreation, and open space planning including the identification of high priority facilities.

Policy 6-1.6.1: Schedule. The City shall develop and maintain a schedule for the assessment of high priority waterways networks, including boating, kayak and canoe trail ways, and other water transportation options including but not limited to inspections, repairs, and future capital improvements projects.

Policy 6-1.6.2: LOS. The City shall adopt LOS standards for boating and fishing facilities, such as boat ramps, kayak and canoe launches, fishing piers, and public access points.

Policy 6-1.6.3: Public Access. The City shall strive to maintain a no net loss policy for public access to waterways and shorelines and will work to maintain and/or expand the publicly accessible location throughout the City.

Policy 6-1.6.4: Boat Ramps and Parking. The City shall analyze the need for additional boat ramp and parking facilities as part of the development of the Parks System Master Plan.

DATA INVENTORY AND ANALYSIS

INTRODUCTION

The City of Sebastian has a comprehensive system of public and private recreation sites, including parks, natural areas, waterway access, and recreation facilities. This Element provides a recreation inventory, analysis, and policies pursuant to the requirements of Section 163.3177(6)(e) of the Florida Statutes. In addition, current and projected needs for recreation sites, facilities, and open space are analyzed based on an assessment of existing and projected recreation demands and a plan to meet those demands provided.

DEFINITIONS

Neighborhood Park. A smaller park for diverse local recreational activities. Neighborhood parks are generally 1 to 5 acres in size and accessible by foot or bicycle with a service radius of about one-half mile and a service population of up to 5,000 persons. Typical development may include basketball and tennis courts, open play areas, play structures, picnic tables, benches, landscaping, lighting, and limited parking.

Community Park. A larger park that provides a diverse range of community-scale recreational and leisure activities or contains an area of environmental or aesthetic quality. Facilities and activities may include, but are not limited to, athletic fields and courts, swimming pools, gymnasiums, performing and fine arts centers, crafts buildings, play structures, picnic tables, benches, landscaping, lighting, and parking. A community park is typically a "drive-to" facility from 5 to 25 acres in size that services the needs of up to 25,000 people. Community parks are ideally located near collector or arterial roads to accommodate adequate access and should be well-buffered from adjacent residential areas.

Special Facilities. Special recreation facilities are generally identified as unique in their nature and purpose. Special facilities are exemplified by golf courses, community centers, boat ramps, zoos, stadiums, and other single-purpose facilities. While development standards are available for such facilities, the provision of special facilities is typically based more on the desires or unique characteristics of a community rather than numerical standards.

District Park. A major or district park is usually designed to provide recreation opportunities to more than one community or an entire county. These sub-regional parks are often based on a resource or scale that cannot be provided by a community park. District parks can serve populations of about 100,000 people and are typically located within 30 minutes driving time of the users. These parks may provide ample contact with natural aspects of the setting and include large picnic areas, areas for field sports, nature trails, boating facilities, and riding trails.

Regional Park. Regional parks function primarily to provide special natural resource use to people of all ages. They are generally more than 3,000 acres in size and within an hour's driving time of the population they serve. Activities available at a typical regional park include boating, swimming, hiking, horseback riding, picnicking, overnight camping, and nature appreciation.

Nature Reserve Area. Areas primarily designed with consideration for outdoor recreation and nature preservation, including but not limited to, areas for viewing and studying land, aquatic, or avian wildlife;

conservation activities; swimming; hiking; camping; trail facilities; nature centers; or botanical gardens. Service area radius and desirable acreage vary. A nature reserve area may be one of the following:

Conservation / Open Space Area. Are preserved and managed to protect its natural environment or aesthetic quality or to protect health, safety, and welfare by providing open spaces between roadways or development, with recreation and leisure activity serving as a secondary function.

Linear Recreation Area. Area developed to provide travel routes for one or more types of recreational or human operated vehicles such as horseback riding, bicycling, hiking, or jogging.

RECREATION AND OPEN SPACE INVENTORY

This section presents an inventory of park sites, existing resource-based and activity-based recreational facilities and open space, and identifies parks, playgrounds, and beaches accessible to the public within the vicinity of Sebastian. The inventory also indicates the type of improvements (amenities) developed on the sites. Included in the inventory are city, county, and state parks. Recreational facilities at school sites, though only potentially available for public use when classes are not in session, represent another resource included in the inventory.

The inventory provides an emphasis on recreation space within the city limits of Sebastian. However, Indian River County and the State of Florida maintain an abundance of district and regional parks and open space throughout the area in the northern part of Indian River County that are available to and frequented by Sebastian residents and these have been inventoried. Smaller scale county parks immediately nearby Sebastian are also mapped. Recreation facilities that are owned and operated by the private sector which may be available at a private club or as an amenity provided by a housing development are not included due to their restricted access.

Classification

Since recreation space provided by the City differs according to purpose, function, and activity, a regimen of recreation space classification was developed and used to profile the existing recreation system. As a design guide helpful to measure the adequacy of future recreation resources and needs, this classification system defines recreation space according to service area and function. Service area classifications include neighborhood and community parks as well as natural areas and special facilities. In addition, recreation areas can be classified into two broad categories: active-based and passive-based recreation activities. Most public parks and open spaces can be classified as either active- or passive-based recreation depending on the facilities and natural resources located at the park site. These terms are defined as follows:

1. Active-Based. Active-based recreation activities involve the pursuit of physical exertion that raises the heart rate to a level significantly above the resting level. This may be achieved through participation in a variety of activities such as team sports like baseball and football, as well as individual activities including jogging, bicycling, hiking, swimming, or playground activity. The main benefits of such recreation uses are increased cardiovascular fitness and improved mental health through release of energy and/or tension.

   Active-based recreation activities rely on the presence of recreational facilities that enable certain activities to function. Without the provision of such facilities, the activity would either be limited in quality or altogether eliminated. Active-based recreation areas may include open space areas which allow for

unprogrammed play of a variety of sports. Active-based recreation activities are further divided into two categories:

a. **User Oriented.** User-oriented activities can be provided anywhere, if funding and space are available. Activities include: baseball, football, basketball, golf, and tennis. User-oriented facilities generally are man-made, and should be located to best serve the population of the community.
b. **Resource Based.** Resource-based activities are those activities that can only occur in certain environments. This includes all water related activities, hiking trails, hunting, and camping. Resource-based activities are designed to make maximum use of the natural resources, such as waterways, woodlands, and wetlands since the resource is not present in all communities.

2. Passive-Based. Passive-based recreation involves activities that do not necessarily raise the heart rate significantly above the resting level, but rather provide refreshment through furnishing visual and/or psychological release from the pressures of everyday urban life. In passive-based recreation facilities, emphasis is placed on enjoyment of a natural resource or an activity and not on participation. The passive-based recreation facilities category includes picnic tables, observation areas, botanical gardens, historical or archaeological sites, and park benches. Passive recreation activities include sunbathing at the beach, walking through a scenic area, or a visit to a local historical site.
   Passive-based recreation areas are often referred to as open spaces and preserves. Open spaces include: fields, walking trails, scenic view points, and greenbelts. Generally, open space areas have minimal facilities. Open space can also be used to enhance urban areas by providing relief from intense or monotonous development.

Inventory of Parks and Recreation Areas

The City has a total of approximately 584 acres of developed, city-owned recreation land and other undeveloped recreation land. Within and immediately adjacent to the City are public school sites with recreation areas that can be available to the public. In addition, state and county owned lands available for recreation use are located near the City in the unincorporated portion of Indian River County. Below is a listing of the recreation sites and open space areas within the City of Sebastian and the nearby unincorporated area, including a listing of amenities, organized by type and shown on the associated maps.

1. Neighborhood Parks (See **Table 6-4** and **Map 6-1**)
2. Community Parks (See **Table 6-5** and **Map 6-2**)
3. Special Facilities (See **Table 6-6** and **Map 6-3**)
4. Nature Reserve Areas (See **Table 6-7** and **Map 6-4**)
5. Unimproved Future Park Sites (See **Table 6-8** and **Map 6-5**)

a. The City of Sebastian obtained a number of unimproved park sites as part of the settlement with General Development Corporation (GDC). These former GDC sites total 52.36 acres of land which can be used in the future for neighborhood parks, community parks, special facilities, or nature reserves depending on their size and location and the community's needs.

6. School Sites (See **Map 6-6**). The Indian River County School Board has two schools within the City of Sebastian as well as two schools immediately abutting City limits. These schools provide areas which could be made available for recreation use by nearby residents.

a. **Sebastian Elementary.** This 40 +/- acre school is located within the City on CR 512 east of the Florida Power and Light Company easement at 400 Sebastian Boulevard in the northern part of the City. Facilities include a baseball field, outdoor playground, basketball courts, and open space for passive recreation.
b. **Pelican Island Elementary**. This 32.23 +/- acre school is located within the City at the corner of Schumann Drive and Barber Street at 1355 Schumann Drive in the south portion of Sebastian Highlands. Facilities include a baseball field, an all-purpose field, basketball courts, an outdoor playground, and open space for passive recreation.
c. **Sebastian River Middle.** This 43 +/- acre school is located on CR 512 immediately west of the City limits at 9400 CR 512. Facilities include a baseball field, a football/soccer field, and four tennis/basketball courts.
d. **Sebastian River High.** This 78 +/- acre school is located on 90th Avenue south of CR 512 immediately west of the City limits at 9001 90th Avenue. Facilities include a football stadium with running track, three football/soccer fields, baseball field, softball field, two basketball courts, and eight tennis courts.

7. Indian River County Parks. The County's Parks Department operates the following in the northern portion of Indian River County:
   a. **Amber Sands Beach Access.** This 3.38 acre site is located along the Atlantic Ocean within the Archie Carr National Wildlife Refuge at 12566 North A1A. Amenities include a beach access boardwalk and unpaved parking.
   b. **Dale Wimbrow Park.** Sharing a 74 acre site with Donald McDonald Park west of the City limits, between the St. Sebastian River and the Airport, this park is located at 11805 Roseland Road. Amenities include a playground, picnic pavilions, an event pavilion, boat launch, fitness trail, fishing access, BBQ grills, restrooms, and paved parking.
   c. **Donald McDonald Park.** Sharing a 74 acre site with Dale Wimbrow Park west of the City limits, between the St. Sebastian River and the Airport, this park is located at 12315 Roseland Road. Amenities include 29 primitive campsites, 1 campsite with electricity, an observation boardwalk, boat launch, fire pits, picnic tables, restrooms with showers, and a ranger's office with a multi-purpose room.
   d. **Golden Sands Beach Park.** This 15.42 acre site is located along the Atlantic Ocean at 10350 North A1A. Amenities include beach access with lifeguards, a playground, picnic pavilions, restrooms with showers, and paved parking.
   e. **Kiwanis Hobart Park.** This site is located southeast of the City at 5790 77th Street. Amenities include 2 baseball fields, basketball court, playground, 2 large pavilions, covered picnic tables, horseshoe pits, and restrooms.
   f. **North County Regional Park.** This site is adjacent to the west side of the City at 9450 CR 512 within the St. Sebastian Buffer Preserve State Park. Amenities include a swimming pool, waterpark, 4 baseball fields, 4 soccer fields, playground, and restrooms.
   g. **Roseland Ballfield (Helen Hanson Park).** This 1.93 acre site is north of the City limits at 8020 129th Court. Amenities include a baseball field, playground, halfcourt basketball court, and restrooms.
   h. **Roseland Community Center and Park.** This 0.72 acre site is located along the St. Sebastian River north of the City limits at 12925 83rd Avenue. Amenities include a community building, river access boardwalk, pavilion, playground, and BBQ grill.

i. **Seagrape Trail Beach Access.** This 0.76 acre site is located along the Atlantic Ocean on the east side of North A1A and north of Marbrisa Drive. Amenities include boardwalk beach access and paved parking.
j. **Treasure Shores Beach Park.** This 20.8 acre site is located along the Atlantic Ocean at 11300 North A1A. Amenities include beach access, a playground, walking trails, restrooms with showers, and parking.
k. **Turtle Trail beach Access.** This 1.16 acre site is located along the Atlantic Ocean on the east side of North A1A and north of River Club Drive. Amenities include boardwalk beach access and paved parking.
l. **Wabasso Beach Park.** This 1.32 acre site is located along the Atlantic Ocean at 1820 Wabasso Beach Road. Amenities include beach access with lifeguards, restrooms with showers, and paved parking.
m. **Wabasso Causeway Park.** This 0.46 acre site is located on the Indian River Lagoon southeast of the City limits at 3105 Wabasso Bridge Road. Amenities include a boat launch, canoe launch, picnic tables, pavilions, restrooms, and paved parking.
n. **West Wabasso Park.** This 10 acre site is adjacent to the south side of the City at 8900 64th Avenue. Amenities include 1 baseball field, 2 basketball courts, a tennis court, playground, 2 pavilions, and restrooms.
o. **Indian River County Conservation Areas.** The County maintains a number of conservation areas in the northern portion of Indian River County within or adjacent to Sebastian:
p. **Ansin Riverfront Conservation Area and Canoe Launch.** This 123 acre site northeast of the intersection of CR 512 and CR 510 is partially in an unincorporated pocket along the west side of the City and partially in the City. The site contains a walking train and mature live oak habitat. Also, at 9800 Canoe Launch Cove, are a canoe launch, 2 pavilions, and parking. The site augments the protection of the St. Sebastian River and provides a pedestrian connection and greenway between CR 512, the Trans-Florida Central Railroad trail grade (Fellsmere Rail Trail), and the 22,000 acre St. Sebastian River Preserve State Park.
q. **North Sebastian Conservation Area.** This 407 acre site is in the northern portion of the City, with general access from Friendship Park at 1225 Main Street and equestrian access from further west on Main Street. The conservation area contains numerous habitats: xeric oak scrub, sand and pine scrub, sand pine forest, scrubby flatwoods, mesic pine flatwoods, wet flatwoods (osprey nesting area), freshwater marsh, upland hardwood forest, wetland forested mix, shrub, brushland, and freshwater ponds and lakes. The area is a key mitigation tract for the Florida Scrub-Jay Habitat Conservation Plan, and is accessible to the public through over 5 miles of hiking, off-road bicycling, and horseback trails; fishing; a boardwalk; kayak launch; and horse trailer parking and corrals.
r. **Sebastian Scrub Conservation Area.** This 9.94 acre site is located at 1258 Schumann Drive within the City limits and near the Englar Drive Stormwater Park. It provides oak scrub and scrubby flatwoods habitat for the Florida Scrub-Jay.
s. **Sebastian Harbor Preserve.** This 163 acre site is located on Englar Drive across the street from the Englar Stormwater Park and (in combination with the abutting Sebastian Scrub Conservation Area) forms part of a large contiguous area of habitat preservation.
t. **Wabasso Scrub Conservation Area.** This 111 acre site along CR 510 west of 58th Avenue adjacent to the south side of the City primarily consists of sand pine / scrub oak habitat. It is an important

component of the Florida Scrub-Jay Habitat Conservation Plan and is also being utilized for gopher tortoise relocations.

In addition, there are other conservation areas maintained by the County in the vicinity of Sebastian that are not listed because they are not open to the public.

8. State Parks

   a. **Indian River Spoil Islands.** The various spoil islands within the Intracoastal Waterway offer a number of recreational opportunities, including camping, fishing, swimming, water skiing, and shellfishing. A total of 19 spoil islands are located within the waterway spanning from the Brevard County line to the Wabasso Causeway. These islands range in size from 0.5 to 4 acres and are undeveloped.
   b. **Sebastian Inlet State Park.** This 1,000 acre site spans Indian River and Brevard counties, stretching over 3 miles of the barrier island east of Sebastian. The main entrance is at 9700 South State Road A1A in Melbourne Beach. Amenities include beach access, boat rental, canoe and kayak rental, boat launch, improved campsites, pavilions, picnic areas, a playground, and restrooms. Activities include fishing, hiking, biking, and wildlife watching. A unique feature of the park is the treasure museum commemorating the sunken Spanish treasure off shore.
   c. **St. Sebastian River Preserve State Park.** This 22,000 acre site is located in both Indian River and Brevard counties and is adjacent to the City across the St. Sebastian River. The main entrance is at 1000 Buffer Preserve Drive in Fellsmere. The park protects a longleaf pine forest and native plants and animals. Amenities include horseback and hiking trails, primitive campsites, and picnic areas. Activities include canoeing, boating, fishing, and wildlife watching.

9. Private Recreation. Private recreation areas and facilities provided within Sebastian reduce the need for the City to provide such facilities. A wide assortment of recreation opportunities are made available to the residents of Sebastian through private recreation resources both within and outside the City. Active recreation opportunities include outdoor sports and athletics such as golf, fishing, and boating. Indoor activities include gymnastics, weight training, aerobics, karate, and yoga. Since a significant portion of the City's population has access to these private recreation offerings, the City's obligation to provide land area and facilities is reduced and was taken into consideration in the recreation supply and demand analysis in the next section.
10. Pelican Island National Wildlife Refuge. The Pelican Island National Wildlife Refuge is the nation's first designated wildlife sanctuary. Wildlife enthusiasts frequent this area in boats to observe a wide variety of waterfowl and marine life.

Table 6-4: Neighborhood Parks

ID	Name	Active/ Passive	Size in Acres	Basketball Courts	BBQ Grills	Benches	Bicycle/Walking Trail (paved) miles	Bicycle/walking Trail (unpaved) miles	Equipped Play Area (playground)	Open Play Field	Dock	Pavilion	Picnic Tables (covered)	Picnic Tables (uncovered)	Racquetball courts	Shuffleboard courts	Tennis Courts	Volleyball Courts	Restrooms (male and female)	Trash Receptacles	Dog Waste Pick-up Stations	Bicycle Racks	Parking (regular) (paved)	Parking (regular) (unpaved)	Parking (handicap) (paved)
1	Blossom Street 940 Cody Avenue	Active	2.68			5			1				2							1	1			8	
2	Bryant Court 117 Bryant Court	Active	3.55			2		.07	1	1			2							1				4	
3	Cheltenham Lake, Cheltenham Street & Cownie Lane	Passive	2.51			2														2	1				
4	Easy Street 458 Easy Street	Active	6.94		1	13	.21		1	1			2	2						4	2			4	1
5	Filbert Street 170 Filbert Street	Active	9.08			2			1	1		1	1	1						2	1			10	
6	Garden Club 1028 Barber Street	Passive	8.32			12	.09					1								1				3	
7	George Street 1270 George Street	Active	2.27			3			1	1				2						2	1			6	
8	Historical Schumann Drive	Passive	2.49							1															
9	Periwinkle 444 Periwinkle Drive	Passive	4.42			3								2						2	1			6	
	Total		**42.26**		**1**	**42**	**.30**	**.07**	**5**	**5**		**2**	**7**	**7**						**15**	**7**			**41**	**1**

Inventory as of May 2020

Table 6-5: Community Parks

ID	Name	Active/ Passive	Size in Acres	Baseball/Softball Fields	Basketball Courts	BBQ Grils	Benches	Bicycle/Walking Trail (paved) (miles)	Bicycle/walking Trail (unpaved) miles	Canoe/Kayak Launch	Dock Day Slips	Equipped Play Area (playground)	Fishing Pier	Multi-Purpose Athletic Fields	Open Play Field	Pavilion	Picnic Tables (covered)	Picnic Tables (uncovered)	Racquetball courts	Shuffleboard courts	Swimming Pools	Tennis Courts	Pickleball Courts	Volleyball Courts	Dog Park	Restrooms (male and female)	Trash Receptacles	Dog Waste Pick-up Stations	Bicycle Racks	Parking (regular) (paved)	Parking (regular) (unpaved)	Parking (handicap) (paved)
1	Barber Street Sports Complex 1101 and 1121 Barber Street	Active	22.54	4	2		1					2		3		1	3							1		3	13		1	122	128	18
2	Bark Park 245 Keen Terrace	Active	7.43				8	0.2							1	2	5	2							1	1	5	5		17		2
3	Friendship Park 1225 Main Street	Active	18.14	1	1		8	.35	0.2			1		1		1	7			4		4		1		1	5			34		4
4	Hardee Park 530 Barber Street	Active	19.72				10		0.6			1			1			2								1	3	2		13		1
5	Riverview (includes Twin Piers) 600 US Highway 1	Active	12.21				11	.27		1	26	2	3		1	3	11	1						2		1	16	6		67	130	9
6	Schumann Drive 1096 Schumann Drive	Active	4.08		2		9					1			1	2	4	1				6	2			1	3			38		2
8	Pickleball Complex 160 Airport Drive East	Active	1.3				4									1	2						8			1	2		1	22		1
	Total		85.42	5	5		51	.82	0.8	1	26	7	3	4	4	10	35	6		4		10	10	4	1	9	47	13	2	313	258	37

Inventory as of May 2020

Table 6-6: Special Facilities

ID	Name	Active/ Passive	Size in Acres	BBQ Grills	Benches	Bicycle/Walking Trail (paved) (miles)	Bicycle/Walking Trail (unpaved) (miles)	Boat Ramp	Commercial Boat Slips	Community Building	Dock	Equipped Play Area (playground)	Fishing Pier	Golf Course (18 holes)	Walking Trail (paved) miles	Historical Marker	Picnic Tables (covered)	Picnic Tables (uncovered)	Skateboard Ramps	Splash Pad	Restroom (male and female)	Trash Receptacles	Dog Waste Pick-up Stations	Bicycle Racks	Bicycle Repair Station	Parking (regular) (paved)	Parking (regular) (unpaved)	Parking (handicap) (paved)	Parking (boat trailer) (paved)	Parking (boat trailer) (handicap) (paved)
1	Airport Observation 100 East Airport Drive	Passive	0.15														1									38		2		
2	Riverfront Walkway	Active	1.6 mi.		20	1.6									1.6	2	4					4		1	1					
3	Community Center 1805 Central Avenue	Active	1.07		2					1		1						1						1		36		2		
4	Fisherman's Landing Working Waterfront 1540 N. Indian River Drive	Active	2.19		4				11		1		1									1	1					60	3	10	
5	North County Greenway	Active	--			3.1																								
6	Golf Course 100 Brush Foot Drive	Active	154											1							3	?				116	18	6		
7	Main Street Boat Ramp 1302 US Highway 1	Active	3.19		5			1			2		1				2				1	7	1			33		3	27	1
8	Sebastian Yacht Club 820 Indian River Drive	Active	0.72		4			1		1	2		1				3				1	5				14		7	38	2
9	Sebastian Historical Museum at Friendship Park	Passive	Note 2							1						1					1					178		9		
10	Senior & Art Center at Friendship Park	Passive	Note 2							2											1									
11	Skate Park at Barber Street Park	Active	Note 2		2														3		1	1				1		2		
12	Splash Pad at Riverview Park	Active	Note 2		7												5			1	1	3				26		2		
13	Veterans Memorial at Riverview Park	Active	Note 2		5											1														
	Total		**161.47**		**49**	**4.7**		**2**	**11**	**5**	**5**	**1**	**3**	**1**	**1.6**	**4**	**15**	**1**	**3**	**1**	**10**	**21**	**1**	**2**	**1**	**442**	**78**	**36**	**75**	**3**

1. *Inventory as of May 11, 2020*
2. *Acreage included with host park*
3. *Trailer Parking for Sebastian Yacht Club is at Riverview Park*
4. *Senior & Art Center, Sebastian Historical Museum, and City Hall shared parking*
5. *Fisherman's Landing Working Waterfront includes fish market, fish cleaning and weighing area, and public observation benches*

Table 6-7: Nature Reserve Areas

ID	Name	Active/ Passive	Size in Acres	BBQ	Benches	Boat Ramp	Canoe/Kayak Launch	Dock	Hiking Trail (miles)	Open Play Field	Picnic Tables (uncovered)	Trash Receptacles	Dog Waste Pick-up Station	Bicycle Rack	Parking (regular) (paved)	Parking (regular) (unpaved)	Parking (handicap) (paved)
1	Englar Stormwater Englar Drive	Passive	178.9		10				4.7			2	2			14	
2	Kildare Kildare Drive & Bailey Drive	Passive	37.2			1		1	1.0	1		1				10	
3	Stonecrop Sunport Road	Passive	28.14				1		0			1					
	Total		**244.24**		**10**	**1**	**1**	**1**	**5.7**	**1**		**4**	**2**			**24**	

Inventory as of May 2020

Table 6-8: Unimproved Future Park or Nature Reserve Sites

ID	Name	Location	Parcel Number	Size In Acres
10	100 Main Street	Main Street	31380100002000800000.0	1.03
2	Adams Street	Adams Street/Acorn Terrace/Barber Street	31382500001000100001.0	3.81
3	Carnival Terrace	Carnival Terrace/Caravan Terrace/ Periwinkle Drive	31382500001282000000.1, and .2	2.05
5	Concha Drive	Concha Drive/Horizon Terrace/Ocean Cove Street	31382500001347000000.1	2.93
6	Empress Avenue	Empress Avenue	31391900001001700001.0	1.72
7	Kildare Drive	113 Kildare Drive/High Drive	31391800003001600001.0	1.6
8	Manly Avenue	Manly Avenue/Donna Lane	31391800001000100002.0	0.68
9	Melrose Lane	Melrose Lane/Crown Street/Celtic Ave.	31381300002193000000.0	1.9
10	Newhall Terrace	Newhall Terrace/Rosebush Terrace	31382400001267000000.1	2.24
11	Tracy Drive	Northwest of Keystone Drive &Bristol Street at 134, 136, 138, 140, 142 & 144 Tracy Street	31391900001000900001.0 and 31391900001570000009.0, 10.0, 11.0, 12.0, 13.0 and 14.0	35.33
12	Tuxedo Terrace	Tuxedo Terrace/Surrey Terrace	31382400001211000000.1	2.49
13	US 1 Green Area	1401 US Highway 1	31390600003002000001.0	0.06
14	Wimbrow Drive	Wimbrow Drive	31390700001000000000.3	4.62
			TOTAL	60.46

Inventory as of October 6, 2017

RECREATION ANALYSIS

A. Summary of Inventory

The recreation and open space inventory indicates that the City of Sebastian contains 584.3 acres dedicated for public recreation, which includes 126.38 acres of developed park land, 244.24 acres of nature preserve, 52.36 acres of unimproved future park sites, and 161.32 acres for the public golf course and other special facilities. Based on the April 1, 2017 estimated resident population of 24,192 for Sebastian, this total parks acreage represents 24.15 acres per 1,000 residents. The population estimate is provided by the Bureau of Economic and Business Research (BEBR) at the University of Florida, which is the official population estimate recognized by the State.

B. Demand Methodology

Current and future demands for recreation space were determined by applying recreational space standards to population estimates and projections for the City of Sebastian. Standards for developed park area acreage and service area are established by policy as a Level of Service standard and are shown in **Table 6-9**. Standards for types of amenities were determined by utilizing the existing statewide provided average Level of Service provided by the Florida Department of Environmental Protection (FDEP) in their publication Outdoor Recreation in Florida – 2013 (the Statewide Comprehensive Outdoor Recreation Plan (SCORP)). Also utilized was an average of the Regional, Population, and Jurisdiction Type benchmarks from the 2017 NRPA (National Recreation and Parks Association) Agency Performance Review as well as standards established by Indian River County.

Current Recreation Demand

1. Acreage Demand. For each park classification, a minimum amount of area is required to satisfy space requirements needed to support those facilities that are demanded by residents living within that service area.

Table 6-9: Recreation Standards for Size and Location

Classification	Location	Acres/1,000 Residents	Size	Service Area	Existing LOS	Surplus/(Deficit)
Neighborhood	Neighborhood area	2.0	1.0 to 5.0 acres	0.5 mile radius	3.04 ac.	1.04 ac./1,000
Community	Group of neighborhoods	2.0	5.0 to 25.0 acres	0.5 mile to 3 mile radius	2.19 ac.	0.19 ac./1,000

Notes: Based on Policy 6-1.1.1; Existing LOS as of October 6, 2017 based on April 1, 2017 population of 24,192 per BEBR and inventory Tables 6-4 and 6-5.

Park acreage standards were compared to Sebastian's April 1, 2017 population to estimate current demand for park area. **Table 6-9** identifies existing demand for the Neighborhood and Community park classifications and demonstrates that the City has no existing deficiencies.

Facility Demand. Recreational facility demands shown in **Table 6-10** represent the minimum level of service to be provided within the City to meet the resident population's basic facility needs. Other facilities not included in the minimum facilities list may be provided at the City's discretion and facilities may be provided before the

population threshold is reached (the existing golf course for example) if the City determines it is in the best interest of the residents to do so.

Table 6-10: Recreation Standards for Facilities

Facility	Standard	Demand	Existing	Surplus/ (Deficit)
Baseball/Softball Fields	1 field per 6,000 residents	4	5	1
Basketball Courts	1 court per 5,000 residents	4	4	
Boat Ramps	1 ramp per 12,500 residents	1	3	2
Equipped Play Areas (playground)	1 area per 10,000 residents	3	13	10
Football Fields	1 field per 20,000 residents	1	2	1
Golf Course	18 holes per 50,000 residents	–	1	1
Recreation Center & Gym	1 center per 25,000 residents	–	0	
Soccer Fields	1 field per 10,000 residents	2	1	(1)
Swimming Pools	1 pool per 25,000 residents	–	0	
Tennis Courts	1 court per 5,000 residents	4	10	6
Volleyball Courts	1 court per 8,500 residents	2	3	1
Bicycle Trail (paved)	1 mile per 31,250 residents	–	0	
Bicycle Trail (unpaved)	1 mile per 10,750 residents	2.3 miles	0	(2.3)
Hiking Trail	1 mile per 6,000 residents	4.0 miles	unknown	unknown
Pickleball	1 court per 5,000 residents			

Notes: Demand based on April 1, 2017 population of 24,192 per BEBR; Existing as of October 6, 2017.

Recreation facility standards were compared to Sebastian's April 1, 2016 population to estimate current demand for recreational facilities. **Table 6-10** identifies existing demand for those facilities included in the list and shows that the City has existing deficiencies for soccer fields (1 field). Strong consideration should be given to how to address these deficiencies and /or whether other County facilities open to the general public meet the need.

Regarding unpaved bicycle trails and hiking trails, the City's unpaved trails have all been categorized as hiking trails though they can also be used by suitable off-road bicycles.

Future Recreation Demand

Tables 6-12 and **6-13** identify future park land and amenity demands based on the rates established above and the City's projected population in five and ten years as shown in **Table 6-11**.

Table 6-11: Projected Population

	April 1, 2017	2020	2021	2025	2026	2030
Indian River County	148,962	156,600	158,960	168,400	170,380	178,300
City of Sebastian	24,192	25,381	25,762	27,285	27,607	28,895

Notes: Current (April 1, 2017) population per BEBR; Indian River County projected population figures for 2020, 2025, and 2030 are BEBR "medium," other years are extrapolated; City of Sebastian projected population figures are based on utilizing the same growth percentage as Indian River County projections by BEBR.

1. Future Park Area Demand. The demand for park land in the future is based upon two factors: the future population and the adopted Level of Service. Through **Policy 6-1.1.1**, the City has adopted a Level of Service of 2 acres per 1,000 population for neighborhood parks and 2 acres per 1,000 population for community parks. The demand is determined by dividing the future population by 1,000 and then multiplying it by 2 acres for each classification. Beginning in 2023, the City will begin to experience a deficit in the Community Park classification while still exhibiting a surplus on an overall basis.

Table 6-12: Projected Park Acreage Demand

Year	Classification	Population	Adopted LOS (Acres/1,000 Population	Demand Acres	Existing Acres	Surplus/ (Deficit)
2017	Neighborhood Community Total	24,192	2.0 2.0 4.0	48.38 48.38 96.76	73.49 52.89 126.38	25.11 4.51 29.62
2021	Neighborhood Community Total	25,762	2.0 2.0 4.0	51.52 51.52 103.04	73.49 52.89 126.38	21.97 1.37 23.34
2026	Neighborhood Community Total	27,607	2.0 2.0 4.0	55.21 55.21 110.42	73.49 52.89 126.38	18.28 (2.32) 15.96

Notes: Adopted Level of Service based on Policy 6-1.1.1. Existing acres based on inventory in Tables 6-4 and 6-5 as of October 6, 2017.

2. Future Park Facility Demand. The demand for park facilities in the future is based upon the same two factors as the future land demand: the future population and the adopted Level of Service. Through **Policy 6-1.1.1**, the City has adopted the Level of Service rates shown below in **Table 6-13**. The demand is determined by dividing the future population by the various rates, with a result less than 1 meaning that no such facility is yet required and all other results being rounded down to the nearest whole number. Currently, the City is deficient in the provision of soccer field facilities and this is projected to worsen with the addition of basketball courts, recreation center/gym, and swimming pool facilities to the deficiency list during the 10-year planning period.

Table 6-13: Projected Park Facility Demand

Facility	Adopted LOS Residents/ Facility	Demand			Existing	Surplus/(Deficit)		
		2017 (24,192)	2021 (25,762)	2026 (27,607)		2017	2021	2026
Baseball/Softball Fields	6,000	4	4	5	5	1	1	0
Basketball Courts	5,000	4	5	5	4	0	(1)	(1)
Boat Ramps	12,500	1	2	2	3	2	1	1
Equipped Play Areas (Playground)	10,000	3	3	3	13	10	10	10
Football Fields	20,000	1	1	1	2	1	1	1
Golf Course (18 holes)	50,000	-	-	-	1	1	1	1
Recreation Center & Gym	25,000	-	1	1	0	0	(1)	(1)
Soccer Fields	10,000	2	2	2	1	(1)	(1)	(1)
Swimming Pools	25,000	-	1	1	0	0	(1)	(1)
Tennis Courts	5,000	4	5	5	10	6	5	5
Volleyball Courts	8,500	2	3	3	3	1	0	0
Bicycle Trail (paved) (mile)	31,250	-	-	-	0	0	?	?
Bicycle Trail (unpaved) (mile)	10,750	2.3 miles	2.3 miles	2.5 miles	0	(2.3)	(2.3)	(2.5)
Hiking Trail (mile)	6,000	4.0 miles	4.2 miles	4.6 miles	unknown	unknown	unknown	unknown

Notes: Adopted Level of Service based on Policy 6-1.1.1; Existing facilities based on inventory in Tables 6-4 and 6-5 as of October 6, 2017.

E. Extrajurisdictional Recreation Demand

Parks provided by the City of Sebastian can be used by City residents as well as by residents of other municipalities and unincorporated Indian River County. In a similar manner, parks and open space provided by Indian River County can be used by City residents. Other municipalities are not anticipated to be a significant factor because those near Sebastian are smaller in population and not particularly close geographically. In considering the effects of population growth in unincorporated Indian River County on the City's parks, it is noteworthy that the population of the City and the County as a whole are growing at the same rate. In addition, both the City and the County have established the same Level of Service of 2.0 acres per 1,000 population for

neighborhood parks and 2.0 acres per 1,000 population for community parks. The County has an overall Level of Service for parks of 6.61 acres per 1,000 population, which is greater than the City's overall standard of 4.0 acres per 1,000 population. The County's Level of Service for various park amenities approximates the City's, with most standards the same or more stringent than the City's. Therefore, the impacts of population growth in the County are not anticipated to be disproportionate or a significant detriment to the City's park system.

RECREATION PLAN

This section describes several alternative ways to provide recreation space and facilities to meet the current and future demands identified above and how to meet the desires of Sebastian's population in the future.

A. Park Area Supply

The future supply of park land is based upon the existing improved park acreage and the current supply of unimproved park land. The deficit identified in **Table 6-12** above could be addressed by reclassifying an existing Neighborhood Park (with appropriate changes to the amenities) into a Community Park. This would need to be coupled with ensuring that the Neighborhood Park category is also kept in compliance with the Level of Service standard. There may also be operational or programmatic needs (field space, parking, etc.) that may trigger the need to expand one or more of the existing Community parks which would also address the projected deficit. In addition, as shown in **Table 6-8**, there are 60.46 acres of unimproved vacant park land distributed across 13 sites in the City that could be used to meet the deficit if appropriately sized and located. The unimproved park land could also be used as nature reserves, open space, or for as-yet undetermined needs and should be retained.

Most neighborhoods are within close proximity to parks within Sebastian. Access for all ages is improved when residents can reach recreation opportunities by walking or biking rather than driving, therefore good geographic distribution of parks is an important consideration for future supply. To maintain this important relationship between residents and recreation, parks may need to be added to serve locational needs that are in excess of the numerical demand calculated above.

Critical to ensuring that the park acreage Level of Service is met is ensuring that the recreation demand created by new development is fully met through the use of the recreation land dedication and fee-in-lieu provisions in the LDC. The dedication requirement should be set the same as the established Level of Service so that new development does not exacerbate any existing or pending shortfalls. Appropriate use of the fee-in-lieu provisions will ensure that impacts are addressed in the most efficient and fairest manner to serve the whole community since a series of small land dedications would be less beneficial than consolidated park sites of appropriate size that could be adequately designed and provided with useful amenities.

B. Park Facility Supply

The future supply of park facilities is based upon the existing improved park sites and the City's ability to add amenities to existing park sites and/or develop new park sites with new amenities. The deficits identified in **Table 6-13** above could be addressed through either of those means by utilizing existing City recreation impact fee funds and fee-in-lieu funds from new residential development. There may also be as-yet unidentified facilities that the community may desire or current recreation activities that fall out of favor and whose facilities can be

converted to other uses. The best matching of resident desires and facilities provided is an ongoing process, and the City's Parks and Recreation Advisory Committee and City staff can play a useful role in this effort.

C. Quality

The service that recreational facilities provide should be measured not only by the quantity available but also by the quality of the facility as well. Facilities that are in disrepair should be repaired as soon as possible since they discourage participation and reduce the level of service provided by the City. Deteriorated facilities also promote unwanted activities by sending a message that the area is not monitored. Recreational facilities that are underdeveloped also limit use by the community. Amenities which provide for a more fulfilling and enjoyable park visit (restrooms, picnic tables, lights, etc.) should be provided to the extent desired by the community even though there is no established numerical standard.

D. Open Space

The City has a robust inventory of open spaces and natural areas, which provide a remarkable balance and boundary to the suburban development of the City. These natural areas should be celebrated and preserved, including enhancing public use to reinforce public appreciation and support.

E. Special Groups

The provision of recreational facilities should consider the needs of special groups such as the elderly, individuals with disabilities or special needs, and children. These groups require special planning in the provision and design of parks and recreation facilities.

1. Individuals with Disabilities. Parks and recreational facilities should be designed to accommodate the needs of those residents with disabilities and/or special needs. Parking facilities at parks should include ADA compliant parking spaces and active recreation facilities such as football and baseball fields should contain accessible routes utilizing ramps as necessary to enable passive participation or spectating at events. In addition, accessible routes should be provided to all types of amenities within a park to the extent feasible. Special consideration should be given to improving access, including restroom design, whenever work is done to renovate or expand a park since this benefits all users of the park.

2. Seniors. The recreational interests of seniors may vary from those of more active age groups. Ensuring an adequate mix of active and passive recreation opportunities is an important way to satisfy the needs of all age groups in the City.

3. Children. Young children lack the size and strength to actively participate in certain recreational activities, but can do so where special facilities are provided. For example, shallow wading pools located immediately adjacent to swimming pools allow them to safely enjoy water activities. Playgrounds should also include equipment designed for various youth age groups when space allows, and accessibility should be provided and improved whenever possible.

F. School Sites

The use of school recreation sites for public recreation represents an efficient use of these facilities and, ultimately, efficient use of public tax expenditures. After the school day and any school-sponsored afterschool activities, and when school is not in session, these facilities are left unused when not made available to the public.

The creation and maintenance of a joint-use agreement between the City and the Indian River County School Board would be a means to enhance recreation opportunities and meet the demands identified in **Tables 6-12** and **6-13** above.

G. Coordination with Indian River County

A portion of the park and open space area within and surrounding the City is owned and maintained by Indian River County. Therefore, the City should coordinate future recreation plans with the County, especially specialized facilities or those that serve a larger than neighborhood scale population.

H. Private Recreation

Some existing developments provide private on-site recreation for their residents. While this does help to reduce the demand on public parks, it is important to recognize that the amenities are not always comparable and the provision of recreation in the public realm where all residents can come together is key to a sense of community identity and pride. The private on-site recreation provided in residential developments is also not typically of the same scale as public recreation (private neighborhood playgrounds vs. large community public ballfields for example). Accordingly, new developments which provide their own on-site recreation may be granted partial but not total credit towards the recreation land dedication requirements through careful application of the LDC.



7. GOVERNANCE & IMPLEMENTATION ELEMENT

GOVERNANCE & IMPLEMENTATION ELEMENT

The **Governance and Implementation Element** guides the intergovernmental coordination and capital improvements processes for the City of Sebastian. This Element identifies coordination strategies for all other Elements of this Plan and ensures effective coordination between the City and other jurisdictional agencies to meet residents' needs. This Element also ensures the fiscal capability of the City to fund needed public facilities, guides the funding of those identified improvements, and schedules the funding and construction of improvements in a manner necessary to ensure that capital improvements are provided when required.

GOVERNANCE & IMPLEMENTATION ELEMENT HIGHLIGHTS

1. Ensures intergovernmental relationships are established and maintained to effectively meet the needs of the residents;

2. Includes intergovernmental strategies for each Element of this Plan to ensure coordination is happening in all aspects of City planning;

3. Ensures that the City has an intergovernmental mediation process established in order to achieve conflict resolution;

4. Requires the adoption of the Capital Improvements Schedule to ensure public improvements meet adopted Level of Service (LOS) standards;

5. Identifies sound fiscal means to ensure the timely and necessary installation and maintenance of public facilities needed;

6. Requires prioritization criteria for capital improvement projects;

7. Ensures capital improvements that accommodate future growth and provide for necessary replacements; and

8. Requires a concurrency management system for the review of all proposed developments.

GOALS, OBJECTIVES, & POLICIES

Goal 7-1: Provide Mechanisms for Improved Intergovernmental Coordination.

The City shall undertake actions necessary to establish governmental relationships designed to improve the coordination of public and private entities involved in development activities and resource conservation. The following objectives and policies have been organized based on each Element of this Plan for ease of reference.

Objective 7-1.1: General. The City of Sebastian shall continue to coordinate amendments to and implementation of the City's Comprehensive Plan with the plans of Indian River County, Indian River County School Board, and other units of local government through the Indian River County Technical Review Committee (Technical Review Committee). Additionally, the City shall work with the Treasure Coast Regional Planning Council (TCRPC) to coordinate amendments to and implementation of the City's Comprehensive Plan with the plans of the TCRPC and the State.

Policy 7-1.1.1: Responsible Entity for Intergovernmental Coordination. The City Council shall be responsible for ensuring an effective intergovernmental coordination program for the City. The City's City Manager or their designated representative shall represent the City on the Technical Review Committee.

Policy 7-1.1.2: Coordination with Adjacent Jurisdictions. The City shall coordinate with Indian River County regarding proposed comprehensive plans as well as future amendments for the City's review for purposes of intergovernmental coordination and to promote consistency within and between the adopted comprehensive plans.

Policy 7-1.1.3: Coordination of Development and Growth Management Issues. The City shall pursue resolution of development and growth management issues with impacts transcending the City's political jurisdiction, by participating in the Indian River County Metropolitan Planning Organization (MPO) Technical Advisory Committee. Issues of regional and state significance shall be coordinated with the regional or State agencies having jurisdictional authority as applicable. Issues to be pursued include but are not limited to the following:

- Impacts of development proposed in the Comprehensive Plan on Indian River County, adjacent municipalities, the region, or the State.
- Indian River County land development activities adjacent to the City's corporate limits.
- City of Sebastian land development activities adjacent to the unincorporated area of the County.
- Potential annexation issues.
- Proposed North County central water and wastewater systems.
- Areawide drainage and stormwater management master plan, proposed improvements, and implementing programs.
- Solid waste disposal

- Transportation improvements impacting the City and adjacent areas (especially designated arterials and major collector streets).
- Level of service (LOS) standards for infrastructure components identified in the **Infrastructure Element** system impacting the City and adjacent unincorporated areas.
- Natural resource conservation, including the Indian River Lagoon, the St. Sebastian River, and Collier Creek.
- Parks and recreation facilities
- Coordination and implementation of the FDOT 5-year Transportation Plan and County road improvement strategies managed through the Indian River County Joint Transportation Coordinating Committee.
- Coordination and implementation of the Indian River Lagoon Comprehensive Conservation and Management Plan for restoring the Indian River Lagoon.
- Participate in the development of updates to the SJRWMD's Water Supply Assessment and District Water Supply Plan; and in other water supply development-related initiatives facilitated by the SJRWMD that affects the City.

Objective 7-1.2: Land Use Intergovernmental Coordination.

The City shall maintain the Land Development Code (LDC) to incorporate administrative procedures to ensure efficient coordination of land and water management issues surrounding proposed development are carried out in a timely manner with all public entities having jurisdictional authority.

Policy 7-1.2.1: Implementing Intergovernmental Coordination. The City shall require that development applications be coordinated, as appropriate, with Indian River County, the Indian River County School Board, other special districts, the TCRPC, the SJRWMD, as well as applicable State and Federal agencies prior to issuance of a development order or permit. The City shall coordinate with the TCRPC in meeting regional policies contained in the Regional Comprehensive Policies Plan.

Policy 7-1.2.2: Coordination of Development Approvals. The City shall maintain LDC's which include administrative and site plan review criteria that require applicants for development approval to obtain permits from County, regional and State agencies having jurisdiction prior to granting a final development order from the City.

Policy 7-1.2.3: Interlocal Service Boundary Agreement (ISBA). The City shall coordinate with Indian River County and other municipalities within the County to establish an ISBA to address issues including, but not limited to, utility services, public facilities and services, and future annexation areas for each municipality.

Objective 7-1.3: Transportation and Mobility Intergovernmental Coordination.

Consistent with the **Transportation & Mobility Element** the City's transportation and mobility system shall be coordinated with the work plans and programs of Indian River County, FDOT, the Florida Transportation Plan, and the Indian River County MPO.

Policy 7-1.3.1: Workshops. The City shall coordinate its future transportation needs by attending, when necessary, public hearings and workshops on the FDOT's Five- Year Transportation Plan and Adopted Work Program.

Policy 7-1.3.2: Updates. The City Planning and Public Works Departments shall review subsequent versions of the FDOT Five-Year Transportation Plan and Adopted Work Program, in order to update or modify the **Transportation & Mobility Element**, as necessary.

Policy 7-1.3.3: Indicators. The City shall use County and State numerical indicators for measuring the achievement of City mobility goals. Numerical Indicators shall include:

- Modal Splits; and
- Annual Transit Trips Per Capita.

Policy 7-1.3.4: Sebastian Municipal Airport. The City shall continue to operate and maintain the Sebastian Municipal Airport in accordance with Federal Aviation Administration and Florida Department of Transportation standards and requirements.

Objective 7-1.4: Conservation and Coastal Management Intergovernmental Coordination.

The City shall coordinate with Indian River County through the Technical Review Committee and regional and state agencies as applicable on development and resource conservation activities.

Policy 7-1.4.1: Intergovernmental Coordination Within the Coastal Area and For Managing Conservation Activities. The City shall coordinate with Indian River County and appropriate regional, State, and federal agencies in managing coastal resources. The City shall participate in an intergovernmental coordination mechanism in order to manage coastal resources within the jurisdiction of more than one local government or public agency and assist in implementing appropriate portions of existing multi-jurisdictional resource planning and management plans addressing the coastal area, including the Indian River Lagoon (Indian River Lagoon National Estuary Program (IRLNEP)) and other natural systems within the City.

Policy 7-1.4.2: Multi-jurisdictional Environmental Issues. At a minimum, twice annually the City shall coordinate with the Technical Review Committee and/or other similar organization established by the County to ensure consistent and coordinated management of multi-jurisdictional environmental issues.

Policy 7-1.4.3: Liaison with Permitting Agencies. The City shall maintain relationships with County, State, and federal agencies which have permitting responsibility within the City of Sebastian.

Policy 7-1.4.4: Management of Water Quality and Other Resource Management Issues Impacting the City and the Indian River Lagoon. The City shall coordinate with the SJRWMD for best practices to effectively manage the impacts of development on natural resources. The City shall continue to participate in the Indian River Lagoon Council and in the implementation of the Council's Management Plan and IRLNEP for the Indian River Lagoon.

Policy 7-1.4.5: Areas of Critical Concern. The City shall coordinate with appropriate agencies in managing areas of critical environmental concern.

Policy 7-1.4.6: Aquatic Preserve. The City shall continue to coordinate with the Florida Department of Environmental Protection in achieving compliance with the Aquatic Preserve program regulations.

Policy 7-1.4.7: Emergency Management. Consistent with **Policy 5-2.3.5** and **Policy 5-2.3.6** of the **Conservation & Coastal Management Element**, the City shall coordinate with the County for emergency management and preparedness measures.

Objective 7-1.5: Infrastructure and Capital Improvements Intergovernmental Coordination.

The City will maintain the adopted concurrency management program identified in the **Governance & Implementation Element** that requires specific issues surrounding LOS standards for existing and proposed public facilities within the City and adjacent areas be coordinated with all State, regional, or local agencies or private entities having existing or proposed future responsibility for the operation and maintenance of such facilities.

Policy 7-1.5.1: Coordinate Regional/Sub-Regional Infrastructure Issues. The City shall work with various Indian River County Special Committees, including the North County Water and Wastewater District, the North County Fire District, the Joint Transportation Committee, and other similar committees in addressing issues surrounding regional or sub-regional infrastructure systems. Issues which shall be coordinated include, but shall not be limited to, wastewater and potable water systems improvements within the North County area; maintenance of the fire protection and emergency medical service in the North County area; improvements to several State Roads and County Roads; solid waste and hazardous waste disposal; and plans for “district” or “urban” parks in the North County area.

Policy 7-1.5.2: Cooperation with the Treasure Coast Regional Planning Council (TCRPC). The City shall cooperate with the TCRPC in the review of regional policies and standards which require coordination with local governments including, but not limited to standards for adequate LOS for regional transportation facilities. The City of Sebastian shall coordinate with the TCRPC in all matters of regional significance in which the TCRPC desires City input, including but not limited to, development of regional impacts (DRI’s), Comprehensive Plan review, Intergovernmental Coordination review of project(s) of regional significance (ICR projects).

Objective 7-1.6: Public School Facilities Intergovernmental Coordination.

The City will provide the Indian River County School Board (School Board) and Indian River County Government with the tools needed to properly plan for current and projected student populations, community growth and public school facilities and emergency preparedness issues.

Policy 7-1.6.1: Implementation of the Interlocal Agreement. The City of Sebastian will implement the procedures and policies provided in the Indian River County Interlocal Agreement for Coordinated Planning and School Concurrency (Interlocal Agreement), as adopted February 2008, and as amended from time to time.

Policy 7-1.6.2: Providing representation. The City of Sebastian will assign representatives to take part in committees or meetings directed at establishing concurrency between the City, the School Board, the County and adjacent governments as established in the Interlocal Agreement.

Policy 7-1.6.3: Advising of proposed changes. Sebastian shall implement the procedures for the annual update process as contained in the Interlocal Agreement.

Policy 7-1.6.4: School Board Representative. A non-voting member designated and approved by the School Board, may serve on the City's Local Planning Agency to provide comments.

Policy 7-1.6.5: Emergency Preparedness. The City, through its Emergency Management Division, shall continue to provide information needed by the School Board, County and Cities for emergency preparedness purposes.

Policy 7-1.6.6: Enrollment Projections. According to state law, the School District is required to project future student enrollment and school capacity. To determine future school capacity needs, the School District will calculate both short- and long-term student enrollment projections. Student enrollment projections are based on data obtained from the following:

- School District of Indian River County
- University of Florida Bureau of Economic and Business Research (BEBR)
- Local utilities
- U.S. Census Bureau

A. Student projections based on residential growth trends in the County provide a data-driven profile of the short-term and long-term future conditions driving the demand for new public schools. The projected full-time equivalent (FTE) student counts by grade are based on cohort survival history and historic population growth estimates compiled from BEBR. Information on existing residential development and residential development anticipated over both the next five years and the long-term planning period was collected by Indian River County and the local government planning departments to verify the accuracy of student enrollment projections.

Policy 7-1.6.7: Coordination with School Board. Consistent with the **Public Schools Element,** the City and School Board will share information for coordination development plans and projects; infrastructure improvements, and siting of school facilities including additions or renovations.

Objective 7-1.7: Program Evaluation.

The City annually shall develop a baseline for measuring objectives that further the goals, objectives, and policies of the Comprehensive Plan in incremental periods. Data appropriate to the **Governance & Implementation Element** may be updated concurrently with City budget adoption or amendments and consistent with Florida Statutes 163.3177.

Policy 7-1.7.1: Data updates and evaluation. The City shall update population estimates annually and utilize the latest Census data for all analysis. All Chapters of the Comprehensive Plan will be updated as required for compliance with the Evaluation and Appraisal Report (EAR) process.

Policy 7-1.7.2: Identify Obstacles or problems. The City shall identify and propose solutions for under achievement of goals, objectives and policies that are not achieving their intended outcomes.

Policy 7-1.7.3: Identify Accomplishments. The City shall identify which goals, objectives and policies are meeting their intended outcomes.

Policy 7-1.7.4: Citizen Participation. The public is encouraged to participate. The City will hold at least two public hearings on Comprehensive Plan Amendments. At least one of the hearings will be held by the Local Planning Agency (LPA) for the City prior to City Council consideration. To the greatest extent possible, the City will explore internet, television broadcasting and other communication mediums for Comprehensive Plan materials and the public hearings.

Policy 7-1.7.5: Citizen Participation Plan. The City shall develop a Citizen Participation Plan in accordance with the Housing and Community Development Act of 1974, as amended and 24 CFR Part 91, Subpart B: Citizen Participation and Consultation, to encourage citizen participation, detail the process to develop needs, review proposed activities and program performance, and identify the manner in which hearings are advertised and conducted.

Objective 7-1.8: Conflict Resolution.

Coordinate with Indian River County, neighboring jurisdictions, and other appropriate entities to address and resolve potential conflicts.

Policy 7-1.8.1: Informal Mediation Process. The City shall support Indian River County in establishing an informal mediation process for resolving intergovernmental coordination conflicts.

Policy 7-1.8.2: Mechanisms for Intergovernmental Coordination Review. The City shall participate in informal coordination forums, such as Indian River County's Comprehensive Plan Technical Advisory Committee, to share data, review comprehensive plan elements, and make decisions on countywide issues.

Policy 7-1.8.3: Coordination with the Treasure Coast Regional Planning Council. In the event that informal mediation noted in **Policy 7-1.8.1** fails to resolve intergovernmental coordination conflicts, the City shall utilize the dispute resolution and mediation procedures of the TCRPC.

Goal 7-2: Capital Improvements Needs.

Provide sound fiscal means to ensure the timely and necessary installation and maintenance of public facilities needed to meet the public facility needs of residents and business establishments within the City.

Objective 7-2.1: Capital Improvement Schedule (CIS).

Ensure that the necessary facilities and infrastructure will be in place to meet adopted LOS established within the Comprehensive Plan.

Policy 7-2.1.1: Capital Projects. The City shall formally adopt the CIS, identified in the Data Inventory and Analysis. Capital projects shall be defined as those projects identified within the Comprehensive Plan that are necessary to meet adopted LOS, increase the capacity or efficiency of existing infrastructure, replace failing infrastructure, or enhance facilities and infrastructure.

Policy 7-2.1.2: Components of CIS. The following facilities and infrastructure shall be included and sources of funding within the five-year period identified as part of the City's CIS these include:

- Transportation and Mobility
- Stormwater Management (Drainage)
- Sanitary Sewer (Operated and maintained by Indian River County)
- Solid Waste (Operated and maintained by Indian River County)
- Potable Water (Operated and maintained by Indian River County)
- Parks and Recreation

Policy 7-2.1.3: Priorities in Allocating Capital Improvements. Capital projects shall be prioritized according to the following criteria in the following order:

- Whether the project increases the *efficiency* of existing facilities or infrastructure.
- Whether the project represents a *logical extension* of facilities within the utility service area.
- Whether the project is *financially feasible*.
- Whether the project is *coordinated* with major projects of other agencies.
- Whether the project is necessary to meet *established LOS*.
- Whether the project *implements* the policies of the *Comprehensive Plan* as they pertain to concurrency requirements.
- Whether the project eliminates a *public hazard*.

Policy 7-2.1.4: Budget. Consistent with Chapter 163 F.S., the City shall adopt a capital budget every year as part of the annual budgeting process and shall amend the 5 Five-Year CIS and Budget accordingly.

Policy 7-2.1.5: School Budget. The City of Sebastian adopts the most recent Indian River County School District's capital improvement budget, as may be amended from time to time.

Objective 7-2.2: LOS. Coordinate land use decisions and available or projected fiscal resources with the Capital Improvements Program (CIP).

Policy 7-2.2.1: CIS Coordination with Land Use Decisions. The CIS shall be coordinated with the City's development review process to ensure that land use decisions correspond to construction of capital improvements, public facility and infrastructure capacity, and adopted LOS standards.

- All site and development projects must be financially feasible and must have identified funding sources.
- Projects that will impact the adopted LOS must have funding established through private financing, public-private development agreements, or independent special-purpose units of government.
- Projects scheduled for the first three years of the five-year CIS must have committed funding sources.

Policy 7-2.2.2: Coordination. All capital projects shall be reviewed as to their compatibility and timing in relation to capital projects being implemented or planned by Indian River County, the Florida Department of Transportation, the St. Johns River Water Management District, the Indian River County School Board, the Florida Department of Environmental Protection, and/or any other applicable government agency.

Policy 7-2.2.3: Coordinated Work Efforts. The City shall maximize financial resources and improve operational and work project efficiencies by coordinating public service and infrastructure system work efforts. Examples of such coordinated enhancements include:

- Street projects that include utility, stormwater, sidewalk, and streetscape enhancements
- Utility projects that include community parks, sidewalks, stormwater, and road enhancements
- Stormwater projects that include road, utility, and sidewalk improvements

Objective 7-2.3: Funding. Ensure that there is adequate funding to support necessary facilities and infrastructure in the City.

Policy 7-2.3.1: Funding Sources. The City shall identify and pursue funding sources including alternate sources for the construction of capital projects identified in the CIS.

Policy 7-2.3.2: Joint Funding. The City shall explore agreements with other jurisdictions to achieve adopted LOS and facility needs, consistent with the **Governance & Implementation Element** of the Comprehensive Plan before funding projects. The City shall also identify projects eligible for joint funding with other jurisdictions within the CIP during the CIP amendment process.

Policy 7-2.3.3: Adequate Funding. The City shall ensure adequate funding mechanisms are in place for transportation, stormwater, and parks projects. For those projects that are governed by another entity, such as Indian River County, the City shall continue to collect impact fees and forward those to the appropriate entity.

Policy 7-2.3.4: Adequate Transportation Funding. The City shall continue to participate in Indian River County MPO committees regarding transportation funding to ensure funding distribution for transportation projects identified in the Data Inventory and Analysis.

Objective 7-2.4: Capital Improvement Evaluation. All City capital projects shall be evaluated to determine if they meet the prioritization criteria and consistency with adopted LOS standards and/or public need.

Policy 7-2.4.1: Evaluation. The City Manager with input from City Departments shall monitor and evaluate the implementation of the **Governance & Implementation Element** annually during the City's budgetary update process.

Policy 7-2.4.2: Department Priorities**.** As part of the annual budget process, all City departments shall identify and prioritize capital facilities in need of refurbishment or replacement and submit those facilities for funding in the CIP. Requests for capital projects shall be evaluated for their consistency with adopted LOS standards.

Policy 7-2.4.3: Inventory Hazards. The City shall continue to maintain an inventory of any existing hazards within the City by using the hazards analysis and hazards mitigation criteria established within the *Indian River County Comprehensive Emergency Management Plan* and the City's *Coastal Resiliency Plan* and shall also identify any grant sources available to mitigate the hazards listed on the hazard inventory.

Policy 7-2.4.4: Revenue Sources. Requests for capital projects shall be evaluated for their impact on the City budget and the financial feasibility of the project based on the following criteria:

- The City's Chief Financial Officer shall determine if the capital project can be funded from existing cash, future revenues, or through borrowing. In addition, the City's Chief Financial Officer shall assign a revenue source(s) to fund the project.
- The City's Chief Financial Officer in evaluating the funding options, shall consider the effect of the improvement on future revenues, and the effect of the improvement on operation and maintenance costs.

Policy 7-2.4.5: Coordination. The City should use reasonable methods to track capital projects of any agency, which may be in conflict or may enhance the City's capital projects.

Objective 7-2.5: Debt Management. The City shall adopt policies and procedures which address the management and utilization of debt for the purposes of capital project financing. The City may use line of credit borrowing or bond anticipation notes for specific construction projects and issue revenue pledged debt at construction completion only if current funds do not provide adequate funding to pay for construction.

Policy 7-2.5.1: Bond Use Criteria. The use of revenue bonds as a debt instrument shall be evaluated based on the following criteria:

- A five (5) year projection of revenues from all funds shall be prepared and updated annually as a part of the City's budget process. This projection shall include an analysis of historic and future trends of the revenue stream.
- Revenue bonds shall be allowed to fund up to one hundred percent (100%) of the City's total debt, up to the maximum amount allowed by the criteria identified in Data Inventory and Analysis section of this Element.
- Debt will not be issued to finance normal repairs and maintenance.
- Debt can be issued to make renovations, updates, modernizations and rehabilitations provided the expenditures extend the useful life of the updated capital asset.
- The maximum ratio of total debt service (principal and interest) to total revenue shall be that percent deemed most beneficial to the City as determined by the City's Financial Advisors and its Bond Counsel based upon criteria set by the rating agencies and credit enhancement organizations.
- The impact of principal and interest revenue bond payments on the operation and maintenance of the affected utility and/or department will not require deferring current maintenance of existing infrastructure.
- The impact of bond covenants and restrictions on the City's method of accounting for depreciation, and the impact of any reserve account restrictions on the operation and maintenance of the affected utility and/or department.
- Cash restricted due to bond and grant covenants will be budgeted in accordance with the terms of the covenants.

- On an annual basis, the City will restrict the amount of cash equivalent to twenty-five percent (25%) of depreciation as reported on the prior year's annual financial statement in enterprise operations to ensure adequate repair and/or replacement of capital facilities.
- Capitalized repairs of existing infrastructure will be paid from funds restricted by debt covenants and current revenues. Debt will not be issued to finance capitalized repairs.

Policy 7-2.5.2: Debt Repayment Criteria. The use of tax revenues as a pledge for the repayment of debt shall be evaluated based on the following criteria:

- A five (5) year projection of revenues from all taxes shall be prepared and updated annually as a part of the City's budget process, and an analysis of historic and future trends in the tax revenue stream will be a part of the projection process.
- At the time of issuance of new debt, a review shall be conducted to ensure that the maximum amount of general government debt shall not exceed five percent (5%) of the City's property tax base assessed valuation reported yearly by the Indian River County Property Appraiser's office.

Policy 7-2.5.3: Long Term Lease. The City may use long term capital lease payments on lease purchases for capital projects identified within this Element, provided adequate debt service requirements are provided.

Objective 7-2.6: New Development.

Consistent with Florida Statutes, the City shall ensure that new developments share a proportionate share of the costs required to maintain adopted LOS standards, through the assessment of impact fees or developer contributions, dedications, or construction of capital facilities necessary to serve new development as required in other Elements of this Plan.

Policy 7-2.6.1: Evaluation of New Development Impacts. All development permits or order applications shall be evaluated as to the impact of the development on capital facilities and the operation and maintenance of those facilities. The evaluation shall demonstrate that all urban services needed by the proposed development can and will be provided concurrent with the new development and include, but not be limited to, the following:

- Expected capital costs, including the installation of new facilities required that are related to the development.
- Expected operation and maintenance costs associated with the new facilities required by the development.
- Anticipated revenues the development will contribute, including impact fees, and user fees.

Policy 7-2.6.2: Developer’s Agreements. When applicable, the City shall utilize developer's agreements to ensure the timely and appropriate installation of needed capital facilities to service new development. Such agreements will be executed under the City's constitutional home rule power and following the procedures set forth in Chapter 163.3220, Florida Statutes.

Policy 7-2.6.3: Phased Development. To ensure adequate capacity allocations for all developments, the City may require any development to use developer’s agreements and/or develop in more than one phase.

Policy 7-2.6.4: Proportionate Impact Fees. The City shall continue to collect County impact fees for necessary public infrastructure and collect the City impact fees to ensure new developments contribute their proportionate share of capital project funding necessary to service new development.

Policy 7-2.6.5: Public Facilities. New developments shall be responsible for installing all public facilities necessitated by the new development, including but not limited to, internal water and sewer systems, traffic circulation systems, and internal recreation/open space facilities within their development. In addition, connections of internal systems to the City's designated major water and sewer trunk systems and traffic circulation network shall be the financial responsibility of the developer.

Objective 7-2.7: Concurrency Management. The City shall continue to operate a financially feasible Concurrency Management System for the review of all proposed developments within the City of Sebastian for their impact upon Sebastian's municipal services.

Policy 7-2.7.1: Concurrency Evaluation System. The concurrency evaluation system shall measure the potential impact of any proposal for a development permit or order upon the established minimum acceptable LOS for sanitary sewer, solid waste, drainage, potable water, parks, recreation, schools and transportation facilities, unless the development permit or order is exempt from the review requirements of this section.

Policy 7-2.7.2: Adequate Facilities. No development permit or order which contains a specific plan of development, including densities and intensities of development, shall be issued unless sanitary sewer, solid waste, drainage, adequate water supplies, and potable water facilities are in place and available to serve new development no later than the issuance by the City of a certificate of occupancy or its functional equivalent. Prior to approval of building permit or its functional equivalent, the City shall consult with the applicable water supplier to determine whether adequate water supplies to serve the new development will be available no later than the anticipated date of issuance by the local government of a certificate of occupancy or its functional equivalent.

Policy 7-2.7.3: Land Acquisition. The City shall include any declared land dedication, including lands dedicated for parks, recreation and open space, within the Five-Year CIS.

Policy 7-2.7.4: Facilities Inventory and Reporting. The Growth Management Department, in coordination with Indian River County for services and facilities provided by the County, shall maintain an inventory of the available capacity within the roads, potable water, sanitary sewer, solid waste, parks and recreation facilities and other public facilities.

Policy 7-2.7.5: Reporting. Each year, the City Manager with input from the City Departments shall prepare an annual report for the City Council containing the current capacity for public services and public facilities, including any encumbrances or deficiencies. The annual report shall also identify any public facilities that will require improvements to maintain adopted LOS and recommend a schedule of improvements to avoid any reduction in the approval of development orders.

DATA INVENTORY AND ANALYSIS

Introduction

Pursuant to the requirements of Chapter 163 of the 2019 Florida Statutes, the **Governance & Implementation Element** consists of data inventory and analysis (DIA) that influences and informs the overarching goals, objectives, and policies that will guide the intergovernmental coordination and capital improvements processes.

As a local government, Sebastian works on a daily basis with other jurisdictional agencies. This takes place at all levels, from working with other municipalities, taxing authorities, special districts, County, Regional, State, and Federal agencies. Coordination is a key element to meeting the residents' needs through basic services like Police and Fire, school planning, provision of potable water, and protection of the environment.

It is important for the City to evaluate the need for public facilities as identified in other Elements of this Plan. This Element will present an analysis of the fiscal capability of the City to fund needed public facilities, recommend financial policies to guide the funding of those identified improvements, and to schedule the funding and construction of improvements in a manner necessary to ensure that capital improvements are provided when required.

Intergovernmental Coordination

Special Taxing Districts

Within the City corporate limits, there are no Independent Special Districts that levies taxes that exists solely within the municipal borders. However, there are several districts operating within Indian River county that levy an ad valorem tax assessment. These districts include: the Sebastian Inlet Taxing District, Indian River Mosquito Control District, the Indian River County Hospital District, Florida Inland Navigation District, and Indian River Soil and Water Conservation District. Additionally, the City does have a Community Redevelopment Area (CRA) funded through a tax incremental funding (TIF) district.

The function of these districts is detailed in the Indian River County Comprehensive Plan. All of the above stated Independent Special Districts were authorized through special acts or statutes enacted by the Florida legislature. The City provides information and referral services on an as needed basis in support of these districts through the Office of the City Manager, the City Clerk, and the City Engineer. Perhaps the agency the City works most closely with is Florida Inland Navigation District (FIND), FIND is responsible for providing and maintaining spoil islands, as well as dredging and maintenance of the Intercoastal Waterway in conjunction with Sebastian Inlet District. FIND has most recently partnered with the City to provide funding through the Waterways Assistance grant.

Local Water Control Districts

County-wide there are six special drainage districts established under Chapter 298 of Florida Statutes, servicing the areas outside of the City's corporate limits. They have enabling ability to collect taxes for the operation and maintenance of drainage facilities outside the City's drainage district. As the City has grown they have worked closely with the St. Sebastian River Water Control District. The other districts in the County include Indian River

Farms Water Control District, St. John's Water Control District, Fellsmere Water Control District, Vero Lakes Water Control District and Delta Farms Water Control District. Within the City limits, the City is responsible for the operation and maintenance of the City owned drainage facilities.

Regional Agencies

St. Johns River Water Management District. St. Johns River Water Management District (SJRWMD) is a multi-county regional agency responsible for the management and use of water resources in the St. Johns River Basin. SJRWMD has regulatory authority over the use of land and may require administrative review and permitting of development proposals. A development proposal may be required to obtain a consumptive use permit, storage of surface water permit, underground injection well or construction permit. SJRWMD's office in Melbourne has primary responsibility for coordination of these permitting procedures. The City Engineer maintains principal liaison with SJRWMD.

Treasure Coast Regional Planning Council. The Treasure Coast Regional Planning Council (TCRPC) has the responsibility for developing regional growth management policies for the Treasure Coast region, including Palm Beach, Martin, St. Lucie and Indian River Counties. Pursuant to §163.3184, F.S., the Treasure Coast Regional Planning Council also has the authority to review Comprehensive Plans, or portions thereof, in order to ensure consistency with the Regional Plan's goals, objectives, and policies. Similarly, the TCRPC is responsible for identifying inconsistencies in policies of local plans and those of the TCRPC Regional Plan. The TCRPC also may submit recommendations to the State requesting modification in local plans. The Treasure Coast Regional Planning Council, located in Stuart is the primary office responsible for the coordination of these activities. The Growth Management Director is the City's principal liaison on technical issues surrounding the City's Comprehensive Plan and regional planning activities. The Planning and Zoning Board and the City Council maintain responsibility for managing policy issues surrounding regional planning activities.

State Agencies

Department of Economic Opportunity. The Florida Department of Economic Opportunity (DEO) is headquartered in Tallahassee. Secretary appointed by the Governor administers the Department. DEO administers a variety of grant programs designed to assist local governments in improving growth management resources, community infrastructure, and service delivery systems.

Department of Environmental Protection. The Departments of Natural Resources (DNR) and Environmental Regulation (DER) merged in 1993 to form the Department of Environmental Protection (DEP). DEP has the dual purpose of:

- Protecting and conserving Florida's natural resources, managing State owned lands/aquatic preserves, and
- Regulating industrial waste, air pollution emission, hazardous wastes, potable water usage, solid waste disposal, dredge and fill activities, and alteration to environmentally sensitive areas.

DEP also works in coordination with Florida's five regional water management districts. DEP is headquartered in Tallahassee. A Secretary appointed by the Governor administers the Department.

Department of Transportation. The Florida Department of Transportation (FDOT) directs planning functions and coordinates maintenance and development of Florida's transportation system. FDOT has authority to direct the design, construction, maintenance, and related activities of the Florida Highway System. FDOT is responsible for the maintenance of U.S. Highway 1, the major north-south transportation corridor within the City of Sebastian. The FDOT has some regulatory authority over the use of land along State roads, including setting design standards for curb cuts on the State's major highway system. The District IV office in Fort Lauderdale is the governmental entity responsible for such coordination. The City Engineer maintains principal liaison with FDOT. FDOT also administrates funds for the Federal Highway program.

Department of State. The City of Sebastian coordinates with the Florida Department of State primarily in managing issues relating to state archives and records, historic sites and properties, libraries, and fine arts. The City maintains a particularly close relationship with the Division of Archives, History and Records Management in addressing comprehensive planning issues surrounding historical and archaeological sites of significance. The Department of State is also the City's principal source for obtaining rules and regulations promulgated by State agencies. Similarly, the City coordinates with the Department of State in carrying out regulatory procedures of State administrative law which require interaction with the Department of State.

Department of Health. The Florida Department of Health (DOH) coordinates with the City of Sebastian on issues related to public health and environmental control. DOH incorporates not only conventional public health functions but also environmental health programs. The latter entity is charged with managing a broad range of environmental issues, including septic tank/cesspit inventory and regulation, water quality, and pollution control.

Florida Division of Emergency Management. In 2018, the City renewed its agreement to be an active participant in the Indian River County Comprehensive Emergency Management Plan. This will maximize the full effective use of state-wide participating governments in the event of an emergency or disaster.

Department of Children and Family Services. The Florida Department of Children and Family Services (DCFS) coordinates with the City of Sebastian on issues surrounding delivery of rehabilitative, social and medical services for children, family, and elderly, including services directed towards special needs.

Florida Fish and Wildlife Conservation Commission. The Florida Fish and Wildlife Conservation Commission (FFWCC) coordinates with the City of Sebastian primarily through the review of projects that may have potential impacts on local fish and wildlife habitat or which may intrude on and disturb habitats of endangered species. FFWCC, for instance, coordinates with the Police Department marine unit for patrolling the Indian River Lagoon as well as providing technical assistance on other wildlife requests.

Florida Department of Agriculture and Consumer Services (DACS). The City of Sebastian coordinates with the DACS, including Division of Forestry as well as the Agricultural Agent Extension Service which maintain personnel within Indian River County. The City staff and residents receive technical assistance, consumer related services, and publications, which address a broad range of special services provided by these services entities. The City works with the Division of Forestry on maintenance of urban tree canopy concerns as well as participating in the Tree City USA program.

Federal Agencies

Federal Aviation Administration (FAA). The FAA has the responsibility for regulations governing the placement and specifications of structures built within the airport boundary. The manager of the airport is the City's principal liaison with the FAA.

US Fish and Wildlife Service (FWS). The FWS has the responsibility for the conservation of protected fish, wildlife or plant species that are threatened or endangered, as well as conserving their habitats. The Sebastian area is home to several species that are either federally or state listed as threatened, endangered or species of special concern. Sebastian is also home to the first wildlife refuge, Pelican Island.

County Agencies

School District of Indian River County. The City of Sebastian has maintained effective liaison with Indian River County School Board and its staff. The School District is responsible for public education in the entire county. To fulfill that responsibility, the School plans for the location of new schools, as well as renovation and additions to existing schools to meet student needs. In order for the school district to efficiently and realistically plan for future schools – they must coordinate with local municipalities. The City invites the School Board to participate in review of new development with a seat on the Planning and Zoning Commission. Additionally, the City participates on a county wide working group to review proposed school projects. The City partnered with the other Cities and the County for an Interlocal Agreement for School Concurrency in 2003. The most recent Interlocal Agreement was adopted in 2008.

Indian River County Soil Conservation District. The Indian River County Soil Conservation District is the Indian River County agency responsible for carrying out the localized responsibilities of the NRCS as identified above.

Indian River County Environmental Health Unit. The Indian River County Environmental Health Unit has responsibility for monitoring septic tanks and potable water in Indian River County.

Indian River County Metropolitan Planning Organization. The membership of the Indian River County MPO is the primary agency responsible for transportation planning throughout the County. The MPO consist of nine voting members representing the local governments within the County, two non-voting representatives from the Florida Department of Transportation, a non–voting representative from the School Board, and a non-voting representative from the Town of Orchid. The MPO has legislative authority to develop and adopt plans and set priorities for the funding and programming of improvements to the transportation system. The MPO has three advisory committees: the Technical Advisory Committee, the Citizens Advisory Committee and the Bicycle/Pedestrian Advisory Committee.

Community Development. Intergovernmental coordination exists at the staff level of the Indian River County Planning Department and the City of Sebastian Building Department and the City of Sebastian Growth Management Department. The Indian River County Planning Department assists the City of Sebastian Building Department by reviewing multi-family, commercial and industrial development proposals in order to ascertain traffic impact fees. County staff provides information regarding any applicable traffic impact fees that the County

assesses based on projected transportation infrastructure impacts generated by respective developments within the City.

Indian River County Department of Utility Services. The City of Sebastian receives all central water and wastewater service from Indian River County Utility Department. IRCDUS reviews new development plans and provides input on connecting to existing water and service utilities as well as expanding those utilities throughout the community.

Other Agencies

Marine Fisheries Commission (MFC). The MFC is a seven member committee appointed by the Governor which is delegated full rulemaking authority over marine life, with the exception of endangered species. The MFC makes recommendations to the State regarding estuarine environmental quality, including the impacts of existing and proposed development on estuarine resources.

Indian River Lagoon National Estuary Program. This agency shares a specialize focus on the Indian River Lagoon, Sebastian's eastern shoreline. The City provides an office and meeting space to the Indian River National Estuary Program (IRLNEP), so that they may have a centralized location to discuss the preservation and restoration of the Indian River Lagoon.

Treasure Coast Regional League of Cities. In 2007 the Treasure Coast League of Cities was organized to promote communication among the municipal leaders of the Treasure Coast region, to foster cooperative action in meeting common needs. City Council has appointed a member of this League since inception.

Sebastian River Historical Society. The Sebastian River Historical Society (SRHS) is responsible for identifying historically significant dwelling units within the City of Sebastian. The SRHS has provided the City signage for the two National Register Historic Districts within the City, Old Town Sebastian West and Old Town Sebastian East, and maintains the museum with these City facilities. The City provides advertising on COS Channel 25 for their historical presentations which provides an entertaining and educational benefit to the residents.

Franchise Agreements and Related Services

Florida Power and Light Corporation. The City of Sebastian maintains two franchise agreements with the Florida Power and Light Corporation for street lighting and general electricity.

Waste Management. The City maintains a franchise agreement with Waste Management for solid waste collection services within the City.

Florida City Gas. To meet the demand to find alternative resources, the City has granted a non-exclusive franchise to Florida City Gas to permit the construction, maintenance, and operations of gas within the City.

Intergovernmental Coordination of Areas of Critical State Concern

A portion of the City of Sebastian eastern City limits abuts the Indian River Lagoon. In 1986, the State of Florida designated the segment of Indian River Lagoon which extends from Malabar to Vero Beach as an Aquatic Preserve. This action imposes a number of regulations and restrictions on lands adjacent to the estuary. The City continues to work towards improving quality of the stormwater runoff, which indirectly enters the Indian River

Lagoon. The City works with the State Department of Environmental Protection to ensure that all regulations and requirements are met.

Intergovernmental Agreements

Fire and Emergency Services Interlocal Agreement. The City of Sebastian has an interlocal agreement with Indian River County and the City of Fellsmere which established the North County Fire District. This interlocal agreement stipulates the basic organizational and financial framework for providing fire protection services within the district as elaborated in the Indian River County Comprehensive Plan. The fire and ambulance service is coordinated with the Indian River County Sheriff's 911 emergency service system.

Indian River County Emergency Services District. To improve services to the residents and those building contractors that do business within the City, the City entered into an agreement for fire prevention and life safety services to review construction plans, conduct inspections to compliance with the Florida fire prevention code and life safety code with the Indian River County Emergency Services District.

Sebastian Police Department. The Sebastian Police Department is in mutual aid agreements with the neighboring Fellsmere, Indian River Shores, Indian River Sheriff's Office, and Vero Beach Police Departments to ensure the lives and property of people will be protected and preserved across jurisdictional lines. In 2017 the Sebastian Police Department entered into a memorandum of understanding with the Florida Department of Juvenile Justice (DJJ) for the purpose of responding to prolific juvenile offenders. Beginning March 2018, the Sebastian Police Department assigned a School Resource Officer to Pelican Island Elementary and Sebastian Elementary School to ensure the safety and security of students, teachers and staff on campus per F.S.1006.12. In 2019, the Sebastian Police Department entered into an agreement with the 19th judicial/circuit regarding prearrest diversion programs for juveniles.

Water and Wastewater Interlocal Agreement with Indian River County. On January 14, 1987, the City of Sebastian entered into an intergovernmental agreement with Indian River County to provide water and sewer services to the residents of Sebastian. The agreement authorizes Indian River County to levy special assessments in order to provide water and waste water services. The County Utility Services Department has the primary responsibility for coordinating such county based utility services within the City of Sebastian. Technical issues are coordinated through the City Engineer.

Interlocal Agreement for School Concurrency. On February 13, 2008, the City of Sebastian entered into an intergovernmental agreement with Indian River County and the Cities of Fellsmere, Indian River Shores and Vero Beach that outlined the policies and procedures for school concurrency. The ILA as the first step in process that benefits the community by more closely coordinating residential land use and school facilities planning programs. These benefits include: (1) better coordination of new schools in time and place with land development, (2) greater efficiency for the School Board, Cities and County through the reduction of student travel times and the placement of schools to take advantage of existing and planned roads, water lines, sewer lines and parks, (3) improved student access and safety through coordination of school construction with local government road and sidewalk construction, (4) better location and design of schools so that they serve as community focal points, (5) improved location and design of schools with parks, ball fields, libraries, and other community facilities to take advantage of joint use opportunities, and (6) better location of new schools and expansion and rehabilitation of existing schools in order to reduce pressures contributing to urban sprawl.

Joint Planning and Service Agreements

The City has coordinated some of its planning issues with Indian River County, which borders the City on all sides. Concerns such as traffic circulation, adjacent land uses, preservation of natural areas, and adequate public facilities are addressed from an areawide perspective. The City entered into an agreement in 2017 with Indian River County to ensure land use adjacent to the Sebastian Municipal Airport is compatible with normal airport operations. Currently the City and County are partners in the Habitat Conservation Plan outlining management strategies and best practices for the Florida Scrub Jay, a protected species.

Joint Meetings Used to Further Intergovernmental Coordination.

The City of Sebastian and its officials are active in a number of planning related joint meetings with the Indian River County Board of County Commissioners held for purpose of achieving coordination of issues related to:

- North County Fire District,
- Water and wastewater service, Transportation impact fees
- Stormwater management and drainage, and
- Planning issues which transcend the lines of political jurisdiction.

The City frequently is represented on the Treasure Coast Regional Planning Council as the County's municipal representative, a seat to which the County Commissioners appoint an elected municipal official. The County rotates the selection among County municipalities. The City coordinates with St. Johns River Water Management District on issues of joint concern.

Analysis of Strengths, Weaknesses and Opportunities of Interlocal Coordination

The City of Sebastian coordinates with a number of other governments or governmental agencies which affect land development. City Staff have identified a number of issues which would benefit from improved intergovernmental coordination and these issues together with intergovernmental coordination mechanisms are delineated below.

Communication. At the local level, coordination and communication between the City and the County functions well. However, there is not yet a formalized procedure to deal with interjurisdictional impacts. It is anticipated that the Interlocal Service Boundary Agreement (ISBA) will address that issue and provide better mechanism.

Coordination. Coordination with State and Regional Agencies is an area that needs improvement. City Staff have taken steps to increase communication with these agencies, however, Staff is not always appraised of enforcement issues, permit applications, and consent orders when Regional and State agencies have issues with a property owner within the City limits. Additionally, State agencies do not always keep local government apprised of changes in rules and regulations. This can result in a lack of clear understanding and/or duplication of state regulations for both applicants and City staff.

Traffic Circulation. The City continues to coordinate with Indian River County in planning for major traffic circulation system improvements. However, there is currently not a mechanism for addressing inter-jurisdictional impacts of vehicle trips inside and outside municipal limits. As the county has grown in population, the need for better coordination is evident. While it is easier and less burdensome for local government to not consider inter-

jurisdictional impacts, there are benefits to both parties for improved coordination. It is anticipated that an Interlocal Service Boundary Agreement (ISBA) will provide better mechanisms.

Sanitary Sewer and Potable Water Systems. The County has made substantial progress in providing potable water and wastewater system to residents. The City has granted Indian River County franchise agreements to provide water and wastewater service to the City. County Utility water and sewer is provided within new subdivisions and the County continues to work with businesses for expansion of sanitary sewer. The availability of potable water for all future development is an area of concern.

Capital Improvements

Overview

Facilities will be provided either by property owners and/or developers as they develop their property in order to meet the requirements of the City's LDC; or facilities will be provided by public agencies, including the City. All capital projects shall be reviewed as to their compatibility and timing in relation to capital projects being implemented or planned by Indian River County, the Florida Department of Transportation, the St. Johns River Water Management District, the Indian River County School Board, the Florida Department of Environmental Protection, and/or any other applicable government agency.

Needed capital improvements are those that are necessary to meet the adopted level of service (LOS) standards identified in other Elements of this Plan. LOS are used to indicate whether public facilities are adequate to meet the needs of the City's future populations. LOS is a standardized measure of infrastructure operating conditions and is generally defined with reference to a benchmark; a measure of effectiveness.

The City of Sebastian public facilities that require identification and funding are:

Transportation: Roadways that are under the jurisdiction of the City and County, and those roadways which need funded improvements.

Sanitary Sewer: Sanitary sewer treatment and effluent disposal facilities necessary to serve the existing and future population of the City. This includes coordination with Indian River County to ensure those facilities are available when needed, and recommendations for adequate sanitary sewer facilities.

Solid Waste: Solid waste disposal facilities to service the City's existing and future population. This includes coordination with Indian River County to ensure those facilities are available when needed, and recommendations for adequate solid waste collection methods.

Drainage: Drainage systems necessary to meet recommended LOS for stormwater quality and conveyance. Provision of said services and facilities shall include coordination with Indian River County and the Saint Johns River Water Management District (SJRWMD), for improvements to systems and basins which serve the City but are outside its jurisdiction.

Potable Water: Potable water treatment facilities necessary to serve the existing and future population of the City. This includes coordination with Indian River County to ensure those facilities are available when needed, and recommendations for adequate potable water facilities.

Recreation/Open Space: Land area necessary to meet the recommended LOS

Funding Sources

The City of Sebastian utilizes numerous sources to fund operation and capital expenses in the City. The City has employed methods described in this Element in addition to its standard annual budgeting procedures to allocate funds for specific purposes. An overview of various funding sources utilized for capital project funding is presented below.

General Fund Revenue Sources

Ad Valorem Taxes (Property Taxes). Ad valorem taxes include revenue from non-exempt property taxation.

Franchise Fees. Franchise fees are paid by utility providers (electricity, natural gas, solid waste) for their use of City streets and property in providing their services. The City assesses a franchise fee for the electric utility and the solid waste collection services.

Licenses, Permits and Fines. All businesses operating in the City are required to pay a local business tax. Fees for driveway permits, zoning, site plan review, plat review and alarm permits, provide income from this revenue source. Fines for parking tickets, court fines, code enforcement fines, and the like provide additional income.

Intergovernmental Revenue. Intergovernmental revenues are funds collected by the State or County and shared with other local government units. Major sources of shared revenue include the cigarette tax, State revenue sharing, beverage licenses, mobile home licenses, motor fuels tax, half-cent sales tax and occupational licenses.

Interest Income. Interest income is revenue earned on funds that have been invested by the City.

Other Charges for Services/User Fees. Service and user fees are charges for services provided by the City that are paid by the users to fully or partially cover the costs to provide services.

Utility Services Taxes. Utility taxes are assessed at a certain rate of the monthly purchase price on purchases of electricity, water, and propane and natural gas services on customers within the City limits.

Communication Services Taxes. The Communication Service Tax replaced the franchise fee for dealers of communications services (including, but not limited to, phone and cable TV services).

Other Funds Revenue Sources

Impact Fees. These fees are charged concurrent with new development and contribute toward payment for infrastructure needs, but not operational costs, which directly result from new development. The only impact fee revenue included in the City's budget is currently assessed for parks and recreation. The City collects impact fees for Indian River County for transportation, emergency services, sanitary sewer, solid waste and potable water.

Special Assessments. Special assessments are levied against residents, agencies or districts that directly benefit from the service or facility.

Special Fees. The City established the Sebastian Stormwater Utility in 2001, which levies an annual fee on a per unit/property basis throughout the community.

Enterprise Funds. Enterprise funds are used to account for City services that are operated in a manner similar to private business enterprises where the intent is that the costs (expenses including depreciation) of providing goods and services to the general public on a continuing basis be financed or recovered primarily through user charges. Examples of these are the Building Department Fund, Golf Courses and the Airport.

Local Option Gas Tax (LOGT). The LOGT is an established cent gallon tax levied by Indian River County. The tax funds are distributed to participating cities within the county on a percentage basis determined by the cities' populations and amount of annual transportation-related expenditures.

Discretionary Sales Taxes. The discretionary sales tax is the additional one-cent sales tax levied by Indian River County. The tax funds are distributed to participating cities within the County on a percentage basis determined by the cities' populations.

Tax Increment Fund (TIF) Revenue. TIF revenue is tax revenue that is attributable to the increase in property values due to the improvements within the City's Riverfront Redevelopment Area. The additional tax revenue that is received from the affected properties is referred to as the tax increment. This TIF revenue may be used for capital projects located within the City's Riverfront Redevelopment Area.

Law Enforcement Forfeiture Fund. This fund is used to account for the receipt of forfeited cash and equipment associated with police activities. The use of these funds is restricted to police related equipment purchases and community education initiatives.

General Obligation Bonds. These bonds are backed by the full faith and credit of the local government and must be approved by voter referendum. They offer low interest for carrying less risk since they are secured by government taxing power. Capital improvements financed through general obligation bonds should be used only for projects benefiting the whole City. Currently, the City has no General Obligation Bonds.

Revenue Bonds. Funds raised from revenue bonds may be used for projects benefiting a specific group since charges collected from users of the improvement are applied directly to the debt service on these bonds. In this respect, the projects are self-supporting. Revenue bonds pay higher interest and their issuance may be approved by the City Council without voter approval.

Industrial Revenue Bonds. Though the local government issues these bonds, the debt is assumed by the companies or industries that use the revenues for construction of utility plants or facilities. Because they are tax-exempt and low interest, industries are attracted to this type of bond. Local government can transfer the actual liability to provide interest while garnering employment and economic benefits for the community.

Federal and State Grants and Loans. Federal funds are allocated to state agencies that administer block grants or are disbursed as block grants directly to state and local agencies or other eligible organizations. The purpose of the block grant program is to enable greater latitude by recipients in the actual use of the funds. These funds are generally a non-recurring source and cannot be accurately projected for budgeting purposes. Several federal agencies offer direct loan programs that allow limited ability for the City to finance capital improvements. State loans, however, can be used to finance capital projects such as land acquisition for low- income housing.

Prioritization

The various Elements of this plan discuss and analyze capital improvements necessary to address existing deficiencies and provide facility expansion to meet projected growth. The methods of project prioritization of the identified capital improvements provide a means to determine the relative priority of each capital project, the City will use the following criteria to prioritize projects:

- Whether the project increases the efficiency of existing facilities or infrastructure.
- Whether the project represents a logical extension of facilities within the urban service area.
- Whether the project is financially feasible.
- Whether the project is coordinated with major projects of other agencies.
- Whether the project is necessary to meet established levels of service.
- Whether the project implements the policies of the Comprehensive Plan as they pertain to concurrency requirements.
- Whether the project eliminates a public hazard.

Financial Feasibility

The Five-Year Capital Improvement Schedule provides the foundation of an annual planning process that allows the City to meet its capital improvement needs and maintain its adopted LOS standards based on projected growth and available existing capacity. The revenue sources described herein are projected to be adequate to fund the projects identified in the Five-Year Capital Improvements Schedule.

CAPITAL IMPROVEMENTS PROGRAM

The City Council adopts a five-year capital improvements program which includes the first year as part of the annual budget, and the remainder of the program is updated each year. The current Capital Improvement Program (CIP) document is a guide to determining and establishing priorities based upon the condition of each Element of the Comprehensive Plan and the capital improvements needed to maintain adopted LOS standards. The CIP is the implementing portion of the City's Capital Improvements Plan. Below is the adopted CIP for the 2020-2025 planning period.

CITY OF SEBASTIAN, FLORIDA
ANNUAL BUDGET
FISCAL YEAR 2020-2025

CAPITAL IMPROVEMENT PROGRAM

CITY OF SEBASTIAN, FLORIDA
FISCAL YEAR 2020-2025
SUMMARY OF CAPITAL PURCHASES AND IMPROVEMENTS

List of Projects	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	Totals
General Government							
Server/Host Update	40,000	40,000	40,000	40,000	40,000	-	200,000
City Computers	10,000	25,000	25,000	25,000	25,000	25,000	135,000
Police Computers	75,000	10,000	20,000	10,000	20,000	10,000	145,000
Audio Visual Equipment	5,000	30,000	10,000	10,000	10,000	-	65,000
Remote Access Firewall	-	40,000	-	-	-	-	40,000
Phone System	-	100,000	-	-	-	-	100,000
Network Infrastructure	30,000	30,000	30,000	30,000	30,000	30,000	180,000
Over-the-Air Connections	-	10,000	20,000	-	-	-	30,000
Core Switches	-	-	-	-	25,000	-	25,000
Site Switches	-	-	-	-	-	20,000	20,000
Police Department							
Police Administrative Equipment	5,000	-	-	-	-	-	5,000
Early Intervention System	15,000	-	-	-	-	-	15,000
Police Vehicles	330,000	330,000	330,000	550,000	440,000	330,000	2,310,000
Police Road Patrol Equipment	60,000	23,000	10,000	10,000	10,000	10,000	123,000
Speed Trailers	-	-	30,000	-	-	-	30,000
Police Investigations Equipment	26,000	-	-	-	-	-	26,000
Evidence Compound Work	40,000	-	-	-	-	-	40,000
Police Dispatch Equipment	216,000	-	-	-	-	-	216,000
Roads Department							
Street Repaving	211,160	302,960	529,207	257,374	513,732	530,000	2,344,433
Street Reconstruction	333,323	236,264	-	292,593	-	-	862,180
Roads Equipment	5,000	-	-	-	-	-	5,000
Roads Division Heavy Equipment	106,000	-	-	-	-	-	106,000
Public Facilities Department							
Public Facilities Compound	3,351,250	1,574,000	50,000	50,000	-	-	5,025,250
Fleet Division Equipment	-	48,500	20,000	11,000	5,000	36,000	120,500
Bench Seats and Monuments	-	20,000	-	-	-	-	20,000
Facilities Maintenance Equipment	-	62,500	-	-	-	-	62,500
Standby Generator	80,000	-	-	-	-	-	80,000
Leisure Services Department							
Park Security Cameras	10,000	-	-	-	-	-	10,000
Park Maintenance Equipment	20,400	83,000	26,000	-	-	-	129,400
Park Identification Signage	25,000	25,000	25,000	-	-	-	75,000
Friendship Tennis Courts	30,000	-	-	-	-	-	30,000
Leisure Services Vehicles	31,000	34,000	34,000	-	34,000	-	133,000
Historical Park Fountain	2,100	-	-	-	-	-	2,100
Barber Street Football Bleachers	20,000	-	-	-	-	-	20,000
Pickleball Enhancements	140,000	-	-	-	-	-	140,000
Barber Street Baseball Dugouts	40,000	-	-	-	-	-	40,000
Barber Street Fencing	18,000	22,000	-	-	-	-	40,000
Playground Improvements	30,000	30,000	60,000	-	100,000	30,000	250,000
Park Improvements	20,000	20,000	20,000	20,000	20,000	20,000	120,000
Community Center Offices	40,000	-	-	-	-	-	40,000
Barber Street Shed	10,000	-	-	-	-	-	10,000
Community Development							
Plotter and Scanner	20,000	-	-	-	-	-	20,000
Stormwater Fund							
Stormwater Equipment	-	164,000	50,000	-	60,000	35,000	309,000
Stormwater Heavy Equipment	145,000	125,000	215,000	110,000	-	-	595,000
Roadway Swale Work	$60,000	$60,000	$60,000	$60,000	$60,000	$60,000	$360,000
Day Drive Retention Areas	-	240,000	-	-	-	-	240,000
Concha Dam Repair	-	-	-	-	-	250,000	250,000
Tulip Road Crossing	-	-	232,000	-	-	-	232,000
Bayfront Road Crossing	-	-	-	178,000	-	-	178,000
Ocean Cove Drainage	-	-	-	-	300,000	-	300,000
Major Canal Improvements	500,000	500,000	500,000	500,000	500,000	500,000	3,000,000
Stonecrop Drainage	860,000	-	-	-	-	-	860,000
Golf Course Fund							
Renovate Golf Tees	50,000	50,000	50,000	-	-	-	150,000
Golf Club House Water Hookup	60,000	-	-	-	-	-	60,000
Airport Fund							
Bush Hog Mowing Deck	17,500	-	-	-	-	-	17,500
Design and Construct Hangar D	1,250,000	-	-	-	-	-	1,250,000
Airport Drive East Street Lights	26,300	-	-	-	-	-	26,300
Construct West Access Road	-	-	-	-	-	2,000,000	2,000,000
Building Fund							
Building Fund	22,573	-	-	-	-	-	22,573
Totals	**$ 8,386,606**	**$ 4,235,224**	**$ 2,386,207**	**$ 2,153,967**	**$ 2,192,732**	**$ 3,886,000**	**$ 23,240,736**

CITY OF SEBASTIAN, FLORIDA
FISCAL YEAR 2020-2025
SUMMARY OF CAPITAL IMPROVEMENT PROJECTS

	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	Total
Grouped by Department							
General Government	$ 160,000	$ 285,000	$ 145,000	$ 115,000	$ 150,000	$ 85,000	$ 940,000
Police Department	692,000	353,000	370,000	560,000	450,000	340,000	2,765,000
Roads Department	655,483	539,224	529,207	549,967	513,732	530,000	3,317,613
Public Facilities Department	3,431,250	1,705,000	70,000	61,000	5,000	36,000	5,308,250
Leisure Services	436,500	214,000	165,000	20,000	154,000	50,000	1,039,500
Community Development	20,000	-	-	-	-	-	20,000
Stormwater	1,565,000	1,089,000	1,057,000	848,000	920,000	845,000	6,324,000
Golf Course	110,000	50,000	50,000	-	-	-	210,000
Airport	1,293,800	-	-	-	-	2,000,000	3,293,800
Building	22,573	-	-	-	-	-	22,573
Total by Departments	$ 8,386,606	$ 4,235,224	$ 2,386,207	$ 2,153,967	$ 2,192,732	$ 3,886,000	$ 23,240,736
Grouped by Function							
General Government	$ 180,000	$ 285,000	$ 145,000	$ 115,000	$ 150,000	$ 85,000	$ 960,000
Public Safety	714,573	353,000	370,000	560,000	450,000	340,000	2,787,573
Transportation	5,380,533	2,244,224	599,207	610,967	518,732	2,566,000	11,919,663
Parks & Recreation	546,500	264,000	215,000	20,000	154,000	50,000	1,249,500
Physical Environment	1,565,000	1,089,000	1,057,000	848,000	920,000	845,000	6,324,000
Total by Functions	$ 8,386,606	$ 4,235,224	$ 2,386,207	$ 2,153,967	$ 2,192,732	$ 3,886,000	$ 23,240,736
Grouped by Funding Source							
General Fund	$ 234,500	$ 271,000	$ 80,000	$ 21,000	$ 49,000	$ 46,000	$ 701,500
DST	5,410,573	2,975,264	1,115,000	1,507,593	590,000	1,015,000	12,613,430
LOGT	317,160	302,960	529,207	257,374	513,732	530,000	2,450,433
Recreation Impact Fees	293,000	97,000	105,000	20,000	120,000	50,000	685,000
Riverfront CRA	-	-	-	-	-	-	-
Stormwater Fund	420,000	589,000	557,000	348,000	920,000	345,000	3,179,000
Golf Course	-	-	-	-	-	-	-
Airport	43,800	-	-	-	-	-	43,800
Building Fund	22,573	-	-	-	-	-	22,573
Grants/Loans	1,645,000	-	-	-	-	1,900,000	3,545,000
Total Funding Sources	$ 8,386,606	$ 4,235,224	$ 2,386,207	$ 2,153,967	$ 2,192,732	$ 3,886,000	$ 23,240,736

CITY OF SEBASTIAN, FLORIDA
FISCAL YEAR 2020-25 CAPITAL IMPROVEMENT PROGRAM
BY FUNDING SOURCE

	General Fund	Local Option Gas Tax	DST	Recreation Impact Fees	Stormwater Fund	Grants/ Bank Note	Airport Fund	Building	Total
FISCAL YEAR 2019/2020									
General Government									
Server/Host Update			40,000						40,000
City Computers			10,000						10,000
Police Computers			75,000						75,000
Audio Visual Equipment			5,000						5,000
Network Infrastructure			30,000						30,000
Police Department									
Police Administrative Equipment	5,000								5,000
Early Intervention System	15,000								15,000
Police Vehicles			330,000						330,000
Police Road Patrol Equipment	60,000								60,000
Police Investigations Equipment	26,000								26,000
Evidence Compound Work			40,000						40,000
Police Dispatch Equipment			216,000						216,000
Roads Department									
Street Repaving		211,160							211,160
Street Reconstruction			333,323						333,323
Roads Equipment	5,000								5,000
Roads Division Heavy Equipment		106,000							106,000
Public Facilities Department									
Public Facilities Compound			3,351,250						3,351,250
Standby Generator			80,000						80,000
Leisure Services Department									
Park Security Cameras	10,000								10,000
Park Maintenance Equipment	20,400								20,400
Park Identification Signage				25,000					25,000
Friendship Tennis Courts	30,000								30,000
Leisure Services Vehicles	31,000								31,000
Historical Park Fountain	2,100								2,100
Barber Street Football Bleachers				20,000					20,000
Pickleball Enhancements				140,000					140,000
Barber Street Baseball Dugouts				40,000					40,000
Barber Street Fencing				18,000					18,000
Playground Improvements				30,000					30,000
Park Improvements				20,000					20,000
Community Center Offices			40,000						40,000
Barber Street Shed	10,000								10,000
Community Development									
Plotter and Scanner	20,000								20,000
Stormwater									
Stormwater Heavy Equipment					145,000				145,000
Roadway Swale Work					60,000				60,000
Major Canal Improvements			500,000						500,000
Stonecrop Drainage					215,000	645,000			860,000
Golf Course									
Renovate Golf Tees			50,000						50,000
Golf Club House Water Hookup			60,000						60,000
Airport									
Bush Hog Mowing Deck							17,500		17,500
Design and Construct Hangar D			250,000			1,000,000			1,250,000
Airport Drive East Street Lights							26,300		26,300
Building									
Building Pick Up Truck								22,573	22,573
Total FY 2019/2020	**$ 234,500**	**$ 317,160**	**$ 5,410,573**	**$ 293,000**	**$ 420,000**	**$ 1,645,000**	**$ 43,800**	**$ 22,573**	**$ 8,386,606**

CITY OF SEBASTIAN, FLORIDA
FISCAL YEAR 2020-25 CAPITAL IMPROVEMENT PROGRAM
BY FUNDING SOURCE

	General Fund	Local Option Gas Tax	DST	Recreation Impact Fees	Stormwater Fund	Grants/ Bank Note	Airport Fund	Building	Total
FISCAL YEAR 2020/2021									
General Government									
Server/Host Update			40,000						40,000
City Computers			25,000						25,000
Police Computers			10,000						10,000
Audio Visual Equipment			30,000						30,000
Remote Access Firewall			40,000						40,000
Phone System			100,000						100,000
Network Infrastructure			30,000						30,000
Over-the-Air Connections			10,000						10,000
Police Department									
Police Vehicles			330,000						330,000
Police Road Patrol Equipment	23,000								23,000
Roads Department									
Street Repaving		302,960							302,960
Street Reconstruction			236,264						236,264
Public Facilities Department									
Public Facilities Compound			1,574,000						1,574,000
Fleet Division Equipment	48,500								48,500
Bench Seats and Monuments	20,000								20,000
Facilities Maintenance Equipment	62,500								62,500
Leisure Services Department									
Park Maintenance Equipment	83,000								83,000
Park Identification Signage				25,000					25,000
Leisure Services Vehicles	34,000								34,000
Barber Street Fencing				22,000					22,000
Playground Improvements				30,000					30,000
Park Improvements				20,000					20,000
Stormwater									
Stormwater Equipment					164,000				164,000
Stormwater Heavy Equipment					125,000				125,000
Roadway Swale Work					60,000				60,000
Day Drive Retention Areas					240,000				240,000
Major Canal Improvements			500,000						500,000
Renovate Golf Tees			50,000						50,000
Total FY 2020/2021	**$ 271,000**	**$ 302,960**	**$ 2,975,264**	**$ 97,000**	**$ 589,000**	**$ -**	**$ -**	**$ -**	**$ 4,235,224**

CITY OF SEBASTIAN, FLORIDA
FISCAL YEAR 2020-25 CAPITAL IMPROVEMENT PROGRAM
BY FUNDING SOURCE

	General Fund	Local Option Gas Tax	DST	Recreation Impact Fees	Stormwater Fund	Grants/ Bank Note	Airport Fund	Building	Total
FISCAL YEAR 2021/2022									
General Government									
Server/Host Update			40,000						40,000
City Computers			25,000						25,000
Police Computers			20,000						20,000
Audio Visual Equipment			10,000						10,000
Network Infrastructure			30,000						30,000
Over-the-Air Connections			20,000						20,000
Police Department									
Police Vehicles			330,000						330,000
Police Road Patrol Equipment			10,000						10,000
Speed Trailers			30,000						30,000
Roads Department									
Street Repaving		529,207							529,207
Public Facilities Department									
Public Facilities Compound			50,000						50,000
Fleet Division Equipment	20,000								20,000
Leisure Services Department									
Park Maintenance Equipment	26,000								26,000
Park Identification Signage				25,000					25,000
Leisure Services Vehicles	34,000								34,000
Playground Improvements				60,000					60,000
Park Improvements				20,000					20,000
Stormwater									
Stormwater Equipment					50,000				50,000
Stormwater Heavy Equipment					215,000				215,000
Roadway Swale Work					60,000				60,000
Tulip Road Crossing					232,000				232,000
Major Canal Improvements			500,000						500,000
Golf Course									
Renovate Golf Tees			50,000						50,000
Total FY 2021/2022	**$ 80,000**	**$ 529,207**	**$ 1,115,000**	**$ 105,000**	**$ 557,000**	**$ -**	**$ -**	**$ -**	**$ 2,386,207**

CITY OF SEBASTIAN, FLORIDA
FISCAL YEAR 2020-25 CAPITAL IMPROVEMENT PROGRAM
BY FUNDING SOURCE

	General Fund	Local Option Gas Tax	DST	Recreation Impact Fees	Stormwater Fund	Grants/ Bank Note	Airport Fund	Building	Total
FISCAL YEAR 2022/2023									
General Government									
Server/Host Update			40,000						40,000
City Computers			25,000						25,000
Police Computers			10,000						10,000
Audio Visual Equipment			10,000						10,000
Network Infrastructure			30,000						30,000
Police Department									
Police Vehicles			550,000						550,000
Police Road Patrol Equipment	10,000								10,000
Roads Department									
Street Repaving		257,374							257,374
Street Reconstruction			292,593						292,593
Public Facilities Department									
Public Facilities Compound			50,000						50,000
Fleet Division Equipment	11,000								11,000
Leisure Services Department									
Park Improvements				20,000					20,000
Stormwater									
Stormwater Heavy Equipment					110,000				110,000
Roadway Swale Work					60,000				60,000
Bayfront Road Crossing					178,000				178,000
Major Canal Improvements			500,000						500,000
Total FY 2022/2023	**$ 21,000**	**$ 257,374**	**$ 1,507,593**	**$ 20,000**	**$ 348,000**	**$ -**	**$ -**	**$ -**	**$ 2,153,967**

CITY OF SEBASTIAN, FLORIDA
FISCAL YEAR 2020-25 CAPITAL IMPROVEMENT PROGRAM
BY FUNDING SOURCE

	General Fund	Local Option Gas Tax	DST	Recreation Impact Fees	Stormwater Fund	Grants/ Bank Note	Airport Fund	Building	Total
FISCAL YEAR 2023/2024									
General Government									
Server/Host Update			40,000						40,000
City Computers			25,000						25,000
Police Computers			20,000						20,000
Audio Visual Equipment			10,000						10,000
Network Infrastructure			30,000						30,000
Core Switches			25,000						25,000
Police Department									
Police Vehicles			440,000						440,000
Police Road Patrol Equipment	10,000								10,000
Roads Department									
Street Repaving		513,732							513,732
Public Facilities Department									
Fleet Division Equipment	5,000								5,000
Leisure Services Department									
Leisure Services Vehicles	34,000								34,000
Playground Improvements				100,000					100,000
Park Improvements				20,000					20,000
Stormwater									
Stormwater Equipment					60,000				60,000
Roadway Swale Work					60,000				60,000
Ocean Cove Drainage					300,000				300,000
Major Canal Improvements					500,000				500,000
Total FY 2023/2024	**$ 49,000**	**$ 513,732**	**$ 590,000**	**$ 120,000**	**$ 920,000**	**$ -**	**$ -**	**$ -**	**$ 2,192,732**

CITY OF SEBASTIAN, FLORIDA
FISCAL YEAR 2020-25 CAPITAL IMPROVEMENT PROGRAM
BY FUNDING SOURCE

	General Fund	Local Option Gas Tax	DST	Recreation Impact Fees	Stormwater Fund	Grants/ Bank Note	Airport Fund	Building	Total
FISCAL YEAR 2024/2025									
General Government									
City Computers			25,000						25,000
Police Computers			10,000						10,000
Network Infrastructure			30,000						30,000
Site Switches			20,000						20,000
Police Department									
Police Vehicles			330,000						330,000
Police Road Patrol Equipment	10,000								10,000
Roads Department									
Street Repaving		530,000							530,000
Public Facilities Department									
Fleet Division Equipment	36,000								36,000
Leisure Services Department									
Playground Improvements				30,000					30,000
Park Improvements				20,000					20,000
Stormwater									
Stormwater Equipment					35,000				35,000
Roadway Swale Work					60,000				60,000
Concha Dam Repair					250,000				250,000
Major Canal Improvements			500,000						500,000
Airport									
Construct West Access Road			100,000			1,900,000			2,000,000
Total FY 2023/2024	**$ 46,000**	**$ 530,000**	**$ 1,015,000**	**$ 50,000**	**$ 345,000**	**$ 1,900,000**	**$ -**	**$ -**	**$ 3,886,000**
Grand Total	**$ 701,500**	**$ 2,450,433**	**$ 12,613,430**	**$ 685,000**	**$ 3,179,000**	**$ 3,545,000**	**$ 43,800**	**$ 22,573**	**$ 23,240,736**

CITY OF SEBASTIAN, FLORIDA
FISCAL YEAR 2020-2025
CAPITAL IMPROVEMENT PROJECT REQUEST AND JUSTIFICATION FORM

GENERAL GOVERNMENT - MIS DIVISION

Project Name:	Server/Host Update	**Project Description:**
Funding Source:	Discretionary Sales Tax	Purchase VMWare VxRail Infrastructure.

Justification: The Police Department needs to have their server/hosts updated to continue supporting new law enforcement technologies and policies.

Project Costs:

FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Project Total
$40,000	$40,000	$40,000	$40,000	$40,000	$0	$200,000

Operating Impact:

$0	($7,200)	($8,800)	($4,800)	$4,000	$14,000	($2,800)

Project Name:	City Computers	**Project Description:**
Funding Source:	Discretionary Sales Tax	Replacement of City Computers.

Justification: In FY 19-20, Computers in Departments other than the Police Department will be replaced only as absolutely needed. In the following years, replacements will be done at 20% of the total each year.

Project Costs:

FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Project Total
$10,000	$25,000	$25,000	$25,000	$25,000	$25,000	$135,000

Operating Impact:

$0	($1,800)	($4,900)	($4,500)	($4,100)	($5,500)	($20,800)

Project Name:	Police Computers	**Project Description:**
Funding Source:	Discretionary Sales Tax	Replacement of Police Department Computers.

Justification: In FY 19-20, the majority of the laptops (30) that are in the road patrol are needing to be replaced as they are now over 5 yrs old and out of warranty. After this mass replacement, all laptops will be purchased with the cars. Desktops will then be purchased & replaced over the following 5 years.

Project Costs:

FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Project Total
$75,000	$10,000	$20,000	$10,000	$20,000	$10,000	$145,000

Operating Impact:

$0	($13,500)	($4,800)	$3,500	$14,900	$22,700	$22,800

Project Name:	Audio Visual Equipment	**Project Description:**
Funding Source:	Discretionary Sales Tax	Replacement of Audio Visual (AV) Equipment.

Justification: In FY19-20 a camera needs to be replaced. Other Audio Visual equipment needs to be replaced or upgraded in order to be sure that broadcasting can be done when requested. The tint in the Council Chambers also needs to be replaced and additional equipment installed in order to comply with Americans with Disabilities Act requirements for COStv.

Project Costs:

FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Project Total
$5,000	$30,000	$10,000	$10,000	$10,000	$0	$65,000

Operating Impact:

$0	($900)	($5,600)	($2,500)	$1,900	$6,900	($200)

Project Name:	Remote Access Firewall	**Project Description:**
Funding Source:	Discretionary Sales Tax	Replacement of the Police Department VPN Firewall.

Justification: The Police Department will need to replace the aging Remote Access Firewall to insure the proper security measures can be maintained.

Project Costs:

FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Project Total
$0	$40,000	$0	$0	$0	$0	$40,000

Operating Impact:

$0	$0	($7,200)	($1,600)	$4,000	$8,800	$4,000

CITY OF SEBASTIAN, FLORIDA
FISCAL YEAR 2020-2025
CAPITAL IMPROVEMENT PROJECT REQUEST AND JUSTIFICATION FORM

GENERAL GOVERNMENT - MIS DIVISION (CONTINUED)

Project Name:	Phone System	**Project Description:**
Funding Source:	Discretionary Sales Tax	Replacement of the City Phone System.

Justification: The City Phone System will need replacement in order to get support and make sure that we can continue to receive phone calls. Estimated total cost of $100,000.

Project Costs:							Project
FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
$0	$100,000	$0	$0	$0	$0	$100,000
Operating Impact:						
$0	$0	($38,000)	($35,000)	($32,000)	($29,000)	($134,000)

Project Name:	Network Infrastructure	**Project Description:**
Funding Source:	Discretionary Sales Tax	Network Infrastructure replacements.

Justification: General replacements & upgrading of network infrastucture in order to continue to provide services. This includes switches, servers and other needed infrastructure.

Project Costs:							Project
FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
$30,000	$30,000	$30,000	$30,000	$30,000	$30,000	$180,000
Operating Impact:						
$0	($5,400)	($6,600)	($3,600)	$3,000	$10,500	($2,100)

Project Name:	Over-the-Air Connections	**Project Description:**
Funding Source:	Discretionary Sales Tax	Over-the-Air Redundant Network Connections.

Justification: Over-The-Air (wireless) backup network connections for both the Golf Course and the Emergency Operations Center need to be added.

Project Costs:							Project
FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
$0	$10,000	$20,000	$0	$0	$0	$30,000
Operating Impact:						
$0	$0	($1,300)	($2,400)	$2,100	$6,400	$4,800

Project Name:	Core Switches	**Project Description:**
Funding Source:	Discretionary Sales Tax	Replacement of Core Switches.

Justification: Replacment of the Core Switches in both City Hall and the Police Department will be needed.

Project Costs:							Project
FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
$0	$0	$0	$0	$25,000	$0	$25,000
Operating Impact:						
$0	$0	$0	$0	$0	($4,500)	($4,500)

Project Name:	Site Switches	**Project Description:**
Funding Source:	Discretionary Sales Tax	Replacement of Site Switches.

Justification: Replacement of the main switches installed at the Golf Course, Garage, Police Dept, and first and second floors of City Hall will be needed.

Project Costs:							Project
FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
$0	$0	$0	$0	$0	$20,000	$20,000
Operating Impact:						
$0	$0	$0	$0	$0	$0	$0

CITY OF SEBASTIAN, FLORIDA
FISCAL YEAR 2020-2025
CAPITAL IMPROVEMENT PROJECT REQUEST AND JUSTIFICATION FORM

POLICE DEPARTMENT - ADMINISTRATION DIVISION

Project Name:	Police Administrative Equipment	**Project Description:**
Funding Source:	General Fund	**19/20**-Laptop for COPE Presentations (3K); Portable Generator for COPE Trailer (2K).

Justification: Additional equipment needed for the Community Outreach Prevention and Education (COPE) Program.

Project Costs:						
FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Project Total
$5,000	$0	$0	$0	$0	$0	$5,000
Operating Impact:						
$0	($1,100)	($600)	($100)	$400	$600	($800)

Project Name:	Early Intervention System	**Project Description:**
Funding Source:	General Fund	**19/20**-System for Tracking Performance (15K).

Justification: This System will be used to track incidents and factors pertaining to an employee which warrant intervention to head off issues or trends that can be detrimental to the City.

Project Costs:						
FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Project Total
$15,000	$0	$0	$0	$0	$0	$15,000
Operating Impact:						
$0	($2,250)	($600)	$1,050	$2,700	$3,450	$4,350

Project Name:	Police Vehicles	**Project Description:**
Funding Source:	Discretionary Sales Tax	**19/20**- 6 Vehicles w/Equipment (330K). **20/21**- 6 Vehicles w/equipment (330K). **21/22**- 6 Vehicles w/equipment (330K). **22/23**- 10 Vehicles w/equipment (550K). **23/24**- 8 Vehicles w/equipment (440K). **24/25**- 6 Vehicles w/ equipment (330K).

Justification: This allocation is for the replacement of higher mileage vehicles and associated vehicle equipment, including body cameras, computers and communications equipment.

Project Costs:						
FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Project Total
$330,000	$330,000	$330,000	$550,000	$440,000	$330,000	$2,310,000
Operating Impact:						
$0	($72,600)	($112,200)	($118,800)	($140,800)	($103,400)	($547,800)

POLICE DEPARTMENT - ROAD PATROL DIVISION

Project Name:	Police Road Patrol Equipment	**Project Description:**
Funding Source:	General Fund	**19/20**- 10 Rifles (8K); 10 tasers (12K); 11 Ballistic Shields and 10 Helmets (15K); Tactical Vests (15K); 1 Training Trailer (10K). **20/21**- 5 Ballistic Shields (6K); 5 Ballistic Helmets (6K); 5 Tasers (6K); 5 Rifles (5K). **21/22**- Equipment Replacement (10K). **22/23**- Equipment Replacement (10K). **23/24**- Equipment Replacement (10K). **24/25**- Equipment replacement (10K).

Justification: This allocation is for the replacement of necessary personal equipment for the Police Officers.

Project Costs:						
FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Project Total
$60,000	$23,000	$10,000	$10,000	$10,000	$10,000	$123,000
Operating Impact:						
$0	($13,200)	($12,260)	($6,160)	$940	$5,440	($25,240)

CITY OF SEBASTIAN, FLORIDA
FISCAL YEAR 2020-2025
CAPITAL IMPROVEMENT PROJECT REQUEST AND JUSTIFICATION FORM

POLICE DEPARTMENT - ROAD PATROL DIVISION (CONTINUED)

Project Name:	Speed Trailers	**Project Description:**
Funding Source:	Discretionary Sales Tax	Replace Speed Trailers.

Justification: These units are used for traffic enforcement and are scheduled for replacement at the time indicated.

Project Costs:

FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Project Total
$0	$0	$30,000	$0	$0	$0	$30,000
Operating Impact:						
$0	$0	$0	($6,600)	($3,600)	($600)	($10,800)

POLICE DEPARTMENT - INVESTIGATIONS DIVISION

Project Name:	Police Investigations Equipment	**Project Description:**
Funding Source:	General Fund	**19/20**- Surveillance equipment (10K) and Forensic Platform (16K).

Justification: The surveilance equipment will provide equipment necessary for surveillance operations. The Forensic Platform will be used for investigations and evidence retreival.

Project Costs:

FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Project Total
$26,000	$0	$0	$0	$0	$0	$26,000
Operating Impact:						
$0	($3,380)	$520	$4,420	$7,800	$10,140	$19,500

Project Name:	Evidence Compound Work	**Project Description:**
Funding Source:	Discretionary Sales Tax	Paving and Carport for Evidence Compound.

Justification: This adds paving at the Evidence Compound and covers about one-half of the area with a carport type covering. This is needed to adequately protect seized vehicles, until those cases are resolved.

Project Costs:

FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Project Total
$40,000	$0	$0	$0	$0	$0	$40,000
Operating Impact:						
$0	($6,800)	($5,200)	($3,600)	($2,000)	($400)	($18,000)

POLICE DEPARTMENT - DISPATCH DIVISION

Project Name:	Police Dispatch Equipment	**Project Description:**
Funding Source:	Discretionary Sales Tax	**19/20**- Radio Console (50K); Radio Upgrade (51K); 4 Back up radios (25K); 30 Portable Radios (90K).

Justification: This continues the program of upgrading and replacing radios required to tie in to the County communications system.

Project Costs:

FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Project Total
$216,000	$0	$0	$0	$0	$0	$216,000
Operating Impact:						
$0	($47,520)	($25,920)	($4,320)	$17,280	$25,920	($34,560)

CITY OF SEBASTIAN, FLORIDA
FISCAL YEAR 2020-2025
CAPITAL IMPROVEMENT PROJECT REQUEST AND JUSTIFICATION FORM
PUBLIC FACILITIES - ROADS DEPARTMENT

Project Name:	Street Repaving	**Project Description:**
Funding Source:	Local Option Gas Tax	Repaving Roadwork based on Consulting Engineer's Analysis.

Justification: Necessary to keep streets in good condition. Repaving reduces pot-hole repairs and claims for damages. Timely repaving saves money by extending the service life of roads and putting off costly full depth reconstruction work when the road deteriorates. This budget is an outcome of the recently completed 6-year Pavement Management Plan.

Project Costs:						Project
FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
$211,160	$302,960	$529,207	$257,374	$513,732	$530,000	$2,344,433
Operating Impact:						
$0	($35,897)	($78,954)	($148,354)	($150,375)	($185,681)	($599,262)

Project Name:	Street Reconstruction	**Project Description:**
Funding Source:	Discretionary Sales Tax	Reconstruction Roadwork based on Consulting Engineer's Analysis.

Justification: Necessary to address streets in bad condition that are beyond normal repaving work and require full depth reconstruction. This budget is an outcome of the 6-year pavement management plan study.

Project Costs:						Project
FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
$333,323	$236,264	$0	$292,593	$0	$0	$862,180
Operating Impact:						
$0	($159,995)	($270,069)	($257,706)	($387,730)	($372,441)	($1,447,941)

Project Name:	Roads Equipment	**Project Description:**
Funding Source:	General Fund	**19/20** $5K Concrete Mixer.

Justification: Concrete Mixer will be used to repair and fabricate sidewalks. This unit fits in the bed of a pick up truck and allows dumping from the side and rear of the bed.

Project Costs:						Project
FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
$5,000	$0	$0	$0	$0	$0	$5,000
Operating Impact:						
$0	($1,100)	($600)	($100)	$400	$600	($800)

Project Name:	Roads Division Heavy Equipment	**Project Description:**
Funding Source:	Local Option Gas Tax	**19/20** $106K Track Skid Steer with Rotary Cutter and Grapple Attachments.

Justification: Kubota SVL 75-2 Tracked Skid Steer replaces a wheeled unit that has mechanical issues. It will include a Rotary Cutter and a Front Grapple Attachment. Skid Steer is routinely used in maintaining roads and for roadside maintenance. Tractor with long arm mower is used to maintain right of ways and fence lines through its ability to reach difficult to access areas.

Project Costs:						Project
FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
$106,000	$0	$0	$0	$0	$0	$106,000
Operating Impact:						
$0	($28,620)	($22,260)	($15,900)	($9,540)	($3,180)	($79,500)

CITY OF SEBASTIAN, FLORIDA
FISCAL YEAR 2020-2025
CAPITAL IMPROVEMENT PROJECT REQUEST AND JUSTIFICATION FORM

PUBLIC FACILITIES DEPARTMENT

Project Name:	Public Facilities Compound	**Project Description:**
Funding Source:	Discretionary Sales Tax	Complete design and construct new City Garage and Public Facilities Compound to be located at the Sebastian Municipal Airport.

Justification: The Garage Compound has reached its capacity to park and service vehicles and equipment. Relocating will provide for growth and allow the existing valuable commercial property to be sold. Airport benefits by rent on the land used by the new Facility and General Fund benefits from the eventual sale of the current location. $1,870,870 was budgeted in FY 18-19, making the total allocated $6,876,120.

Project Costs:

FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Project Total
$3,351,250	$1,574,000	$50,000	$50,000	$0	$0	$5,025,250

Operating Impact:

$0	($1,273,475)	($1,771,058)	($1,642,300)	($1,512,043)	($1,361,285)	($7,560,160)

PUBLIC FACILITIES - FLEET DIVISION

Project Name:	Fleet Division Equipment	**Project Description:**
Funding Source:	General Fund	**20/21** $40K Utility Services Truck; $8.5K Portable Welder/Generator. **21/22** $14K Tire Balancer; $6K MIG Welder. **22/23** $11K Tire Changer. **23/24** $5K A-Frame Chain Hoist. **24/25** $36K 1-Ton Pick Up Truck.

Justification: Utility Services Truck used on service calls. Portable Welder/Generator includes small trailer and is over 20 years old. Tire Balancer is a replacement. MIG Welder is 20 years old. Tire Changer is a replacement. These have all exceeded their useful service lives. The A-Frame Chain Hoist is being added to safely lift objects and facilitate repairs. 1-Ton Pick Up Truck replaces 2002 Model.

Project Costs:

FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Project Total
$0	$48,500	$20,000	$11,000	$5,000	$36,000	$120,500

Operating Impact:

$0	$0	($5,820)	($4,825)	($1,350)	$3,615	($8,380)

PUBLIC FACILITIES - CEMETERY DIVISION

Project Name:	Bench Seats and Monuments	**Project Description:**
Funding Source:	General Fund	Bench Seats and Columbaria Monuments.

Justification: Newly expanded area of the Cemetery is intended to be set up in park-like landscape setting with Bench Seats and new cremation niche Columbaria Monuments.

Project Costs:

FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Project Total
$0	$20,000	$0	$0	$0	$0	$20,000

Operating Impact:

$0	$0	($2,600)	$400	$3,400	$6,000	$7,200

CITY OF SEBASTIAN, FLORIDA
FISCAL YEAR 2020-2025
CAPITAL IMPROVEMENT PROJECT REQUEST AND JUSTIFICATION FORM

PUBLIC FACILITIES - FACILITIES MAINTENANCE DIVISION

Project Name:	Facilities Maintenance Equipment	**Project Description:**
Funding Source:	General Fund	**20/21** 12.5K Replace Scissor Lift and Modify Generator Shed; $50K Construction Specialist Service Truck.

Justification: Replace existing scissor lift with a unit that is slightly narrower to fit inside Council Chambers. Old lift has mechanical and corrosion issues that will require expensive repairs wothin 2-years. Cost of new lift will be partially offset by selling old lift. Cost includes modifying old generator shed into a parking garage for the new lift. The Construction Specialist Service Truck will need replacement and should have a larger bed and cabinets suitable to hold the necessary tools.

Project Costs:

FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Project Total
$0	$62,500	$0	$0	$0	$0	$62,500
Operating Impact:						
$0	$0	($16,875)	($13,125)	($9,375)	($5,625)	($45,000)

Project Name:	Standby Generator	**Project Description:**
Funding Source:	Discretionary Sales Tax	Emergency Stand-by Generator sufficient to power City Hall.

Justification: Design-Build of a portable Standby Generator with sufficient capacity to power City Hall during prolonged power outages. Unit will be based off-site and plugged into City Hall's electrical service.

Project Costs:

FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Project Total
$80,000	$0	$0	$0	$0	$0	$80,000
Operating Impact:						
$0	($13,600)	($8,000)	($2,400)	$3,200	$8,800	($12,000)

LEISURE SERVICES DEPARTMENT

Project Name:	Park Security Cameras	**Project Description:**
Funding Source:	General Fund	Purchase and Install Security Cameras at Parks.

Justification: Security Cameras would be useful as a deterent from vandalism and other criminal activity.

Project Costs:

FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Project Total
$10,000	$0	$0	$0	$0	$0	$10,000
Operating Impact:						
$0	($1,300)	$200	$1,700	$3,000	$3,900	$7,500

Project Name:	Park Maintenance Equipment	**Project Description:**
Funding Source:	General Fund	**19-20** 7.4K Tilt Trailer, , 13K Z-Plug and Z-Spray Machine. **20-21** 41K Replace Athletic Field Mower, 16K John Deer Gator, 26K Replace (2) John Deere Mowers. **21-22** 13K Replace (1) John Deere Mower. **21-22** 13K Replace Field Grooming Machine.

Justification: Athletic Field Mower is needed to replace the existing Mower which is 14 years old. Its maintenance cost is expensive and it also spends excessive time out of service. This hinders staff from being able to maintain the athletic turf correctly. John Deere Gator is necessary to improve productivity for staff throughout our parks and eliminate the need to wait until another one is available from another department to do projects. The Combined Plug and Spray Machine will allow staff to aerate, spray and spread all city properties and be more efficient while ensuring the correct applications are being done. The other 3 Mowers are scheduled replacements of our mowing crew Mowers that maintain all of the common grounds within our Parks, US1, Schumann Drive, and Sebastian Boulevard.

Project Costs:

FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Project Total
$20,400	$83,000	$26,000	$0	$0	$0	$129,400
Operating Impact:						
$0	-$4,488	-$20,708	-$16,088	-$3,148	$8,568	-$35,864

FISCAL YEAR 2020-2025
CAPITAL IMPROVEMENT PROJECT REQUEST AND JUSTIFICATION FORM

LEISURE SERVICES DEPARTMENT (CONTINUED)

Project Name:	Park Identification Signage	**Project Description:**
Funding Source:	Recreation Impact Fees	Update Identifying Signage at City Parks.

Justification: Increases funds to update signs in a uniformed and consistently-themed manner. This addresses one of the goals of the updated Parks and Recreation Element of the Comprehensive Plan to replace signs add signs to Parks that currently do not have City Identifying Signs. The plan for sign updates will be shown in the Parks Signage Plan provided by the consultant once it is complete this fiscal year.

Project Costs:

FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Project Total
$25,000	$25,000	$25,000	$0	$0	$0	$75,000
Operating Impact:						
$0	($3,000)	($4,250)	($3,750)	$1,500	$6,250	($3,250)

Project Name:	Friendship Tennis Courts	**Project Description:**
Funding Source:	General Fund	Resurface the Friendship Park Tennis Courts.

Justification: The 4 Tennis Courts at Friendship Park are in need of resurfacing to address some concerns with the lines and buildup of older material. This project will also look to correct some issues with drainage and overflow that is currently creating a safety concern on the sidewalks on the North side of the Courts. These Courts are highly utilized on a daily basis and are thus in need of resurfacing.

Project Costs:

FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Project Total
$30,000	$0	$0	$0	$0	$0	$30,000
Operating Impact:						
$0	($5,100)	($3,900)	($2,700)	($1,500)	($300)	($13,500)

Project Name:	Leisure Services Vehicles	**Project Description:**
Funding Source:	General Fund	**19-20** 31K 3/4 Ton Crew Cab 4WD Pickup **20-21** 34K 1/2 Ton Extended Cab Pickup **21-22** 34K 1/2 Ton Extended Cab Pickup **23-24** 34K 1/2 Ton Extended Cab Pickup

Justification: The Crew Cab Pickup replaces the Supervisor's truck that has recurring transmission issues and provides a 4WD vehicle for access to various park areas. Others are scheduled replacements.

FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
$31,000	$34,000	$34,000	$0	$34,000	$0	$133,000
Operating Impact:						
$0	($3,720)	($5,630)	($5,160)	$1,770	$4,000	($8,740)

Project Name:	Historical Park Fountain	**Project Description:**
Funding Source:	General Fund	Replace the Fountain at the Historical Park.

Justification: The cost to maintain the fountain at Historical Park is increasing and it needs to be replaced with a more efficient unit that will save on maintenance and electrical costs.

Project Costs:

FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Project Total
$2,100	$0	$0	$0	$0	$0	$2,100
Operating Impact:						
$0	($357)	($273)	($189)	($105)	($21)	($945)

CITY OF SEBASTIAN, FLORIDA
FISCAL YEAR 2020-2025
CAPITAL IMPROVEMENT PROJECT REQUEST AND JUSTIFICATION FORM

LEISURE SERVICES DEPARTMENT (CONTINUED)

Project Name:	Barber Street Football Bleachers	**Project Description:**
Funding Source:	Recreation Impact Fund	Replace the Barber Street Football Field Bleachers.

Justification: The existing Bleachers are starting to rust and have some sharp edges which create a safety concern for visitors. This request is to replace (3) sets of Bleachers.

Project Costs:						Project
FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
$20,000	$0	$0	$0	$0	$0	$20,000
Operating Impact:						
$0	($5,400)	($4,200)	($3,000)	($1,800)	($600)	($15,000)

Project Name:	Pickleball Enhancements	**Project Description:**
Funding Source:	Recreation Impact Fund	Additional Landscaping and Lighting for the Pickleball Courts.

Justification: The need for additional landscaping and the installation of lighting is anticipated.

Project Costs:						Project
FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
$140,000	$0	$0	$0	$0	$0	$140,000
Operating Impact:						
$0	($11,200)	($7,000)	($2,800)	$1,400	$5,600	($14,000)

Project Name:	Barber Street Baseball Dugouts	**Project Description:**
Funding Source:	Recreation Impact Fund	Replace the Barber Street Baseball Dugouts.

Justification: These Dugouts need new roofing and fencing. The structures are old and present safety concerns for the participants. There is visable rotting wood, rusted roofing, and rusted/protruding fencing. This renovation would also allow the Dugouts to become open-air to provide a cooler area for players during the warmer months.

Project Costs:						Project
FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
$40,000	$0	$0	$0	$0	$0	$40,000
Operating Impact:						
$0	($15,600)	($15,600)	($15,200)	($15,200)	($14,800)	($76,400)

Project Name:	Barber Street Fencing	**Project Description:**
Funding Source:	Recreation Impact Fund	Replace the Barber Street Baseball/Softball Field Fencing.

Justification: The Fencing around the Baseball and Softball Fields is in need of replacement. Much of the top rail of the existing Fencing is rusted and is not providing the support necessary. Likewise much of the bottom of the Fencing is bent with holes that create a safety concern for the participants once they approach the Fencing. This project would take place in 2 phases over the course of two years.

Project Costs:						Project
FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
$18,000	$22,000	$0	$0	$0	$0	$40,000
Operating Impact:						
$0	($3,960)	($7,000)	($3,000)	$1,000	$3,920	($9,040)

CITY OF SEBASTIAN, FLORIDA
FISCAL YEAR 2020-2025
CAPITAL IMPROVEMENT PROJECT REQUEST AND JUSTIFICATION FORM
LEISURE SERVICES DEPARTMENT (CONTINUED)

Project Name:	Playground Improvements	**Project Description:**
Funding Source:	Recreation Impact Fund	Replace and improve current playgrounds throughout the City to become more accessible. **19-20** George St. Playground **20-21** Filbert St. Playground and Easy St. Playground **21-22** Blossom Playground and Bryant Playground **23-24** Creative Playground **24-25** Bryant Court Park

Justification: Some Playgrounds throughout the City are in need of replacement within the next few years. As a part of this replacement we would like to begin implementing all-inclusive portions to each Playground so that we have more accessible options throughout the City to better serve our residents.

Project Costs:						Project
FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
$30,000	$30,000	$60,000	$0	$100,000	$30,000	$250,000
Operating Impact:						
$0	($5,400)	($6,600)	($9,000)	$7,200	($4,900)	($18,700)

Project Name:	Park Improvements	**Project Description:**
Funding Source:	Recreation Impact Fund	Provide Park Improvements.

Justification: This provides funds on an annual basis toward addressing park improvements that are not budgeted but may be brought to light by the public or the Parks and Recreation Advisory Committee during the coming year. These funds will be allocated so that concerns can be addressed without delay.

Project Costs:						Project
FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
$20,000	$20,000	$20,000	$20,000	$20,000	$20,000	$120,000
Operating Impact:						
$0	($5,600)	($10,800)	($15,600)	($20,000)	($24,000)	($76,000)

Project Name:	Community Center Offices	**Project Description:**
Funding Source:	Discretionary Sales Tax	Development of Office Space at the Community Center.

Justification: Develop a centralized office location and possible Community Center expansion to better serve the needs of the residents. The current facility is not adequate for the programs that we would like to offer due to its layout and size. A building with the ability to offer multiple classes/activities for all ages is preferred as well as having office space to handle facility/park rentals as well as a location for residents to come with any parks concerns. These funds would provide us the ability to work with an engineer to determine the best course of action and location for this project. We would have a better idea of future costs once this step is complete.

Project Costs:						Project
FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
$40,000	$0	$0	$0	$0	$0	$40,000
Operating Impact:						
$0	($3,200)	($2,400)	($1,200)	($400)	$800	($6,400)

CITY OF SEBASTIAN, FLORIDA
FISCAL YEAR 2020-2025
CAPITAL IMPROVEMENT PROJECT REQUEST AND JUSTIFICATION FORM

LEISURE SERVICES DEPARTMENT (CONTINUED)

Project Name:	Barber Street Shed	**Project Description:**
Funding Source:	General Fund	Shed to store baseball/softball field maintenance equipment.

Justification: Staff is requesting a shed with water and power at the Barber St. Baseball/Softball fields to be able to control mixing of chemicals and to accurately ensure the mixtures are per requirements. This would also house the field grooming machine, so that it is easily accessible and more efficient for usage at the baseball/softball fields.

Project Costs:

FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Project Total
$10,000	$0	$0	$0	$0	$0	$10,000

Operating Impact:

$0	($800)	($600)	($300)	($100)	$200	($1,600)

COMMUNITY DEVELOPMENT

Project Name:	Plotter and Scanner	**Project Description:**
Funding Source:	General Fund	Replace Plotter and Upgrade Scanner.

Justification: Existing Plotter needs to be replaced and a larger Scanner is needed to better handle plan documents.

Project Costs:

FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Project Total
$20,000	$0	$0	$0	$0	$0	$20,000

Operating Impact:

$0	($2,600)	$400	$3,400	$6,000	$7,800	$15,000

STORMWATER FUND

Project Name:	Stormwater Equipment	**Project Description:**
Funding Source:	Stormwater Fund	**20/21** - 66k (2) Pick-up Trucks, 48k 1 ton Utility Crew Cab, 50k New Mini Excavator. **21/22** - 50k Replacement Mini Excavator. **23/24** - 35k Pickup Truck, 25K Equipment Trailer. **24/25** - 35k Pickup Truck.

Justification: New and scheduled replacements of equipment and trucks used in the peration and maintenance of the Stormwater System. Pick-up Trucks are scheduled for replacement based on their expected useful service lives. The 1 Ton Utility Crew Cab and Equipment Trailer are also scheduled based on their expected useful service lives. The Mini Excavators are used in smaller ditches and tight areas.

Project Costs:

FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Project Total
$0	$164,000	$50,000	$0	$60,000	$35,000	$309,000

Operating Impact:

$0	$0	($36,080)	($30,680)	($9,280)	($1,080)	($77,120)

Project Name:	Stormwater Heavy Equipment	**Project Description:**
Funding Source:	Stormwater Fund	**19/20** - 145k Track Excavator. **20/21** - 125k Brush Truck. **21/22** - 145k Transport Truck; 70k 35 ton Low Bed Trailer. **22/23** - 110k John Deere Backhoe.

Justification: Heavy Equipment replacements for the Stormwater Maintenance Program. Track excavator is used daily, is having maintenance issues and will be 9 years old. The 8-yard Brush Truck and Transport Truck will be 15 years old when replaced. The 35 Ton Low Bed Trailer is already over 15 years old.

Project Costs:

FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Project Total
$145,000	$125,000	$215,000	$110,000	$0	$0	$595,000

Operating Impact:

$0	($39,150)	($64,200)	($106,050)	($106,650)	($70,950)	($387,000)

CITY OF SEBASTIAN, FLORIDA
FISCAL YEAR 2020-2025
CAPITAL IMPROVEMENT PROJECT REQUEST AND JUSTIFICATION FORM

STORMWATER FUND (CONTINUED)

Project Name:	Roadway Swale Work	**Project Description:**
Funding Source:	Stormwater Fund	Stormwater System work associated with road improvements.

Justification: With the road resurfacing and reconstruction projects, additional work is needed to handle necessary changes to the adjacent stormwater drainage areas.

Project Costs:

FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Project Total
$60,000	$60,000	$60,000	$60,000	$60,000	$60,000	$360,000
Operating Impact:						
-	(16,200)	(28,800)	(37,800)	(43,200)	(45,000)	($171,000)

Project Name:	Day Drive Retention Areas	**Project Description:**
Funding Source:	Stormwater Fund	Clear out evasive vegetation in the Day Drive retention ponds in order for the ponds to function properly.

Justification: Heavy evasive plants and trees are obstructing and impeding the flow and storage of drainage water. This vegetation needs removal, so that all the retention ponds in this area can be returned to the intent of the original designs.

Project Costs:

FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Project Total
$0	$240,000	$0	$0	$0	$0	$240,000
Operating Impact:						
$0	$0	($115,200)	($112,800)	($105,600)	($103,200)	($436,800)

Project Name:	Concha Dam Repair	**Project Description:**
Funding Source:	Stormwater Fund	Replace sheet pilings of Concha Dam due to corrosion.

Justification: There are signs of corrosion at the cap and seams of the walls. We will need to sheet pile new walls and redo the caps. At the scheduled time of this work, the Dam will be approximately 25 years old.

Project Costs:

FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Project Total
$0	$0	$0	$0	$0	$250,000	$250,000
Operating Impact:						
$0	$0	$0	$0	$0	$0	$0

Project Name:	Tulip Road Crossing	**Project Description:**
Funding Source:	Stormwater Fund	Change the Tulip Road Crossing to an open flow design.

Justification: This is a pinch point on a main ditch. We need to replace the existing road crossing pipes, which are undersized due to minimal road coverage over the pipes. It is recommended that the replacement be accomplished with a con/span open flow design to enhance conveyance.

Project Costs:

FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Project Total
$0	$0	$232,000	$0	$0	$0	$232,000
Operating Impact:						
$0	$0	$0	($88,160)	($81,200)	($74,240)	($243,600)

Project Name:	Bayfront Road Crossing	**Project Description:**
Funding Source:	Stormwater Fund	Change Bayfront Road Crossing pipe to con/span open flow design.

Justification: This is a main ditch pinch point and it needs to be replace with a con/span open flow design. This will prevent the existing pipe to become plugged with debris, which causes the existing ditch to overflow into residential properties.

Project Costs:

FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Project Total
$0	$0	$0	$178,000	$0	$0	$178,000
Operating Impact:						
$0	$0	$0	$0	($67,640)	($62,300)	($129,940)

CITY OF SEBASTIAN, FLORIDA
FISCAL YEAR 2020-2025
CAPITAL IMPROVEMENT PROJECT REQUEST AND JUSTIFICATION FORM

STORMWATER FUND (CONTINUED)

Project Name:	Ocean Cove Drainage	**Project Description:**
Funding Source:	Stormwater Fund	Eroding slopes on ditch bank encroaching private property. Design is to stabilize the slopes.

Justification: At times when there are high water levels, the slopes are eroding and encroaching on private property. Design is to stabilize the slopes and keep the open conveyance of the ditch.

Project Costs:

FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Project Total
$0	$0	$0	$0	$300,000	$0	$300,000
Operating Impact:						
$0	$0	$0	$0	$0	($114,000)	($114,000)

Project Name:	Major Canal Improvements	**Project Description:**
Funding Source:	Discretionary Sales Tax	Improvements to Major Canals.

Justification: This is to address major improvements to the canals. Sizable amounts are being programed for each year so that portions of the work can initiated.

Project Costs:

FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Project Total
$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$3,000,000
Operating Impact:						
$0	($190,000)	($365,000)	($525,000)	($670,000)	($800,000)	($2,550,000)

Project Name:	Stonecrop Drainage	**Project Description:**
Funding Source:	FEMA Grant 75% Stormwater Fund 25%	Make improvements to Stonecrop Drainage Ditch.

Justification: Due to erosion of the side slopes, this ditch is difficult to maintain and needs to be improved. The system drains the entire central section of the City and therefore is critical to maintain flow and avoid flooding. The project has been redesigned for open conveyance, versus piping, which substantially reduces the estimated costs. A FEMA Hazard Mitigation Grant is being pursued to provide 75% of the expected costs. Stormwater Funds of $215,000 are being allocated for the grant matching amount.

Project Costs:

FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Project Total
$860,000	$0	$0	$0	$0	$0	$860,000
Operating Impact:						
$0	($412,800)	($404,200)	($378,400)	($369,800)	($344,000)	($1,909,200)

GOLF COURSE

Project Name:	Renovate Golf Tees	**Project Description:**
Funding Source:	Discretionary Sales Tax	Strip, enlarge, re-grade. level and re-grass with Celebration Bermuda.

Justification: Tees withstand a tremendous amount of use and traffic from golfers, as well as continuous mowing. As the tees age, the grass becomes less healthly and they will eventually begin to be unlevel. Wear is also intensified by mowing habits and most importantly, divots. In addition, most of the tees are deemed too small for a high-traffic public golf course. Larger tees will enable more of a variety of locations for golfers to start from, thus preserving other tee areas. Assuming $50,000 will be sufficient for at least 5 Tees per year.

Project Costs:

FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Project Total
$50,000	$50,000	$50,000	$0	$0	$0	$150,000
Operating Impact:						
$0	($19,000)	($36,500)	($52,500)	($48,000)	($43,500)	($199,500)

CITY OF SEBASTIAN, FLORIDA
FISCAL YEAR 2020-2025
CAPITAL IMPROVEMENT PROJECT REQUEST AND JUSTIFICATION FORM

GOLF COURSE (CONTINUED)

Project Name:	Golf Club House Water Hookup	**Project Description:**
Funding Source:	Discretionary Sales Tax	Establish a County Water Hookup coming from Brush Foot Drive and piped under the parking lot to the Golf Clubhouse.

Justification: The existing water lines run throughout the Golf Couse, supply water to the on-course restrooms and then run under the driving range in order to connect to the Clubhouse. For years, there have been numerous leaks that required repair. This project would establish a direct water line hookup coming off of Brush Foot Drive and piped under the parking lot to get to the Clubhouse.

Project Costs:

FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Project Total
$60,000	$0	$0	$0	$0	$0	$60,000

Operating Impact:

$0	($22,800)	($21,000)	($19,200)	($17,400)	($15,600)	($96,000)

AIRPORT FUND

Project Name:	Bush Hog Mowing Deck	**Project Description:**
Funding Source:	Airport Fund	3-gang 12' wide Bush Hog Mowing Deck.

Justification: Replacement of the 12' wide bush hog mowing deck allows the Airport's maintenance staff to complete mowing duties on schedule. Unit should be replaced before needing extensive maintenance and repair.

Project Costs:

FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Project Total
$17,500	$0	$0	$0	$0	$0	$17,500

Operating Impact:

$0	($4,900)	($4,550)	($4,200)	($3,850)	($3,500)	($21,000)

Project Name:	Design and Construct Hangar D	**Project Description:**
Funding Source:	80% FDOT Grants and 20% Discretionary Sales Tax	Design and Construction of Hangar D.

Justification: Expanded shop and office space at the airport supports job growth and provides aviation related services to the public. Tenant rents are supporting the Airport's operating budget. This $2,250,000 Project was spread over 2-years, requiring the City's matching share to be $200,000 in FY 18-19 and $250,000 in FY 19-20.

Project Costs:

FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Project Total
$1,250,000	$0	$0	$0	$0	$0	$1,250,000

Operating Impact:

$0	($362,500)	($387,500)	($387,500)	($387,500)	($387,500)	($1,912,500)

Project Name:	Airport Drive East Street Lights	**Project Description:**
Funding Source:	Airport Fund	Install Street Lights on Airport Drive East.

Justification: This would provide street lighting on Airport Drive East to illuminate the sidewalk from Brush Foot Drive to the Pickleball facility. 9 light poles would be spaced every 150 feet. The estimated costs are $15,600 for light poles, $4,500 for hardware and wiring and $6,200 labor. Power source would be from the Airport Terminal.

Project Costs:

FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Project Total
$26,300	$0	$0	$0	$0	$0	$26,300

Operating Impact:

$0	($2,104)	($1,315)	($526)	$263	$1,052	($2,630)

CITY OF SEBASTIAN, FLORIDA
FISCAL YEAR 2020-2025
CAPITAL IMPROVEMENT PROJECT REQUEST AND JUSTIFICATION FORM

AIRPORT FUND (CONTINUED)

Project Name:	Construct West Access Road	**Project Description:**
Funding Source:	90% FAA Grant. 5% FDOT Grant. 5% Matching Requirements from Discretionary Sales Tax	Construct Road to Provide Access to West Side of Airport.

Justification: Land on the West side of the Airport that is available for future economic development requires an access road. In addition, the project will require the security fence to be relocated. Should the Grant funding be approved, the $100,000 matching requirement is expected to be paid from the Discretionary Sales Tax Fund.

Project Costs:						Project
FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
$0	$0	$0	$0	$0	$2,000,000	$2,000,000
Operating Impact:						
$0	$0	$0	$0	$0	$0	$0

BUILDING FUND

Project Name:	Building Pick Up Truck	**Project Description:**
Funding Source:	Building Fund	Pick Up Truck for Added Inspector Position.

Justification: The additional Inspector position authorized last yearr has not been filled, due to the workload not being as great as was anticipated. Once again the positon is being budgeted in case the expected increase in workload occcurs during FY 19-20. Likewise, we would then need to purchase an additional Pick Up Truck for this position.

Project Costs:						Project
FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
$22,573	$0	$0	$0	$0	$0	$22,573
Operating Impact:						
$0	($3,386)	($903)	$1,580	$4,063	$5,192	$6,546

IMPACTS OF CAPITAL OUTLAYS ON OPERATING COST
CALCULATION CRITERIA

Capital Improvements may impact operating costs in several ways. To quantify the amount various projects will generally impact operating costs, the City applies four main factors, adjusted by the expected years of useful life. These factors are maintenance, efficiency, risk management and replacement. If applicable, some items may be further adjusted to reflect offsets from anticipated revenues the item will generate.

	Year of Purchase	***1 Year After***	***2 Years After***	***3 Years After***	***4 Years After***	***5 Years After***
Maintenance Factor *- As items get older, costs for maintaining them will increase. Annual amount should not exceed 100%.*						
30+ Year Useful Life	*0%*	*1%*	*2%*	*3%*	*4%*	*5%*
20 Year Useful Life	*0%*	*2%*	*4%*	*6%*	*8%*	*10%*
10 Year Useful Life	*0%*	*3%*	*6%*	*9%*	*12%*	*15%*
7 Year Useful Life	*0%*	*5%*	*10%*	*15%*	*20%*	*25%*
5 Year Useful Life	*0%*	*7%*	*14%*	*21%*	*28%*	*35%*
3 Year Useful Life	*0%*	*10%*	*20%*	*30%*	*40%*	*50%*
Efficiency Factor *- As items get older, the initially improved efficiency declines. Annual amount could be a loss in subsequent years.*						
30+ Year Useful Life	*0%*	*-10%*	*-10%*	*-9%*	*-9%*	*-8%*
20 Year Useful Life	*0%*	*-10%*	*-9%*	*-8%*	*-7%*	*-6%*
10 Year Useful Life	*0%*	*-10%*	*-8%*	*-6%*	*-4%*	*-2%*
7 Year Useful Life	*0%*	*-10%*	*-7%*	*-4%*	*-1%*	*2%*
5 Year Useful Life	*0%*	*-10%*	*-6%*	*-2%*	*2%*	*4%*
3 Year Useful Life	*0%*	*-10%*	*-5%*	*0%*	*5%*	*10%*
Risk Management Factor *- Items may have savings by reducing liability exposure. Annual amount should not be positive.*						
30+ Year Useful Life	*0%*	*-10%*	*-10%*	*-9%*	*-9%*	*-8%*
20 Year Useful Life	*0%*	*-10%*	*-9%*	*-8%*	*-7%*	*-6%*
10 Year Useful Life	*0%*	*-10%*	*-8%*	*-6%*	*-4%*	*-2%*
7 Year Useful Life	*0%*	*-10%*	*-7%*	*-4%*	*-1%*	*0%*
5 Year Useful Life	*0%*	*-10%*	*-6%*	*-2%*	*0%*	*0%*
3 Year Useful Life	*0%*	*-10%*	*-5%*	*0%*	*0%*	*0%*
Replacement Factor *- A savings would occur by taking replaced items out of service.Annual amount would continue to compound.*						
30+ Year Useful Life	*0%*	*-30%*	*-31%*	*-32%*	*-33%*	*-34%*
20 Year Useful Life	*0%*	*-20%*	*-21%*	*-22%*	*-23%*	*-24%*
10 Year Useful Life	*0%*	*-10%*	*-11%*	*-12%*	*-13%*	*-14%*
7 Year Useful Life	*0%*	*-7%*	*-8%*	*-9%*	*-10%*	*-11%*
5 Year Useful Life	*0%*	*-5%*	*-6%*	*-7%*	*-8%*	*-9%*
3 Year Useful Life	*0%*	*-3%*	*-4%*	*-5%*	*-6%*	*-7%*

Revenue Factor *- Some items may be offset by additional revenue. These are handled on a case-by-case basis.*

IMPACTS OF CAPITAL IMPROVEMENT PROJECTS ON OPERATING COST
CALCULATIONS BY PROJECT

List of Projects	Life Years	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	Capital Totals
General Government								
Server/Host Update	5	$40,000	$40,000	$40,000	$40,000	$40,000	$0	$200,000
Maintenance		-	2,800	8,400	16,800	28,000	40,000	
Efficiency		-	(4,000)	(6,400)	(7,200)	(6,400)	(4,800)	
Risk		-	(4,000)	(6,400)	(7,200)	(7,200)	(7,200)	
Replacement		-	(2,000)	(4,400)	(7,200)	(10,400)	(14,000)	
Total		-	(7,200)	(8,800)	(4,800)	4,000	14,000	
Police Computers	5	$75,000	$10,000	$20,000	$10,000	$20,000	$10,000	145,000
Maintenance		-	5,250	11,200	18,550	26,600	36,050	
Efficiency		-	(7,500)	(5,500)	(4,100)	(900)	200	
Risk		-	(7,500)	(5,500)	(4,100)	(2,400)	(3,000)	
Replacement		-	(3,750)	(5,000)	(6,850)	(8,400)	(10,550)	
Total		-	(13,500)	(4,800)	3,500	14,900	22,700	
City Computers	5	$10,000	$25,000	$25,000	$25,000	$25,000	$25,000	135,000
Maintenance		-	700	3,150	7,350	10,000	10,000	
Efficiency		-	(1,000)	(3,100)	(4,200)	(4,300)	(3,600)	
Risk		-	(1,000)	(3,100)	(4,200)	(4,500)	(4,500)	
Replacement		-	(500)	(1,850)	(3,450)	(5,300)	(7,400)	
Total		-	(1,800)	(4,900)	(4,500)	(4,100)	(5,500)	
Audio Visual Equipment	5	$5,000	$30,000	$10,000	$10,000	$10,000	$0	65,000
Maintenance		-	350	2,800	5,950	9,800	14,350	
Efficiency		-	(500)	(3,300)	(2,900)	(2,100)	(1,000)	
Risk		-	(500)	(3,300)	(2,900)	(2,200)	(1,800)	
Replacement		-	(250)	(1,800)	(2,650)	(3,600)	(4,650)	
Total		-	(900)	(5,600)	(2,500)	1,900	6,900	
Remote Access Firewall	5	$0	$40,000	$0	$0	$0	$0	40,000
Maintenance		-	-	2,800	5,600	8,400	11,200	
Efficiency		-	-	(4,000)	(2,400)	(800)	800	
Risk		-	-	(4,000)	(2,400)	(800)	-	
Replacement		-	-	(2,000)	(2,400)	(2,800)	(3,200)	
Total		-	-	(7,200)	(1,600)	4,000	8,800	
Phone System	20	$0	$100,000	$0	$0	$0	$0	100,000
Maintenance		-	-	2,000	4,000	6,000	8,000	
Efficiency		-	-	(10,000)	(9,000)	(8,000)	(7,000)	
Risk		-	-	(10,000)	(9,000)	(8,000)	(7,000)	
Replacement		-	-	(20,000)	(21,000)	(22,000)	(23,000)	
Total		-	-	(38,000)	(35,000)	(32,000)	(29,000)	
Network Infrastructure	5	$30,000	$30,000	$30,000	$30,000	$30,000	$30,000	180,000
Maintenance		-	2,100	6,300	12,600	21,000	30,000	
Efficiency		-	(3,000)	(4,800)	(5,400)	(4,800)	(3,600)	
Risk		-	(3,000)	(4,800)	(5,400)	(5,400)	(5,400)	
Replacement		-	(1,500)	(3,300)	(5,400)	(7,800)	(10,500)	
Total		-	(5,400)	(6,600)	(3,600)	3,000	10,500	
Over-the-Air Connections	5	$0	$10,000	$20,000	$0	$0	$0	30,000
Maintenance		-	-	700	2,800	4,900	7,000	
Efficiency		-	-	(1,000)	(2,600)	(1,400)	(200)	
Risk		-	-	(1,000)	(2,600)	(1,400)	(400)	
Total		-	-	(1,300)	(2,400)	2,100	6,400	
Core Switches	5	$0	$0	$0	$0	$25,000	$0	25,000
Maintenance		-	-	-	-	-	1,750	
Efficiency		-	-	-	-	-	(2,500)	
Risk		-	-	-	-	-	(2,500)	
Replacement		-	-	-	-	-	(1,250)	
Total		-	-	-	-	-	(4,500)	
Site Switches	5	$0	$0	$0	$0	$0	$20,000	20,000
Maintenance		-	-	-	-	-	-	
Efficiency		-	-	-	-	-	-	
Risk		-	-	-	-	-	-	
Replacement		-	-	-	-	-	-	
Total		-	-	-	-	-	-	

IMPACTS OF CAPITAL IMPROVEMENT PROJECTS ON OPERATING COST CALCULATIONS BY PROJECT (CONTINUED)

List of Projects	Life Years	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Capital Totals
Police Department								
Police Administrative Equipment	7	$5,000	$0	$0	$0	$0	$0	5,000
Maintenance		-	250	500	750	1,000	1,250	
Efficiency		-	(500)	(350)	(200)	(50)	(100)	
Risk		-	(500)	(350)	(200)	(50)	-	
Replacement		-	(350)	(400)	(450)	(500)	(550)	
Total		-	(1,100)	(600)	(100)	400	600	
Early Intervention System	7	$15,000	$0	$0	$0	$0	$0	15,000
Maintenance		-	750	1,500	2,250	3,000	3,750	
Efficiency		-	(1,500)	(1,050)	(600)	(150)	(300)	
Risk		-	(1,500)	(1,050)	(600)	(150)	-	
Total		-	(2,250)	(600)	1,050	2,700	3,450	
Police Vehicles	7	$330,000	$330,000	$330,000	$550,000	$440,000	$330,000	2,310,000
Maintenance		-	16,500	49,500	99,000	176,000	275,000	
Efficiency		-	(33,000)	(56,100)	(69,300)	(94,600)	(105,600)	
Risk		-	(33,000)	(56,100)	(69,300)	(94,600)	(99,000)	
Replacement		-	(23,100)	(49,500)	(79,200)	(127,600)	(173,800)	
Total		-	(72,600)	(112,200)	(118,800)	(140,800)	(103,400)	
Police Road Patrol Equipment	7	$60,000	$23,000	$10,000	$10,000	$10,000	$10,000	123,000
Maintenance		-	3,000	7,150	11,800	16,950	22,600	
Efficiency		-	(6,000)	(6,500)	(5,010)	(3,220)	(3,530)	
Risk		-	(6,000)	(6,500)	(5,010)	(3,220)	(2,330)	
Replacement		-	(4,200)	(6,410)	(7,940)	(9,570)	(11,300)	
Total		-	(13,200)	(12,260)	(6,160)	940	5,440	
Speed Trailers	7	$0	$0	$30,000	$0	$0	$0	$30,000
Maintenance		-	-	-	1,500	3,000	4,500	
Efficiency		-	-	-	(3,000)	(2,100)	(1,200)	
Risk		-	-	-	(3,000)	(2,100)	(1,200)	
Replacement		-	-	-	(2,100)	(2,400)	(2,700)	
Total		-	-	-	(6,600)	(3,600)	(600)	
Police Investigations Equipment	5	$26,000	$0	$0	$0	$0	$0	26,000
Maintenance		-	1,820	3,640	5,460	7,280	9,100	
Efficiency		-	(2,600)	(1,560)	(520)	520	1,040	
Risk		-	(2,600)	(1,560)	(520)	-	-	
Total		-	(3,380)	520	4,420	7,800	10,140	
Evidence Compound Work	10	$40,000	$0	$0	$0	$0	$0	$40,000
Maintenance		-	1,200	2,400	3,600	4,800	6,000	
Risk		-	(4,000)	(3,200)	(2,400)	(1,600)	(800)	
Replacement		-	(4,000)	(4,400)	(4,800)	(5,200)	(5,600)	
Total		-	(6,800)	(5,200)	(3,600)	(2,000)	(400)	
Police Dispatch Equipment	7	$216,000	$0	$0	$0	$0	$0	216,000
Maintenance		-	10,800	21,600	32,400	43,200	54,000	
Efficiency		-	(21,600)	(15,120)	(8,640)	(2,160)	(4,320)	
Risk		-	(21,600)	(15,120)	(8,640)	(2,160)	-	
Replacement		-	(15,120)	(17,280)	(19,440)	(21,600)	(23,760)	
Total		-	(47,520)	(25,920)	(4,320)	17,280	25,920	

IMPACTS OF CAPITAL IMPROVEMENT PROJECTS ON OPERATING COST CALCULATIONS BY PROJECT (CONTINUED)

List of Projects	Life Years	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Capital Totals
Public Facilities Department								
Street Repaving	10	$211,160	$302,960	$529,207	$257,374	$513,732	$530,000	2,344,433
Maintenance		-	6,335	21,758	53,058	92,079	146,512	
Risk		-	(21,116)	(47,189)	(89,827)	(94,698)	(120,057)	
Replacement		-	(21,116)	(53,524)	(111,586)	(147,756)	(212,136)	
Total		-	(35,897)	(78,954)	(148,354)	(150,375)	(185,681)	
Street Reconstruction	30+	$333,323	$236,264	$0	$292,593	$0	$0	862,180
Maintenance		-	6,666	18,058	29,450	46,694	63,937	
Efficiency		-	(33,332)	(56,959)	(53,625)	(80,522)	(77,189)	
Risk		-	(33,332)	(56,959)	(53,625)	(80,522)	(77,189)	
Replacement		-	(99,997)	(174,209)	(179,905)	(273,379)	(282,001)	
Total		-	(159,995)	(270,069)	(257,706)	(387,730)	(372,441)	
Roads Equipment	7	$5,000	$0	$0	$0	$0	$0	5,000
Maintenance		-	250	500	750	1,000	1,250	
Efficiency		-	(500)	(350)	(200)	(50)	(100)	
Risk		-	(500)	(350)	(200)	(50)	-	
Replacement		-	(350)	(400)	(450)	(500)	(550)	
Total		-	(1,100)	(600)	(100)	400	600	
Roads Division Heavy Equipment	10	$106,000	$0	$0	$0	$0	$0	106,000
Maintenance		-	3,180	6,360	9,540	12,720	15,900	
Efficiency		-	(10,600)	(8,480)	(6,360)	(4,240)	(2,120)	
Risk		-	(10,600)	(8,480)	(6,360)	(4,240)	(2,120)	
Replacement		-	(10,600)	(11,660)	(12,720)	(13,780)	(14,840)	
Total		-	(28,620)	(22,260)	(15,900)	(9,540)	(3,180)	
Public Facilities Compound	30+	$3,351,250	$1,574,000	$50,000	$50,000	$0	$0	5,025,250
Maintenance		-	67,025	165,530	265,035	365,540	466,045	
Efficiency		-	(335,125)	(459,013)	(414,760)	(370,008)	(319,755)	
Risk		-	(335,125)	(459,013)	(414,760)	(370,008)	(319,755)	
Replacement		-	(670,250)	(1,018,563)	(1,077,815)	(1,137,568)	(1,187,820)	
Total		-	(1,273,475)	(1,771,058)	(1,642,300)	(1,512,043)	(1,361,285)	
Fleet Division Equipment	7	$0	$48,500	$20,000	$11,000	$5,000	$36,000	120,500
Maintenance		-	-	2,425	5,850	9,825	14,050	
Risk		-	-	(4,850)	(5,395)	(4,440)	(2,555)	
Replacement		-	-	(3,395)	(5,280)	(6,735)	(7,880)	
Total		-	-	(5,820)	(4,825)	(1,350)	3,615	
Bench Seats and Monuments	5	$0	$20,000	$0	$0	$0	$0	20,000
Maintenance		-	-	1,400	2,800	4,200	5,600	
Efficiency		-	-	(2,000)	(1,200)	(400)	400	
Risk		-	-	(2,000)	(1,200)	(400)	-	
Total		-	-	(2,600)	400	3,400	6,000	
Facilities Maintenance Equipment	10	$0	$62,500	$0	$0	$0	$0	62,500
Maintenance		-	-	1,875	3,750	5,625	7,500	
Efficiency		-	-	(6,250)	(5,000)	(3,750)	(2,500)	
Risk		-	-	(6,250)	(5,000)	(3,750)	(2,500)	
Replacement		-	-	(6,250)	(6,875)	(7,500)	(8,125)	
Total		-	-	(16,875)	(13,125)	(9,375)	(5,625)	
Standby Generator	10	$80,000	$0	$0	$0	$0	$0	80,000
Maintenance		-	2,400	4,800	7,200	9,600	12,000	
Efficiency		-	(8,000)	(6,400)	(4,800)	(3,200)	(1,600)	
Risk		-	(8,000)	(6,400)	(4,800)	(3,200)	(1,600)	
Total		-	(13,600)	(8,000)	(2,400)	3,200	8,800	

IMPACTS OF CAPITAL IMPROVEMENT PROJECTS ON OPERATING COST CALCULATIONS BY PROJECT (CONTINUED)

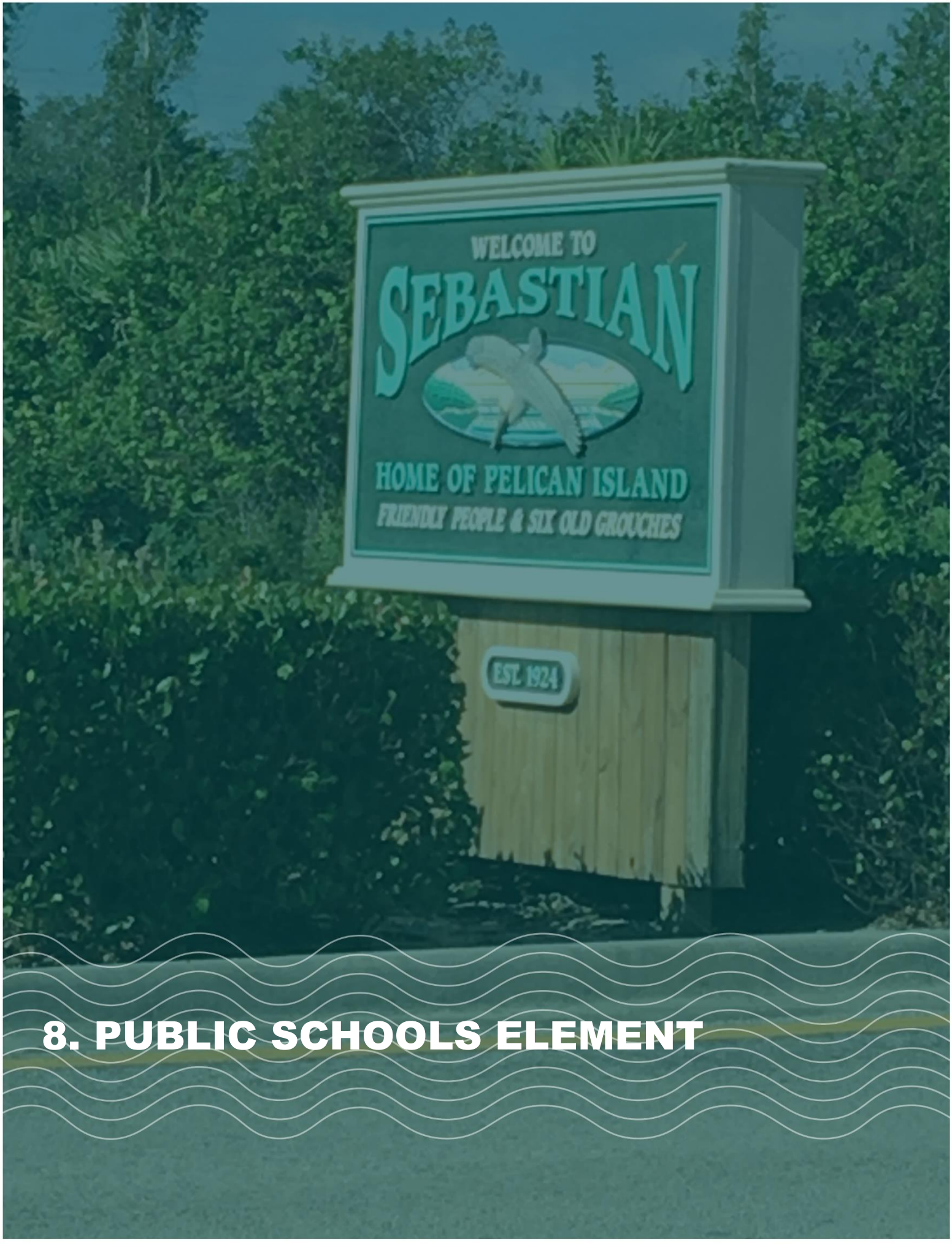
List of Projects	Life Years	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Capital Totals
Leisure Services Department								
Park Security Cameras	5	$10,000	$0	$0	$0	$0	$0	$10,000
Maintenance		-	700	1,400	2,100	2,800	3,500	
Efficiency		-	(1,000)	(600)	(200)	200	400	
Risk		-	(1,000)	(600)	(200)	-	-	
Total		-	(1,300)	200	1,700	3,000	3,900	
Park Maintenance Equipment	7	$20,400	$83,000	$26,000	$0	$0	$0	$129,400
Maintenance		-	1,020	6,190	12,660	19,130	25,600	
Efficiency		-	(2,040)	(9,728)	(9,226)	(5,344)	(2,278)	
Risk		-	(2,040)	(9,728)	(9,226)	(5,344)	(1,870)	
Replacement		-	(1,428)	(7,442)	(10,296)	(11,590)	(12,884)	
Total		-	(4,488)	(20,708)	(16,088)	(3,148)	8,568	
Park Identification Signage	7	$25,000	$25,000	$25,000	$0	$0	$0	$75,000
Maintenance		-	1,250	3,750	7,500	11,250	15,000	
Risk		-	(2,500)	(4,250)	(5,250)	(3,000)	(1,250)	
Replacement		-	(1,750)	(3,750)	(6,000)	(6,750)	(7,500)	
Total		-	(3,000)	(4,250)	(3,750)	1,500	6,250	
Friendship Tennis Courts	10	$30,000	$0	$0	$0	$0	$0	$30,000
Maintenance		-	900	1,800	2,700	3,600	4,500	
Efficiency		-	(3,000)	(2,400)	(1,800)	(1,200)	(600)	
Replacement		-	(3,000)	(3,300)	(3,600)	(3,900)	(4,200)	
Total		-	(5,100)	(3,900)	(2,700)	(1,500)	(300)	
Leisure Services Vehicles	7	$31,000	$34,000	$34,000	$0	$34,000	$0	$133,000
Maintenance		-	1,550	4,800	9,750	14,700	21,350	
Risk		-	(3,100)	(5,570)	(7,020)	(4,050)	(5,100)	
Replacement		-	(2,170)	(4,860)	(7,890)	(8,880)	(12,250)	
Total		-	(3,720)	(5,630)	(5,160)	1,770	4,000	
Historical Park Fountain	10	$2,100	$0	$0	$0	$0	$0	$2,100
Maintenance		-	63	126	189	252	315	
Efficiency		-	(210)	(168)	(126)	(84)	(42)	
Replacement		-	(210)	(231)	(252)	(273)	(294)	
Total		-	(357)	(273)	(189)	(105)	(21)	
Barber Street Football Bleachers	10	$20,000	$0	$0	$0	$0	$0	$20,000
Maintenance		-	600	1,200	1,800	2,400	3,000	
Efficiency		-	(2,000)	(1,600)	(1,200)	(800)	(400)	
Risk		-	(2,000)	(1,600)	(1,200)	(800)	(400)	
Replacement		-	(2,000)	(2,200)	(2,400)	(2,600)	(2,800)	
Total		-	(5,400)	(4,200)	(3,000)	(1,800)	(600)	
Pickleball Enhancements	20	$140,000	$0	$0	$0	$0	$0	$140,000
Maintenance		-	2,800	5,600	8,400	11,200	14,000	
Risk		-	(14,000)	(12,600)	(11,200)	(9,800)	(8,400)	
Total		-	(11,200)	(7,000)	(2,800)	1,400	5,600	
Barber Street Baseball Dugouts	30+	$40,000	$0	$0	$0	$0	$0	$40,000
Maintenance		-	400	800	1,200	1,600	2,000	
Risk		-	(4,000)	(4,000)	(3,600)	(3,600)	(3,200)	
Replacement		-	(12,000)	(12,400)	(12,800)	(13,200)	(13,600)	
Total		-	(15,600)	(15,600)	(15,200)	(15,200)	(14,800)	
Barber Street Fencing	7	$18,000	$22,000	$0	$0	$0	$0	$40,000
Maintenance		-	900	2,900	4,900	6,900	8,900	
Efficiency		-	(1,800)	(3,460)	(2,260)	(1,060)	(580)	
Risk		-	(1,800)	(3,460)	(2,260)	(1,060)	(220)	
Replacement		-	(1,260)	(2,980)	(3,380)	(3,780)	(4,180)	
Total		-	(3,960)	(7,000)	(3,000)	1,000	3,920	
Playground Improvements	5	$30,000	$30,000	$60,000	$0	$100,000	$30,000	$250,000
Maintenance		-	2,100	6,300	14,700	23,100	30,000	
Efficiency		-	(3,000)	(4,800)	(8,400)	(3,600)	(9,400)	
Risk		-	(3,000)	(4,800)	(8,400)	(4,200)	(11,200)	
Replacement		-	(1,500)	(3,300)	(6,900)	(8,100)	(14,300)	
Total		-	(5,400)	(6,600)	(9,000)	7,200	(4,900)	

IMPACTS OF CAPITAL IMPROVEMENT PROJECTS ON OPERATING COST CALCULATIONS BY PROJECT (CONTINUED)

List of Projects	Life Years	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Capital Totals
Leisure Services Department (Continued)								
Park Improvements	20	$20,000	$20,000	$20,000	$20,000	$20,000	$20,000	$120,000
Maintenance		-	400	1,200	2,400	4,000	6,000	
Risk		-	(2,000)	(3,800)	(5,400)	(6,800)	(8,000)	
Replacement		-	(4,000)	(8,200)	(12,600)	(17,200)	(22,000)	
Total		-	(5,600)	(10,800)	(15,600)	(20,000)	(24,000)	
Community Center Offices	30+	$40,000	$0	$0	$0	$0	$0	$40,000
Maintenance		-	800	1,600	2,400	3,200	4,000	
Efficiency		-	(4,000)	(4,000)	(3,600)	(3,600)	(3,200)	
Total		-	(3,200)	(2,400)	(1,200)	(400)	800	
Barber Street Shed	30+	$10,000	$0	$0	$0	$0	$0	$10,000
Maintenance		-	200	400	600	800	1,000	
Efficiency		-	(1,000)	(1,000)	(900)	(900)	(800)	
Total			(800)	(600)	(300)	(100)	200	
Community Development Department								
Plotter and Scanner	5	$20,000	$0	$0	$0	$0	$0	20,000
Maintenance		-	1,400	2,800	4,200	5,600	7,000	
Efficiency		-	(2,000)	(1,200)	(400)	400	800	
Risk		-	(2,000)	(1,200)	(400)	-	-	
Total		-	(2,600)	400	3,400	6,000	7,800	
Stormwater Department								
Stormwater Equipment	7	$0	$164,000	$50,000	$0	$60,000	$35,000	309,000
Maintenance		-	-	8,200	18,900	29,600	43,300	
Efficiency		-	-	(16,400)	(16,480)	(10,060)	(9,640)	
Risk		-	-	(16,400)	(16,480)	(10,060)	(9,640)	
Replacement		-	-	(11,480)	(16,620)	(18,760)	(25,100)	
Total		-	-	(36,080)	(30,680)	(9,280)	(1,080)	
Stormwater Heavy Equipment	10	$145,000	$125,000	$215,000	$110,000	$0	$0	595,000
Maintenance		-	4,350	12,450	27,000	44,850	62,700	
Efficiency		-	(14,500)	(24,100)	(40,200)	(41,500)	(29,600)	
Risk		-	(14,500)	(24,100)	(40,200)	(41,500)	(29,600)	
Replacement		-	(14,500)	(28,450)	(52,650)	(68,500)	(74,450)	
Total		-	(39,150)	(64,200)	(106,050)	(106,650)	(70,950)	
Roadway Swale Work		$60,000	$60,000	$60,000	$60,000	$60,000	$60,000	360,000
Maintenance		-	1,800	5,400	10,800	18,000	27,000	
Efficiency		-	(6,000)	(10,800)	(14,400)	(16,800)	(18,000)	
Risk		-	(6,000)	(10,800)	(14,400)	(16,800)	(18,000)	
Replacement		-	(6,000)	(12,600)	(19,800)	(27,600)	(36,000)	
Total		-	(16,200)	(28,800)	(37,800)	(43,200)	(45,000)	
Day Drive Retention Areas	30+	$0	$240,000	$0	$0	$0	$0	240,000
Maintenance		-	-	4,800	9,600	14,400	19,200	
Efficiency		-	-	(24,000)	(24,000)	(21,600)	(21,600)	
Risk		-	-	(24,000)	(24,000)	(21,600)	(21,600)	
Replacement		-	-	(72,000)	(74,400)	(76,800)	(79,200)	
Total		-	-	(115,200)	(112,800)	(105,600)	(103,200)	
Concha Dam Repair	30+	$0	$0	$0	$0	$0	$250,000	250,000
Maintenance		-	-	-	-	-	-	
Efficiency		-	-	-	-	-	-	
Risk		-	-	-	-	-	-	
Replacement		-	-	-	-	-	-	
Total		-	-	-	-	-	-	
Tulip Road Crossing	20	$0	$0	$232,000	$0	$0	$0	232,000
Maintenance		-	-	-	4,640	9,280	13,920	
Efficiency		-	-	-	(23,200)	(20,880)	(18,560)	
Risk		-	-	-	(23,200)	(20,880)	(18,560)	
Replacement		-	-	-	(46,400)	(48,720)	(51,040)	
Total		-	-	-	(88,160)	(81,200)	(74,240)	
Bayfront Road Crossing	20	$0	$0	$0	$178,000	$0	$0	178,000
Maintenance		-	-	-	-	3,560	7,120	
Efficiency		-	-	-	-	(17,800)	(16,020)	
Risk		-	-	-	-	(17,800)	(16,020)	
Replacement		-	-	-	-	(35,600)	(37,380)	
Total		-	-	-	-	(67,640)	(62,300)	

IMPACTS OF CAPITAL IMPROVEMENT PROJECTS ON OPERATING COST CALCULATIONS BY PROJECT (CONTINUED)

List of Projects	Life Years	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	Capital Totals
Stormwater Department (Continued)								
Ocean Cove Drainage	30+	$0	$0	$0	$0	$300,000	$0	300,000
Maintenance		-	-	-	-	-	6,000	
Efficiency		-	-	-	-	-	(30,000)	
Risk		-	-	-	-	-	(30,000)	
Replacement		-	-	-	-	-	(60,000)	
Total		-	-	-	-	-	(114,000)	
Major Canal Improvements	30+	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	3,000,000
Maintenance		-	10,000	30,000	60,000	100,000	150,000	
Efficiency		-	(50,000)	(95,000)	(135,000)	(170,000)	(200,000)	
Risk		-	(50,000)	(95,000)	(135,000)	(170,000)	(200,000)	
Replacement		-	(100,000)	(205,000)	(315,000)	(430,000)	(550,000)	
Total		-	(190,000)	(365,000)	(525,000)	(670,000)	(800,000)	
Stonecrop Drainage	30+	$860,000	$0	$0	$0	$0	$0	860,000
Maintenance		-	17,200	34,400	51,600	68,800	86,000	
Efficiency		-	(86,000)	(86,000)	(77,400)	(77,400)	(68,800)	
Risk		-	(86,000)	(86,000)	(77,400)	(77,400)	(68,800)	
Replacement		-	(258,000)	(266,600)	(275,200)	(283,800)	(292,400)	
Total		-	(412,800)	(404,200)	(378,400)	(369,800)	(344,000)	
Golf Course								
Renovate Golf Tees	20	$50,000	$50,000	$50,000	$0	$0	$0	150,000
Maintenance		-	1,000	3,000	6,000	9,000	12,000	
Efficiency		-	(5,000)	(9,500)	(13,500)	(12,000)	(10,500)	
Risk		-	(5,000)	(9,500)	(13,500)	(12,000)	(10,500)	
Replacement		-	(10,000)	(20,500)	(31,500)	(33,000)	(34,500)	
Total		-	(19,000)	(36,500)	(52,500)	(48,000)	(43,500)	
Golf Club House Water Hookup	20	$60,000	$0	$0	$0	$0	$0	60,000
Maintenance		-	1,200	2,400	3,600	4,800	6,000	
Efficiency		-	(6,000)	(5,400)	(4,800)	(4,200)	(3,600)	
Risk		-	(6,000)	(5,400)	(4,800)	(4,200)	(3,600)	
Replacement		-	(12,000)	(12,600)	(13,200)	(13,800)	(14,400)	
Total		-	(22,800)	(21,000)	(19,200)	(17,400)	(15,600)	
Airport								
Bush Hog Mowing Deck	10	$17,500	$0	$0	$0	$0	$0	17,500
Maintenance		-	350	700	1,050	1,400	1,750	
Risk		-	(1,750)	(1,575)	(1,400)	(1,225)	(1,050)	
Replacement		-	(3,500)	(3,675)	(3,850)	(4,025)	(4,200)	
Total		-	(4,900)	(4,550)	(4,200)	(3,850)	(3,500)	
Design and Construct Hangar D	30+	$1,250,000	$0	$0	$0	$0	$0	1,250,000
Revenue		-	-	(25,000)	(25,000)	(25,000)	(25,000)	
Maintenance		-	12,500	25,000	37,500	50,000	62,500	
Replacement		-	(375,000)	(387,500)	(400,000)	(412,500)	(425,000)	
Total		-	(362,500)	(387,500)	(387,500)	(387,500)	(387,500)	
Airport Drive East Street Lights	20	$26,300	$0	$0	$0	$0	$0	26,300
Maintenance		-	526	1,052	1,578	2,104	2,630	
Risk		-	(2,630)	(2,367)	(2,104)	(1,841)	(1,578)	
Total		-	(2,104)	(1,315)	(526)	263	1,052	
Construct West Access Road	30+	$0	$0	$0	$0	$0	$2,000,000	$2,000,000
Maintenance		-	-	-	-	-	-	
Efficiency		-	-	-	-	-	-	
Risk		-	-	-	-	-	-	
Total		-	-	-	-	-	-	
Building Department								
Building Fund	7	$22,573	$0	$0	$0	$0	$0	22,573
Maintenance		-	1,129	2,257	3,386	4,515	5,643	
Efficiency		-	(2,257)	(1,580)	(903)	(226)	(451)	
Risk		-	(2,257)	(1,580)	(903)	(226)	-	
Total		-	(3,386)	(903)	1,580	4,063	5,192	
Totals		**$ -**	**$ (2,816,702)**	**$ (3,934,504)**	**$ (4,045,643)**	**$ (4,069,869)**	**$ (3,954,957)**	**$23,240,736**



8. PUBLIC SCHOOLS ELEMENT

PUBLIC SCHOOLS ELEMENT

Schools are the cornerstones of community planning and design and it is a priority of the City of Sebastian to ensure a high quality public school environment and diverse education system. The **Public Schools Element** requires that public school facilities are provided in a timely manner in the City. This Element sets the foundation for the coordination with the School District of Indian River County to correct existing school deficiencies and address future needs through implementation of adopted Level of Service (LOS) standards.

PUBLIC SCHOOLS ELEMENT HIGHLIGHTS

1. Ensures the coordination with the School District of Indian River County in order to implements adopted Level of Service (LOS) standards;

2. Requires a concurrency management system to ensure that the LOS standard that has been established is maintained;

3. Encourages the siting and design of school facilities to serve as focal points for the community and ensures compatibility with adjacent land uses; and

4. Encourages safe student access by coordinating the construction of new and expanded neighborhoods with safe road and sidewalk connections to schools.

GOALS, OBJECTIVES, & POLICIES

Goal 8-1: Provide Quality Education.

Schools are neighborhood assets and community attractions. As a basic tenet of community life, it is the goal of the City of Sebastian to contribute to a high quality public school environment and diverse education system.

Objective 8-1.1: Level of Service Standards. The City shall coordinate with the School District of Indian River County (aka school board) to correct existing deficiencies and address future needs through implementation of adopted level of service standards and appropriate public school facility service area boundaries.

Policy 8-1.1.1: Adoption of Level of Service Standards (LOS). The City of Sebastian adopts LOS of 100% of FISH capacity for each year of the five year planning period(s) and through the long term planning period for each School Service Area.

Policy 8-1.1.2: Use of Level of Service Standards. The City shall use its concurrency management system to ensure that the level of service standard that has been established by the school district for each type of school is maintained.

Policy 8-1.1.3: Adoption of School Service Area Boundaries (SSAB). The City of Sebastian adopts the School Board's current public school attendance boundaries, as the School Service Area Boundaries (SSAB). The SSAB exclude magnet and charter schools.

Policy 8-1.1.4: Guidelines and Standards for the Modification of Concurrency Service Areas. Any party to the Indian River County Interlocal Agreement for Coordinated Planning and School Concurrency (Interlocal Agreement), as adopted February 2008, may propose a change to the SSAB. Prior to adopting any change, the School Board will verify that as a result of the change:

- As future boundary modifications are required for schools programmed in the School District Five-Year Facilities Work Program, school Attendance Boundaries shall be modified to the greatest extent possible to provide that Attendance Boundaries be coterminous with traffic analysis zone boundaries.
- As long as a School Service Area is aligned with a School Attendance Zone, the School Board may unilaterally amend, without the consent or comment of any other Party, the zone's Attendance Boundaries and hence the School Service Area. Any Party may, however, propose a modification to the School Service Area Boundaries that departs from the requirement that each School Service Area be aligned solely with a School Attendance Zone. In that event, the change may only be made in accordance with the Interlocal Agreement, whichever Section is applicable. Prior to adopting any change, whether pursuant to the Interlocal Agreement, the School District must verify that as a result of the modification:
- The adopted LOS standards will be achieved and maintained for each year of the five-year planning period; and the utilization of School Capacity will be maximized to the great extent

possible, taking into account transportation costs, court approved desegregation plans and other relevant factors.

Policy 8-1.1.5: Consideration of Adjacent School Service Areas. If the projected student growth from a residential development causes the adopted LOS to be exceeded in the SSAB, an adjacent SSAB which is contiguous with and touches the boundary of the school service area within which the proposed development is located shall be evaluated for available capacity. An adjacency evaluation review shall be conducted as follows:

- In conducting the adjacency review, the School Board shall first use the adjacent SSAB with the most available capacity to evaluate the projected enrollment impact and, if necessary, shall continue to the next adjacent SSAB with the next most available capacity in order to ensure maximum utilization of school capacity to the greatest extent possible.
- At no time shall the shift of impact to and adjacent SSAB result in a total morning or afternoon transportation time of either elementary or secondary students to exceed fifty minutes or one hour respectively. The transportation time shall be determined by the School Board transportation routing system and measured from the school the impact is to be assigned, to the center of the parcel/plat in the amendment application, along the most direct improved public roadway free from major hazards.

Policy 8-1.1.6: Coordination of School District Capital Program. The annual update of the Capital Improvements Schedule will include review of the service area boundaries for the public school system and, if necessary, updates to the concurrency service area map.

Objective 8-1.2: Future Facility Planning. The City shall coordinate development permitting with the future siting of schools and capacity needs.

Policy 8-1.2.1: Site Size. The City will coordinate and determine the desired location of new school sites that satisfy the minimum size criteria for the type of school. The City will work with the School Board staff to identify sites for future educational facilities that meet the minimum standards of the School Board where possible and where consistent with the City's Comprehensive Plan. When the size of available sites does not meet the minimum School Board standards, the City will support the School Board in efforts to use standards more appropriate to a built urban environment. The future annexations by the City shall also consider potential sites for public school facilities.

Policy 8-1.2.2: City's participation in the Public School Planning Staff Working Group (PSPSWG). The City shall be represented via the various committees created through the Interlocal Agreement to coordinate new school facilities development and population projections.

Policy 8-1.2.2: Capacity Impact Determination. To determine the capacity impacts of new residential development, the School Board will apply student generation multipliers consistent with those prescribed in the most recently adopted Indian River County School Board and the Department of Education (DOE) student enrollment projections. The City of Sebastian will manage coordinate the timing of comprehensive plan and future land use map amendments with adequate school capacity.

Objective 8-1.3: Concurrency.

The City will coordinate its development review efforts with the Indian River County School Board, the County and the cities to achieve concurrency in all public school facilities concurrent with the impacts of new residential development consistent with State Statutes.

Policy 8-1.3.1: Development Review Process. No new residential preliminary plats, site plans, or functional equivalents will be approved by the City of Sebastian until a School Capacity Availability Letter of Determination (SCADL) has been issued by the School Board verifying available capacity, unless the development is exempt from concurrency. **Table 8-1** identifies the type of concurrency certificate required for each development order type.

- A Conditional SCADL is a determination that adequate school capacity is available at the time of evaluation but does not vest school capacity. If applicable, a Conditional SCADL may list feasible mitigation options that would be required of the developer to provide sufficient school capacity to vest the project.
- A Final SCADL vests school capacity. A Final SCADL shall not be required in conjunction with a building permit if the residential unit is already vested through a previously issued Final SCADL.

Table 8-1: Concurrency Certificate Required

Development Order	SCADL Required	Vesting Allowed[2]	Vesting Required
Comprehensive Plan Land Use Amendments and Rezonings	Conditional	No	No
Conceptual Development Plans	Conditional	No[1]	No
Preliminary Plats	Conditional	No[1]	No
Final Site Plans and Land Development Permits for Roads, Drainage and Utilities	Conditional or Final	Yes	No
Building Permits	Final	Yes	Yes

Note: 1: Vesting is allowed for projects with a proportionate share agreement or an approved developer's agreement for a major—roadway improvement.

2: At the time of vesting, the applicant must pay appropriate impact fees.

Policy 8-1.3.2. School Concurrency Review Process. The City in coordination with the school district shall establish a school concurrency review process for all non-exempt residential projects through its land development code (LDC). The process requirements shall include at a minimum:

- A School Impact Analysis for residential development applications (such as a land use map amendment, rezoning, site plan or preliminary plat).

- The School District will review the application for available capacity and issues either a ~~c~~Conditional SCADL or a Final SCADL.
- Except as may be otherwise agreed upon in the Interlocal Agreement or LDC, the City shall not issue a building permit for a non-exempt residential unit unless the unit is vested for school concurrency purposes, and the City shall not vest approval of any Proposed Residential Development for such purposes until (i) confirmation is received from the School District that there is sufficient Available School Capacity to accommodate the development and (ii) impact fees have been paid.

Policy 8-1.3.3: Adoption of School Concurrency Regulations. Consistent with **Policy 8-1.3.2**, the City of Sebastian shall adopt school concurrency and proportionate fair share provisions into its LDC or utilize Indian River County's LDC consistent with the requirements of the Interlocal Agreement.

Policy 8-1.3.4: Coordination. Coordination between the City and the School District is pursuant to the Interlocal Agreement. Obligations to the City are stated in the Interlocal Agreement.

Policy 8-1.3.5: Capacity Impact Determination. To determine the capacity impacts of new residential development, the School Board will apply student generation multipliers consistent with those prescribed in the most recently adopted Indian River County School Board and the Department of Education (DOE) student enrollment projections. The City of Sebastian will coordinate the timing of comprehensive plan and future land use map amendments with adequate school capacity.

Policy 8-1.3.6: Notification of Submittal of Residential Applications. The City shall notify the School Board's Planner of the submittal of all residential development pre-applications or formal applications. The City shall continue to provide School Board representatives with proposed residential development agendas for pre-application conference, Development Review Committee, Local Planning Agency and City Council meetings.

Policy 8-1.3.7: Exempted Residential Uses. The following residential uses shall be exempt from the requirements of school concurrency:

- Lots and parcels of record legally created prior to July 1, 2008.
- Any new multi-family residential development that has a final site plan approval or its functional equivalent granted prior to July 1, 2008.
- Any amendment to any previously approved residential development, that does not increase the number of dwelling units or otherwise does not increase the estimated number of students generated by the development.
- Any age restricted community with no permanent residents under the age of 18 (a restrictive covenant limiting the age to 18 an older will be required).

Policy 8-1.3.8: Acceptable Types of Mitigation. In the event that there is not adequate Available School Capacity to support a development, the Indian River County School Board shall entertain Proportionate Mitigation options, and if accepted, shall enter into an enforceable and binding agreement with the developer and the City of Sebastian to mitigate the impact from the development. Specific guidelines are outlined in the Interlocal Agreement.

Objective 8-1.4: Community Focal Point. The siting and design of school facilities should serve as focal points for the community and should be compatible with adjacent land uses.

Policy 8-1.4.1: Co-location and Community Focal Point. The City shall ensure, to the extent feasible, the collocation of new school sites with parks, recreation facilities, community centers, auditoriums, learning centers, museums, performing arts centers, stadiums, libraries and other community facilities to provide access of these facilities to students.

Policy 8-1.4.2: Co-location Agreement. The City may enter into an agreement with the School Board for each instance of collocation and shared use to address operating and maintenance costs, scheduling, parking, supervision and other liability issues.

Policy 8-1.4.3: Allowable school site locations and compatibility standards. The compatibility of Schools with adjacent land uses will be ensured through the following measures:

- New school sites should not be adjacent to any noxious industrial uses or other property from which noise, vibration, odors, dust, toxic materials, traffic conditions or other disturbances that would have a negative impact.
- Schools shall be located in close proximity to existing or anticipated concentrations of residential development with the exception for high schools and specialized schools which are suitable for other locations due to their characteristics.
- Public utilities, as well as police and fire protection, should be available concurrently with the construction of new school sites.
- New school sites should have suitable ingress and egress for pedestrians, bicycles, cars, buses, service vehicles, and emergency vehicles. (High Schools should be located with frontage or direct access to collector or arterial roads.)

Objective 8-1.5: Coordinating Provision of Necessary Infrastructure. The City will work to ensure the provision of infrastructure to support the necessary functions of public school facilities.

Policy 8-1.5.1: Maximizing Efficiency of Infrastructure. The City will maximize efficiency by taking advantage of existing and planned roads, water, sewer, parks and master drainage systems when planning for new school sites.

Policy 8-1.5.2: Safe student access. The City will encourage safe student access by coordinating the construction of new and expanded neighborhoods with safe road and sidewalk connections to schools. The City shall encourage improved pedestrian and bicycle safety around schools (2 mile radius) including bus routes/shelters, sidewalks, and bike paths.

Policy 8-1.5.3: Bicycle access and Pedestrian connection. The City will coordinate bicycle access to public schools consistent with any existing or proposed bicycle plan in the City or County, see multi-modal policies in the **Transportation & Mobility Element**.

Policy 8-1.5.4: Coordination to ensure necessary off-site improvements. New developments adjacent to existing or planned public schools shall be required where feasible to provide right-of-way for pedestrian connections to the schools from the neighborhood's sidewalk network.

- Sebastian will revise its LDC to specify that performance standards for a new development adjacent to or sharing an access road with an existing school or future school site shall mitigate the traffic impacts of the development based on safe access to the school. Such mitigation efforts may include, but are not limited to: developer striping of crosswalks, developer installation of sidewalks, payment for safe directional/warning signage, and payment for signalization.

Policy 8-1.5.5: Intergovernmental Coordination. Specific Objectives and Policies regarding intergovernmental coordination and this Element are provided and identified in the **Governance & Implementation Element**.

DATA INVENTORY AND ANALYSIS

Introduction

Pursuant to the requirements of Chapter 163 of the 2019 Florida Statutes, the **Public Schools Element** consists of a data inventory and analysis that influences the overarching goals, objectives, and policies that ensure that public school facilities are provided in a timely manner in the City of Sebastian. The **Public Schools Element** recognizes schools as the cornerstones of community planning and design. Policies contained within the Element seek to promote and optimize intergovernmental cooperation for effective operation of the public school system.

School Concurrency Process

School concurrency ensures coordination between local governments and school boards in planning and permitting developments that affect school capacity and utilization rates. The Indian River County School Board, Indian River County Board of County Commissioners, City of Sebastian, and 3 other municipalities entered into an Interlocal Agreement in 2008, addressing the coordination of public school facilities. In 2011, the Florida Legislature adopted the Community Planning Act, which changed school concurrency from mandatory to optional. If implemented, the statutes provide standards for adopting an interlocal agreement and comprehensive plan amendments. The City has opted to maintain school concurrency and will continue to meet the state statutory requirements.

The Public School Planning Staff Working Group (PSPSWG) is comprised of staff representing each of the signatories to the Interlocal Agreement and was created to discuss and develop recommendations regarding the coordination of land use and school facilities planning. The specific areas of concern identified by PSPSWG include school capacity and level of service (LOS), population and student projections, development trends, school facilities planning and school service area boundaries, co-location and joint use opportunities, and infrastructure improvements needed to support schools and safe student access. In addition to the PSPSWG, the following committees were also established to evaluate and provide input on public school planning issues and activities.

- Staff Working Group Committee (SWG) consisting of the elected official and their designees.
- Elected Official Oversight Committee (EOOC) consisting of the County Commission Chairman, the mayors of Vero Beach, Sebastian, Indian River Shores and Fellsmere, the Regional Planning Council Chairman, the School Board Chairman, or designated representatives.
- Citizens Oversight Committee (COC) consisting of six citizens appointed by the School Board, the County, the Town of Indian River Shores, and the Cities of Fellsmere, Sebastian and Vero Beach. Each jurisdiction or entity has appointed one member to this committee.

The committees meet several times annually and report to the participating municipalities, the School Board and the County as well as the general public. The meetings ensure that the Interlocal Agreement between the County, the School Board, and the municipalities is implemented in a timely and efficient manner. The meetings are advertised to the public with an opportunity for public participation.

Existing Conditions

Existing conditions are used to understand relationships between public school facilities, city level demographics and residential development activity. This section will identify historical and existing public school facility enrollment and capacity trends, city level population trends and recent residential development trends.

Existing Public School Facilities

When an application for residential development is reviewed by the City of Sebastian for concurrency, the City evaluates the geographic service area, known as a school service areas (SSA), in which the LOS is measured. School concurrency is measured and applied on a less than district-wide basis using SSA's. The School District applies school concurrency using School Attendance Zones, as the School Concurrency Areas. Each school attendance zone becomes its own SSA. The SSA boundaries for Elementary Schools, Middle Schools, and High Schools are shown on **Maps 8-1** through **8-3**.

The City of Sebastian's students are currently served by five (5) total SSA's including three (3) elementary SSA's, one (1) middle SSA and one (1) high school SSA. The five SSA's currently serving Sebastian comprises only a portion of the entire Indian River County School District.

Sebastian Elementary School and Pelican Island Elementary School are located within the City of Sebastian. All of the other schools serving Sebastian residents are located outside of the City limits. **Table 8-2** identifies the five (5) public SSA boundaries common to City of Sebastian.

Table 8-2: Existing Public School Facilities Servicing Sebastian

Type	Education Facility	Facility Located Within Sebastian	Service Area Includes Other Jurisdictions	Location	Phone Number
Elementary School Facilities SSA	Sebastian Elementary	Yes	Yes	400 Sebastian Blvd., Sebastian, FL	772-978-8200
	Pelican Island Elementary	Yes	Yes	1355 Schumann Drive, Sebastian, FL	772-564-6500
	Treasure Coast Elementary	No	Yes	8955 85th Street, Sebastian, FL	772-978-8500
Middle School Facilities SSA	Sebastian River Middle	No	Yes	9400 County Road 512, Sebastian, FL	772-564-5111
High School Facilities SSA	Sebastian High	No	Yes	9001 90th Avenue, Sebastian, FL	772-564-4170

Source: Indian River County School Board, 2019

Charter and Adult/Other School

Charter schools in Indian River County have been established with various learning objectives and instructional delivery methods under individual charters approved by the School Board. Charter schools are monitored by both the School Board and State for compliance with the charter and student achievement goals. There are currently five charter schools in Indian River County including Imagine Charter School, Sebastian Charter Junior High, North County Charter Elementary, St. Peter's Academy Elementary and Indian River Charter High. The charter schools are public schools focusing on character development, academic achievement, career preparation, cultural awareness and exceptional student education to individuals with specific learning need. The charter schools and adult schools are not included in the LOS concurrency review calculations for future residential development. **Table 8-3** identifies the charter schools and adult schools located in the County.

Table 8-3: Charter Schools and Adult/Other Schools

Facility Name	Type
Indian River Charter High School	Charter School
North County Charter Elementary School	Charter School
Sebastian Charter Jr. High School	Charter School
St. Peter's Academy Elementary School	Charter School
Imagine Charter School	Charter School
Treasure Coast Technical College	Adult School
Alternative Center for Education	Other School
Wabasso School	Other School
Liberty Magnet	Magnet School
Rosewood Magnet	Magnet School
Osceola Magnet	Magnet School

Source: Indian River County School Board, 2019

Demographics

Population and housing data are used to plan for future public school facility locations and enrollment capacity. Changes in land use that result in increased residential density increase population. Increases in population are not evenly distributed throughout the City of Sebastian or Indian River County and need to be closely evaluated in order to determine the location or enrollment capacity of a new public school facility.

Historical Population Statistics

Past population data was taken from the US Census Bureau and Florida Bureau of Economic and Business Research (BEBR). The City of Sebastian has experienced a continuous increase in population growth. Population totals from 1990, 2000, 2010, and 2019 are listed in **Table 8-4** and can be used to identify historical changes in population growth. As shown in the table, the Census recorded an increase from 1990 to 2000 of 5,976, or 58.5%. The estimated increase from 2010 to 2019 is 3,239, or 15%.

Table 8-4: Historical Population Growth: City of Sebastian

1990 Census Population	2000 Census Population	2010 Census Population	2019 Population (BEBR Estimate)
10,205	16,181	21,929	25,168

Source: United States Census Bureau and BEBR

School Age Population

When proactively planning for future school needs it is helpful to evaluate the historical trends for school age children within the City. **Table 8-5** identifies the population by age from the 1990, 2000, 2010, and 2017 Census data. School age children ranging from 5 to 18 years old have shown an increase from 1990 to 2017 of 1,437 children. As shown in the same table, the total population has increased by 13,718 residents during that time period. In 1990, the school age population was 15.8% of the total. In 2017, the school age population was 12.8% of the total population.

Table 8-5: Population Growth by Age

Age	1990	2000	2010	2017
Under 5 Years	582	692	925	1,086
5-18 Years	1,619	3,294	3,083	3,056
Over 18 Years	8,004	12,195	17,921	19,781
Total Population	**10,205**	**16,181**	**21,929**	**23,923**

Source: United States Census Bureau

Historic Housing Unit Growth

Data collected from the US Census Bureau for total housing units for the years 1990, 2000, 2010, and 2017 are listed in **Table 8-6**. As indicated in the table, there was an increase in Sebastian of 5,207 units between 1990 and 2017.

Table 8-6: Housing Units by Tenant Type

Housing Units	1990	2000	2010	2017
Owner-Occupied Housing	3,407	5,937	7,649	7,502
Renter- Occupied Housing	737	907	1,465	1,849
Total Housing Units	**4,144**	**6,844**	**9,114**	**9,351**

Source: United States Census Bureau

Public School Facility Capacity

The number of students that may be housed in a facility in accordance with the State Department of Education is termed the Florida Inventory of School Houses (FISH) capacity. The permanent FISH capacity is utilized for the LOS determination. The schools that impact the City of Sebastian have been identified and the capacity is shown below in **Table 8-7.**

Table 8-7: Florida Inventory of School Houses (FISH) Permanent Capacity

Type of School	Facility Name	2019-2020 FISH Capacity	School Year 19-20 Satisfactory Student Stations	2018-19 COFTE
Elementary	Beachland Elementary	580	580	478
	Citrus Elementary	892	892	700
	Dodgertown Elementary	584	584	383
	Fellsmere Elementary	787	787	556
	Glendale Elementary	702	702	575
	Indian River Academy	604	604	426
	Liberty Magnet Elementary	666	666	538
	Osceola Magnet Elementary	557	557	531

Type of School	Facility Name	2019-2020 FISH Capacity	School Year 19-20 Satisfactory Student Stations	2018-19 COFTE
	Pelican Island Elementary	654	654	393
	Rosewood Magnet Elementary	543	543	538
	Sebastian Elementary	637	637	403
	Treasure Coast Elementary	799	799	657
	Vero Beach Elementary	796	796	589
Middle	Oslo Middle	1026	1044	891
	Gifford Middle	1022	1136	669
	Sebastian River Middle *including portables	1145	1273	933
	Storm Grove Middle	1244	1382	1072
High	Sebastian River High	2318	2440	1844
	Vero Beach High	2861	3012	2714
Other	Alternative Education Center	157	157	44
	Wabasso	81	81	75

Source: Indian River County School Board, Educations Facilities Survey June 2018 and Work Plan 2019 - 2020

Note: Information is consistent with the Interlocal Agreement adopted in February 2008.

Funding for Schools Facilities

The School District must rely on multiple revenue sources to fund the new construction, renovation and maintenance needs identified in its 5-Year Capital Facilities Plan. The funding is made available from both State and Local sources. The primary funding source for the Indian River County Capital Facilities Plan is derived from property taxes, impact fees and bonds. These typical sources of revenue are identified below.

- Property Tax – Florida Statutes allows School Districts to levy up to 2 mils to fund capital improvement programs for public schools.
- Sales Tax – Citizen voted, local option sales tax revenue generated by Indian River County residents, business owners and tourists may be used for public school projects.
- Bonds – The school district may also sell bonds or offer certificates of participation (COP).
- State Class Size Reduction – The recent legislative mandates have provided additional state funding for smaller class sizes and early childhood education. This source is not fixed and can change annually as determined by the State Legislature.
- PECO – The utility Public Education Capital Outlay fund is derived from State gross receipts tax revenue and may be used for expansion projects for student stations. This source of revenue is not fixed and can change annually as determined by the State Legislature.
- Impact Fees – New residential development in Indian River County is required to provide public school impact fees to offset a portion of the cost associated with the students generated by the development.
- CO&DS Bonds – The Capital Outlay and Debt Service funds derived from the motor vehicle license tax may be used for expansion projects for student stations. This revenue source may include funds from bonded CO&DS revenue.

The School Board may also receive other revenues from undesignated sources, such as new development, land dedication or donations but these sources do not provide constant and predictable revenue. The City of Sebastian does not impose its own impact fee, but it does extract public school facilities impact fees for Indian River County as a whole and pass through to the school board. Indian River County's impact fees are identified in **Table 8-8**.

In 2006, the School District commissioned a study of student generation rates. This study used GIS technology to assign the home address for every student enrolled in the School District in 2005 to the nearest residential parcel in the Property Appraiser's data-base. Each student was assigned one of three housing types: single-family, multi-family or mobile home. Then the number of students in each housing type was divided by the existing number of dwelling units shown in the Property Appraiser data for that housing type, reduced by ten percent to reflect an average 90 percent vacancy rate. In 2007, Indian River County commissioned a study to evaluate the current impact fees.

Table 8-8: Impact Fee Rates

Residence Type	Impact Fee Rate Per Unit
Single Family	$1,702.00
Multi-Family	$668.00
Mobile Home	$1,026.00

Source: Indian River County, 2014 Adopted Rate Ordinance 2014-16.
Note: 2020 Proposed Rates Are Pending Impact Fee Study approval.
Note: Information is consistent with the Interlocal Agreement adopted in February 2008.

Coordination Mechanisms

A SWG, an EOOC, a PSPSWG, and a COC have been assembled to facilitate coordination between the Indian River County School Board, the City of Sebastian, Indian River County and other jurisdictions in the County. Committee descriptions and meeting dates are listed in **Table 8-9.**

Table 8-9: Indian River County Mandatory Public School Committees and Meetings

Committee Name	Description/Purpose for the Committee	Scheduled Meetings
Staff Working Group Committee (SWG)	Set direction, formulate recommendations, discuss issues	Semi-annually (1st week of February and 3rd week of March of each year).
Elected Officials Oversight Committee (EOOC)	Set direction, formulate recommendations, discuss issues regarding school concurrency, reach understanding Review School District's Five- Year Capital Facilities Program	Every year (2nd week of July of each year)
Public School Planning Staff Working Group (PSPSWG)	Evaluate each potential school site and prepare an initial evaluation report. Prepare an Impact Assessment Statement (IAS) and Economic Analysis (EA) for each short listed school site	As needed
Citizen Oversight Committee (COC)	Evaluate and assess the effectiveness of the Interlocal Agreement	1st week of April of each year.

Note: Information is consistent with the Interlocal Agreement adopted in February 2008.

Analysis

Residential development impacts the students and the school facilities because increases in new student enrollment can place demands on school capacity and cause overcrowding of facilities. Therefore, this section focuses on projected school capacity, student enrollment and the ability to accommodate the growth. The City adopts by reference the Indian River County School District Education Facilities Survey dated June 2018 as well as the Indian River County School District 2019– 2020 Work Plan adopted October 22, 2019, and the Indian River County Interlocal Agreement for Coordinated Planning and School Concurrency dated March 1, 2008.

Existing Deficiencies

An analysis of existing deficiencies was conducted below by reviewing enrollment capacities and utilization rates.

Enrollment Capacity

To determine the percentage over or under capacity within Sebastian that a school is currently operating at, the current enrollment is compared to the permanent FISH capacity as shown in **Table 8-10**.

Table 8-10: Enrollment Surplus/Deficiency

Type of School	Facility Name	Current FISH Capacity	2018-19 COFTE	Number of Stations (over/under capacity)	Percentage over/under capacity
Elementary	Beachland Elementary	580	478	102	82%
	Citrus Elementary	892	700	192	78%
	Dodgertown Elementary	584	383	201	66%
	Fellsmere Elementary	787	556	231	71%
	Glendale Elementary	702	575	127	82%
	Indian River Academy	604	426	178	71%

Type of School	Facility Name	Current FISH Capacity	2018-19 COFTE	Number of Stations (over/under capacity)	Percentage over/under capacity
	Liberty Magnet Elementary	666	538	128	81%
	Osceola Magnet Elementary	557	531	26	95%
	Pelican Island Elementary	654	393	261	60%
	Rosewood Elementary	543	538	5	99%
	Sebastian Elementary	637	403	234	63%
	Treasure Coast Elementary	799	657	142	82%
	Vero Beach Elementary	796	589	207	74%
Middle	Gifford Middle	1022	669	353	65%
	Oslo Middle	1026	891	135	87%
	Sebastian River Middle *w/Portables	1145	933	212	81%
High	Sebastian River High	2318	1844	474	80%
	Vero Beach High	2861	2714	147	95%

Type of School	Facility Name	Current FISH Capacity	2018-19 COFTE	Number of Stations (over/under capacity)	Percentage over/under capacity
Other	Alternative Education Center	157	44	113	28%
	Wabasso School	81	75	6	93%

Source: Indian County School Board, Educational Facilities Survey June 2018, Work Plan 2019-2020

Note: Information is consistent with the Interlocal Agreement adopted in February 2008.

Utilization Rates

Based upon the data and analysis for school enrollment, the utilization rate of the elementary schools is calculated by taking the average of the utilization rates for all the elementary schools in the school districts. The same method was used to calculate the utilization rates of middle and high schools.

Level of Service

LOS is expressed as a ratio of enrollment and capacity, with capacity being number of student stations. Projected future demand, needed capacity, available financial resources to construct additional capacity are the factors that are used as a basis to establish LOS standards. The Indian River County School Board has adopted a LOS of 100% of permanent FISH capacity.

Tables 8-11 and 8-12 show the 5-year enrollment projections and utilization rates of the schools serving the City of Sebastian. Sebastian River Middle School serving the City will have enrollment near the permanent capacity. However, programmed improvements have been identified. After the completion of the identified programmed improvements, none of the schools serving the City are projected to be over capacity in the short-term planning horizon. Based on the above analysis, the City of Sebastian is adopting LOS Standards of 100% of the FISH capacity for each year of the five year planning period and throughout the long term planning period for each School Service Area.

Future Demand for School Facilities

The projected demand on school facilities in the future is determined by evaluating several factors, such as population projections, enrollment projections and student generator multipliers.

Enrollment Projections

Projections of enrollment for 2019-20 to 2029-30. is prepared by the Florida Department of Education's Capital Outlay FTE Forecast. The enrollment projections for the school facilities serving the City of Sebastian for the 5-year planning horizon are shown in **Table 8-11 and Table 8-12**. The School Board's 5-year district facilities work program (2019 - 2020) has programmed an addition for construction during the 5- year horizon. **Table 8-13** and **Table 8-14** identify the 5-year capital projects schedule for the entire school district. The Sebastian River Middle school will receive a capacity addition, increasing its FISH permanent capacity from 1,007 to 1,245 by 2024. In addition to the above improvements for new public school facilities and capacity additions planned by the School Board, new residential development must be required to pay the cost of its impacts on the school system.

Table 8-11: Enrollment Projections for Schools serving Sebastian and the District

School Name	Current FISH Capacity 19-20	SY 18/19			SY 19/20		
		Enroll 18-19 COFTE	Cap.	Util.	Enroll Oct. 19 FTE	Cap.	Util.
Sebastian Elementary	637	403	637	63%	404	637	63%
Pelican Island Elementary	654	393	654	60%	332	654	51%
Treasure Coast Elementary	799	657	799	82%	681	799	85%
Sebastian River Middle *w/Portables	1145	933	1145	81%	905	1145	79%
Sebastian River High	2318	1844	2318	80%	1925	2318	83%
Beachland Elementary	580	478	580	82%	486	580	84%
Citrus	892	700	892	78%	707	892	79%

School Name	Current FISH Capacity 19-20	SY 18/19			SY 19/20		
		Enroll 18-19 COFTE	Cap.	Util.	Enroll Oct. 19 FTE	Cap.	Util.
Elementary							
Dodgertown Elementary	584	383	584	66%	401	584	69%
Fellsmere Elementary	787	556	787	71%	558	787	71%
Glendale Elementary	702	575	702	82%	543	702	77%
Indian River Academy Elementary	604	426	604	71%	452	604	75%
Liberty Magnet Elementary	666	538	666	81%	543	666	82%
Osceola Elementary (Magnet)	557	532	557	95%	536	557	96%
Rosewood Elementary (Magnet)	543	538	543	99%	544	543	100%
Vero Beach Elementary	796	589	796	74%	587	796	74%
Gifford Middle	1022	669	1022	65%	653	1022	64%
Oslo Middle	1026	891	1026	87%	928	1026	90%
Storm Grove Middle	1243	1038	1243	84%	1072	1243	86%
Vero Beach	2861	2714	2861	95%	2941	2861	103%

School Name	Current FISH Capacity 19-20	SY 18/19			SY 19/20		
		Enroll 18-19 COFTE	Cap.	Util.	Enroll Oct. 19 FTE	Cap.	Util.
High							
Alternative Education Center	157	44	157	28%	55	157	35%
Wabasso	81	75	81	96%	78	81	96%

Source: Indian River County School District: 2019-2020 5-year District Facilities Work Plan, FTE October 2019 and Indian River County Planning Division

Note: Information is consistent with the Interlocal Agreement adopted in February 2008.

Table 8-12: Enrollment Projections for Schools serving Sebastian and the District

School Level	SY 20/21	SY 21/22	SY 22/23
Elementary	6,626.43	6,688.39	6,666.64
Middle	3,442.07	3,296.28	3,205.09
High	4,602.04	4,520.77	4,505.34
Total	**14,670.54**	**14,505.44**	**14,377.07**

Source: Indian River School Board, 2019-20 to 2020-30 FLDOE COFTE Forecast

Table 8-13: Capital Project Schedule for the Sebastian River Middle School

Sebastian River Middle School	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	Total	Funded
Student Stations	0	0	0	0	264	264	
Total Classrooms	0	0	0	0	12	12	
Gross Sq. Ft	0	0	0	0	16,000	16,000	
Planned Cost	$0	$400,000	$0	$6,000,000	$0	$6,400,000	Yes

Source: Indian River County 2019-2020 5-year District Facilities Work Plan

Note: Information is consistent with the Interlocal Agreement adopted in February 2008.

Table 8-14: Proposed Major Renovation, Remodeling and Additions

Project Description	Location	2019-2020 Budget	2020-2021 Projected	2021-2022 Projected	2022-2023 Projected	2023-2024 Projected	Total	Funded
Gymnasium PE Locker Room/Restroom Renovation	Sebastian River Senior High	$862,992	$0	$0	$0	$0	$862,992	Yes
Gymnasium PE Locker Room/Restroom Renovations	Vero Beach Senior High	$750,000	$0	$0	$0	$0	$750,000	Yes
Kalwall Roof Replacement	Dodgertown Elementary	$357,816	$0	$0	$0	$0	$357,816	Yes
Kalwall Roof Replacement	Gifford Middle	$600,000	$1,593,494	$0	$0	$0	$2,193,494	Yes
Restroom Renovations	Sebastian River Senior High	$425,000	$0	$0	$0	$0	$425,000	Yes
Cafeteria Expansion/Renovation	Sebastian River Middle	$0	$300,000	$0	$5,000,000	$0	$5,300,000	Yes
Traffic Improvements	Pelican Island Elementary	$0	$0	$0	$800,000	$0	$800,000	Yes
Security Enhancement Projects – Districtwide	Districtwide	$1,579,412	$938,480	$90,120	$233,400	$2,136,432	$4,977,844	Yes
Cafeteria Expansion/Renovation	Glendale Elementary	$0	$205,221	$2,817,205	$0	$0	$3,022,426	Yes

Project Description	Location	2019-2020 Budget	2020-2021 Projected	2021-2022 Projected	2022-2023 Projected	2023-2024 Projected	Total	Funded
Culinary/Kitchen Renovations	Treasure Coast Technical College	$0	$0	$650,000	$0	$0	$650,000	Yes
Auto Mechanics Facility Renovation	Sebastian River Senior High	$0	$0	$0	$0	$1,200,000	$1,200,000	Yes
Total		**$4,575,220**	**$3,037,195**	**$3,557,325**	**$6,033,400**	**$3,336,432**	**$20,539,572**	

Source: Indian River County 2019-2020 5-year District Facilities Work Program.
Note: Information is consistent with the Interlocal Agreement adopted in February 2008.

Student Generation Rates

To determine the impact of proposed residential development and population growth, it is important to determine student generation rates by type of school. The number of students living in a housing unit varies depending on the type of residential housing. To calculate a student generation rate (multiplier), the total number of students (by school type) was divided by the total number of occupied dwelling units by residential type. **Table 8-15** identifies the student generation rates by elementary, middle and high school, as well as by residence type of single family, multi-family or mobile home. The total column identifies the total number of students estimated to be generated by each residential unit type, regardless of type of school.

Consequently, the number of students associated with a development can be calculated by applying the multiplier to the developments proposed number and type of residential housing units. The projected number of students is the product of the development units multiplied by the total student generation multiplier for the residence type.

Table 8-15: Indian River County School District Student Generation Rates

Residence Type	Single-Family	Multi-Family	Mobile Home	All Unit Types
Elementary	0.189	0.037	0.045	0.131
Middle	0.097	0.015	0.016	0.066
High	0.123	0.014	0.016	0.082
Total	**0.409**	**0.066**	**0.078**	**0.279**

Source: Fishkind & Associated, Inc., MAMCO, Inc., Indian River County School Board 2019, Indian River County Property Appraiser, Indian River County Interlocal Agreement for Coordinated Planning and School Concurrency. Note: Information is consistent with the Interlocal Agreement adopted in February 2008.

Financial Feasibility

The 5-Year Capital Improvement Schedule provides the foundation of an annual planning process that allows the School District to effectively address changing enrollment patterns and new development, as well as the facility requirements of a qualitative education system. The School District's capital improvements program does not require county or city funding, however, coordination is critical.

The total revenue summary for all capital improvements in the Indian River County School District are identified in **Table 8-16**. The revenue sources are adequate to fund the projects identified in the 5-Year Capital Improvement Plan. The School District's 5-Year Capital Improvements Schedule is financially feasible and any applicable components have been adopted as a policy into the City of Sebastian's **Governance & Implementation Element**.

Table 8-16: Capital Improvement Revenue Summary

Item Name	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	Five Year Total
	Budget	Projected	Projected	Projected	Projected	
Local 1.5 Mill Discretionary Capital Outlay Revenue	$28,671,129	$30,123,504	$31,507,056	$32,965,488	$34,428,960	$157,696,137
PECO and 1.5 Mill Maintenance and Other 1.5 Mill Expenditures	$27,162,018	$29,270,241	$29,833,663	$28,816,020	$32,976,460	$148,058,402
PECO Maintenance Revenue	$0	$306,030	$306,030	$306,030	$306,030	$1,224,120
Available 1.5 Mill for New Construction	$1,509,111	$853,263	$1,673,393	$4,149,468	$1,452,500	$9,637,735
CO & DS Revenue	$135,051	$135,051	$135,051	$135,051	$135,051	$675,255
PECO New Construction Revenue	$0	$0	$0	$0	$0	$0
Other/Additional Revenue	$2,931,058	$2,448,881	$1,748,881	$7,748,881	$1,748,881	$ 16,626,582
Total Additional Revenue	$3,066,109	$2,583,932	$1,883,932	$7,883,932	$1,883,932	$17,301,837
Total Available Revenue	$4,575,220	$3,437,195	$3,557,325	$12,033,400	$3,336,432	$26,939,572

Source: Indian River County 2019-2020 5-year District Facilities Work Plan.

Note: Information is consistent with the Interlocal Agreement adopted in February 2008.

Proportionate Share Mitigation

If adequate school capacity is not available to meet the adopted LOS, the City of Sebastian may request proportionate share mitigation and, if accepted, shall enter into an enforceable and binding agreement with the School Board and developer to mitigate the student generation impact from the subject development through contribution to a School District approved capacity project. If a capacity project does not exist, the School Board may add a capacity project to satisfy the impacts from the subject development. Mitigation options may include, but are not limited to the following:

- Land Donation/Dedication;
- Build a School; and/or
- Buy portable classroom units; and Improve infrastructure to school.

Coordination Effectiveness

The Interlocal Agreement was adopted on February 28, 2008. The 2008/2009 school year was the first year to implement the agreement. Since the agreement functions to proactively plan for long term growth and coordination, it will be necessary to complete the annual reviews to monitor the progress of its effectiveness.

Indian River County School Board developed "A Strategic Plan – School Year 2017-2022." It is an aggressive plan to ensure "Excellence and Equity throughout the school district." This document is intended to serve as a model of collaboration. The strategic plan has 5 goals followed by several objectives and strategies. Some of the goals are as follow:

- Goal 1- Student Success – PERFORMANCE: Every student receives a high quality education this is grounded in high expectations, personalized to meet his/her needs and interests, and backed by the necessary learning supports.
- Goal 2- Culture & Climate – SAFE AND ORDERLY SCHOOL ENVIRONMENT: Staff and students thrive in positive learning and work environments where they feel safe, supported and celebrated.
- Goal 3 – High Quality Workforce – TALENT: Employees are at the heart of our students' success, and we will attract, support, and retain a high quality workforce.

The implementation of the Strategic Plan as it may be updated along with the Interlocal Agreement will serve to guide collaboration and coordination efforts amongst the School District, jurisdictions, school departments, school faculty and the parents and students.

Co-location/Community Focal Points

The two education facilities located that are located within the City's limit, Sebastian Elementary School and Pelican Island Elementary School, have basic recreational facilities located on their school sites. An analysis was also conducted to determine the potential for co-locating future school sites in Sebastian to maximize the quality of education and allow the schools to strategically locate to serve as focal points within the community. The City of Sebastian coordinated with the School Board and there are no plans at this time for the location of future school sites within the City in either the short term or long term planning horizons. The City will continue to plan for potential future sites. When this occurs, the City will inform the School Board through the School Working Group about potential school site opportunities that would be beneficial to the community.

Public Services for Schools

The two public educational facilities that are located within the City's limits, Sebastian Elementary School and Pelican Island Elementary School, have been analyzed regarding any deficiencies related to public services. Both of these facilities are served with potable water and sewer. The facilities have sidewalk connections to the adjacent communities. There are no drainage problems at either facility. The roads that serve the two are currently providing adequate access to both facilities. The City's fire department and police department have stations within adequate distance to service both schools regarding any emergencies. To provide enrollment relief in the North County Area, the School Board has proposed a new classroom building addition at Sebastian River Middle School.



9. ECONOMIC DEVELOPMENT ELEMENT

ECONOMIC DEVELOPMENT ELEMENT

This Element aims to organize and unify The City of Sebastian's economic development priorities and programs and ensure that the City's economic development activities and policies are consistent with and further the other Elements this Plan. This Element promotes economic growth through commercial development, light industrial development and job creation. This Element also encourages the cooperation with partner organizations and for the City to strategically target industry clusters for start-up, identify relocation and expansion opportunities in the City, identify appropriate incentives, and to effectively market the City as a location for industries.

ECONOMIC DEVELOPMENT ELEMENT

1. Provides a target list of primary and secondary target industries the City will support;

2. Identifies potential incentives for new or expanding businesses in the City;

3. Supports the continual development and maintenance of a skilled labor force through the availability of education and training programs and opportunities;

4. Identifies steps to ensure that appropriate sites are available in the City for desired commercial/industrial development that supports the City's economic strategy;

5. Promotes strategies to enhance the City's current and future economic competitiveness;

6. Identifies ways to improve the attractiveness of the City for alternative energy and other green/sustainable businesses and industries;

7. Identifies techniques to continue to attract tourism to the City;

8. Requires that the City is providing technical assistance and ensuring that City regulations are appropriate to increase the chances of business success in Sebastian.

GOALS, OBJECTIVES, & POLICIES

Goal 9-1: Economic Growth.

It is the goal of the City of Sebastian to promote economic growth through commercial development, light industrial development and job creation.

Objective 9-1.1. In cooperation with partner organizations, strategically target industry clusters for start-up, relocation and expansion in the City, offer appropriate incentives and effectively market the City as a location for those industries.

Policy 9-1.1.1. The City shall support primary and secondary target industries as adopted by Indian River County. In addition, the City recognizes the special characteristics of the local economy and will develop Sebastian target industries as an addendum to County wide targets. The City also identifies industries which are detrimental to the community and seeks to avoid. The target list shall be reviewed as needed in order to reflect the current economic climate.

Primary Target Industry Clusters	
Clean Energy • Solar energy • Biomass energy/biofuels • Fuel cells and hydrogen • Ocean energy	Aviation/Aerospace • Aviation education • Aircraft manufacturing • General aviation services • Medical flight support
Life Sciences Industry • Biotechnology • Medical device manufacturing • Pharmaceuticals • Health care	Emerging Technologies • Materials science • Nanotechnology • Marine science
Information Technology • IT products/services • Software development • Modeling/simulation training • Photonics/lasers/optic • Microelectronics • Telecommunications	Financial/Professional Services • Corporate/regional headquarters • Research and development
Marine-Boat Manufacturer, Fishing Equipment	Manufacturing/Ware Distribution
Eco-Tourism Related Business	

Secondary Target Industries	
• Retail • Aquaculture	• Automotive • Family Entertainment
Industries to Avoid	
• Heavy Industrial / Manufacturing • Chemical	• Fertilizer • Cement

Policy 9-1.1.2. In order to qualify for City-provided economic development incentives, a business start-up, relocation to the City or expansion must meet the both the following criteria.

- The operation must pay wages that are equal to or greater than 75 percent of the average wage and benefits in Indian River County as published by the Indian River County Chamber of Commerce.
- The operation shall create a minimum of five (5) new jobs.

Policy 9-1.1.3. Potential incentives for new or expanding businesses in the City include.

- Upon completion of application materials, the City of Sebastian will offer "fast track" site plan review that guarantees administrative determination, and permit issuance;
- Permitting assistance and guidance through the Economic Development Office;
- Ad valorem tax credits, in partnership with Indian River County;
- CRA financing of County impact fees (for projects located in the CRA area); and
- Use of CRA funds to reduce the cost of water/sewer connections and/or local building permit fees.

Policy 9-1.1.4. The City, in partnership with other organizations, shall develop a marketing plan to target the industries identified in **Policy 9-1.1.1.**

Objective 9-1.2. Support the continual development and maintenance of a skilled labor force through the availability of education and training programs and opportunities.

Policy 9-1.2.1. Establish a list of training needs for target industries and other local businesses.

Policy 9-1.2.2. Take steps to further education efforts for job training programs through local high schools that provide vocational training and assist, if necessary, in providing venues for training.

Policy 9-1.2.3. Continue partnering with Indian River State College for post-secondary educational training opportunities.

Policy 9-1.2.4. Develop other contacts for four-year colleges or universities to determine the probability of a branch campus or research facility being established in Sebastian.

Objective 9-1.3. Take steps to ensure that appropriate sites are available in the City for desired commercial/industrial development that supports the City's economic strategy, and to ensure that information about available sites and buildings is readily available to prospective users.

Policy 9-1.3.1. Consider annexation of areas outside the City that could provide future areas for commercial or industrial development.

Policy 9-1.3.2. The City shall periodically review the inventory of available industrial land and the regulations governing them to ensure that appropriate sites will remain available for the industries targeted in **Policy 9-1.1.1.**

Policy 9-1.3.3. The need for future lands for economic development shall be a primary factor in panning for growth in areas surrounding the City that could be annexed in the future. In particular, the CR-510 corridor south of the City should be considered for future industrial growth, including the possibility of an industrial park.

Policy 9-1.3.4. Prioritize infrastructure for potential economic development areas/sites.

Policy 9-1.3.5. Support efforts of the Indian River County Chamber of Commerce and the Sebastian River Area Chamber of Commerce to make detailed information about available sites and buildings easily available to prospective users around the country and the world.

Objective 9-1.4. Maintain and continually improve the quality of life offered by the City, particularly in ways that help to enhance the City's current and future economic competitiveness.

Policy 9-1.4.1. Support efforts to develop transportation alternatives to the single-occupant automobile, including the development of greenways, pedestrian and transit-friendly development and streetscapes, passenger rail service on the FEC railroad corridor and other opportunities as they may present themselves.

Policy 9-1.4.2. Work to provide affordable housing opportunities in the City for the City's workforce, as well as to provide choice in housing types and styles to appeal to diverse demographic groups needed to drive economic development in Sebastian.

Policy 9-1.4.3. Protect the character of the City's stable existing neighborhoods, the Downtown/Riverfront area and the commercial corridors such as CR-512.

Policy 9-1.4.4. Continue the development of greenways as extensions of the City's park system to increase open space and recreational opportunities throughout the City.

Objective 9-1.5. Take steps to improve the attractiveness of the City for alternative energy and other green/sustainable businesses and industries.

Policy 9-1.5.1. Capitalize on the City's efforts in the development of alternative transportation to promote Sebastian as a more "green" alternative to other localities.

Policy 9-1.5.2. The City shall, as appropriate, pursue federal and state government grants, or assist existing/potential employers to pursue state and federal grants to support alternative energy industries, energy efficiency innovations and other green/sustainable operations. Additionally, the City shall consider making use of its own financing ability if doing so allows the City to take advantage of a transformative opportunity to create a green jobs cluster.

Policy 9-1.5.3. The City shall make information readily available to its residents of ways to become more energy-efficient, such as tips through the City's website.

Policy 9-1.5.4. Research site, structure and infrastructure requirements for targeted green/sustainable enterprises, and take steps to address any deficiencies.

Policy 9-1.5.5. The City shall facilitate technical assistance for any Sebastian residents who demonstrate promise in a start-up green/sustainable business venture.

Objective 9-1.6. Maintain and improve the City's attractiveness for tourism.

Policy 9-1.6.1. Coordinate with appropriate partners to promote the fishing industry (both commercial and recreational) in Sebastian.

Policy 9-1.6.2. Market the City's historic themes on an eco-tourism and cultural tourism basis.

Policy 9-1.6.3. Support the Sebastian River Area Chamber of Commerce efforts to market the Sebastian area as a vacation/recreation area.

Policy 9-1.6.4. Maintain gateway corridors (primarily 512 and US 1) with landscaping and pedestrian amenities.

Policy 9-1.6.5. Explore historic tourism opportunities including walking tours.

Policy 9-1.6.6. Ensure that the **Land Use Element**, the Future Land Use Map and the City's zoning regulations allow for eco-tourism related uses in appropriate locations and provide suitable regulations.

Policy 9-1.6.7. Seek out and encourage public-private partnerships with local organizations that promote bicycling, hiking canoeing/kayaking and other forms of eco-tourism.

Objective 9-1.7. Promote, develop and enhance the use of the Sebastian Municipal Airport, and encourage industrial development.

Policy 9-1.7.1. Provide special lease arrangements at the Sebastian Municipal Airport that mitigate construction and future costs.

Policy 9-1.7.2. The Sebastian Municipal Airport shall actively market airport industrial lots and space and coordinate its marketing plans with other area marketing plans.

Policy 9-1.7.3. The Sebastian Municipal Airport will seek grants and other funding opportunities to improve roads and infrastructure delivery.

Policy 9-1.7.4. In the course of development of the Sebastian Municipal Airport, the City shall support the economy while protecting the natural environment and the conservation areas that encompass the airport.

Policy 9-1.7.5. Direct market the relocation/expansion opportunities in the City of Sebastian at the Sebastian Municipal Airport to aircraft owners that own a business in Miami-Dade, Broward, and Palm Beach counties through a highly targeted sales campaign.

Policy 9-1.7.6. Develop a promotional campaign to provide prospects with the opportunity to experience the City of Sebastian and the improvements at the Sebastian Municipal Airport and the features and benefits of locating a business in the City of Sebastian.

Objective 9-1.8. Increase the chances of business success in Sebastian by providing technical assistance, ensuring that City regulations are appropriate and other steps as may be necessary.

Policy 9-1.8.1. The City shall involve appropriate parties in any economic development project so that all entities are properly represented.

Policy 9-1.8.2. The City through pre-application meetings and site plan review meetings, shall review procedures, identify needed permits, and provide information and feedback to applicants to expedite the permitting process. The City shall also assist applicants by providing information on non-county required permits or reviews and provide contact information.

Policy 9-1.8.3. The City of Sebastian will create a Business Assistance Team in order to promote Sebastian, as well as provide technical assistance to existing, expanding, or new businesses through the regulatory processes of the City, County, State and Federal governments.

Policy 9-1.8.4. Encourage – through review and any appropriate adjustment of regulations – home-based businesses where business will not impact adjacent properties or damage neighborhood character.

Policy 9-1.8.5. Continually gather, organize and make available economic and business data about the City, in order to assist existing and potential businesses and assist in future economic development planning efforts. The use of periodic business/employer surveys to determine the needs of the City's businesses should be considered as part of this effort.

Policy 9-1.8.6. The Sebastian River Area Chamber of Commerce and other economic development groups designated by the City Council shall develop and provide a community information package for new businesses and/or businesses relocating to Sebastian.

DATA INVENTORY & ANALYSIS

Introduction

Chapter 163.3177, Florida Statutes (F.S.) prescribes an economic element as an optional element in local government comprehensive plans. The City of Sebastian has decided to include this optional element – herein called the **Economic Development Element** – in order to organize and unify its economic development priorities and programs, and to ensure that the City's economic development activities and policies are consistent with and further the other elements of the Comprehensive Plan.

This Data, Inventory and Analysis Report includes an economic profile of the City describing existing economic conditions, overviews of previous economic development efforts and summaries of key issues or data.

It should be noted that a significant amount of economic development research and analysis has been conducted at the County level, including the draft Indian River County Economic Development Element. This County-level analysis applies to Sebastian. However, the information presented herein is, wherever possible, more specific to Sebastian, and should be considered within the context of Indian River County's economic conditions and economic development efforts.

Geography / Market Relationships

Sebastian is located the northernmost end of Indian River County, between the St. Sebastian River on the west and the Indian River Lagoon on the east. Melbourne (approximate population 78,000) is about 20 miles to the north, while Vero Beach (approximate population 18,000) is about 15 miles to the south. Sebastian has important economic connections to both of these localities, in terms of commuting patterns and exchange of goods and services. Melbourne's airport is also the nearest with major airline passenger service. Sebastian's location, while free from the suburban sprawl and other negatives of the major metropolitan areas of South Florida and Orlando, nonetheless offers relatively easy access to them and their services and attractions. West Palm Beach to the south, and Orlando to the north, can each be reached by car in about 1.5 hours. The City's location on the Indian River Lagoon is also economically important. Not only is the Lagoon an important element in the City's character – especially of the Downtown/Riverfront area – but also supports a number of water-based economic and recreational activities. All of these geographical factors – along with the semi-tropical climate – help to make Sebastian a significant destination for retirees, as well as to make tourism an important local industry.

Key Industries

Key industries in Indian River County have traditionally been agriculture and tourism, which are now complemented by information technology, health care and light manufacturing. For several years, construction has been a large sector in Indian River County, accounting for a significant share of employment. The same largely holds true in Sebastian. Unfortunately, the results of the 2007 Economic Census are not yet entirely released, which means that the best available substitute is the 2002 Economic Census.

Table 9-1: 2002 Economic Census Statistics

NAICS *	Industry	Number of Establishments	Number of Employees	Sales, Shipments, Receipts or Revenue ($1,000)	Annual Payroll ($1,000)
42	Wholesale trade	12	31	9,591	780
44-45	Retail trade	39	665	111,019	12,329
51	Information	7	36	X	918
53	Real estate & rental & leasing	26	69	8,365	1,297
54	Professional, scientific, & technical services	34	93	11,735	2,936
56	Administrative & support & waste management & remediation service	31	76	3,575	994
61	Educational services	4	X	X	X
62	Health care & social assistance	27	653	63,834	18,657
71	Arts, entertainment, & recreation	6	X	X	X
72	Accommodation & food services	17	384	15,571	4,226
81	Other services (except public administration)	22	X	X	X

Source: 2002 Economic Census

* *North American Industrial Classification System*

X = data was either not collected or is withheld

Table 9-2: Occupation of Workers 16 and Over

Occupation	Sebastian	Indian River County
Management, professional and related	34.4%	31.2%
Services	18.8%	20.6%
Sales and office	24.4%	24.8%
Farming, fishing and forestry	0.5%	1.4%
Construction, extraction, maintenance and repair	13.8%	13.3%
Production, transportation and material moving	8.2%	8.6%

Source: 2006-2008 American Community Survey (ACS)

Table 3: Industry of Workers 16 and Over

Industry	Sebastian	Indian River County
Agriculture, forestry, fishing and hunting, and mining	0.0%	2.4%
Construction	14.2%	13.8%
Manufacturing	5.4%	5.5%
Wholesale trade	2.4%	2.8%
Retail trade	15.3%	13.8%
Transportation and warehousing, and utilities	2.7%	3.9%
Information	2.0%	1.4%
Finance and insurance, and real estate and rental and leasing	6.1%	7.7%
Professional, scientific, and management, and administrative and waste management services	12.9%	12.1%
Educational services, and health care and social assistance	22.3%	19.5%
Arts, entertainment, and recreation, and accommodation and food services	10.4%	9.0%
Other services, except public administration	3.3%	5.1%
Public administration	3.0%	3.1%

Source: 2006-2008 ACS

In terms of manufacturing employment – which is often prized in economic development because it typically offers relatively high wages but many times without advanced education – the Indian River County Chamber of Commerce website includes a list of key manufacturers in the County and the number of employees at each firm. Most of these key manufacturers are located in Vero Beach, which at this time is more of an employment center relative to its population size than is Sebastian. However, those that are located in Sebastian or in close proximity are shown in Table 4 below (those operations within the City limits are highlighted).

Table 9-4: Key Manufactures in Sebastian

NAICS*	Firm	Employees
332	Composites Unlimited	12
332	Extreme Impact Shutters	20
32518	MC Miller Co. Inc.	18
3261	Macho Products, Inc.	35
35	Profold, Inc.	40
321214	Stock Building Supply	40
336412	Velocity Aircraft	15
334517	XStream Systems, Inc.	30

Source: Indian River County Chamber of Commerce website, accessed June 17, 2010

** North American Industrial Classification System*

Table 9-5 includes Indian River County's largest employers as of 2009.

Table9- 5: Largest Employers in Indian River County (2009)

Name	NAICS Major Group	Employees			
		Total	Full-Time	Part-Time	Seasonal
School District of Indian River County	Educational Services (NAICS 61)	2,147	2,147	0	0
Indian River County	Public Administration (NAICS 92)	1,706	1,548	98	60
Indian River Medical Center	Health Care and Social Assistance (NAICS 62)	1,671	1,093	253	325
Publix Supermarkets	Food and Beverage Stores (NAICS 445)	1,104	535	569	0
The New Piper Aircraft	Transportation Equipment Manufacturing	700	700	0	0
City of Vero Beach	Public Administration (NAICS 92)	561	489	67	5
John's Island	Accommodation (NAICS 721)	475	250	50	175
Indian River Estates	Health Care and Social Assistance (NAICS 62)	442	222	136	84
Wal-Mart	General Merchandise Stores (NAICS 452)	404	293	111	0
Sebastian River Medical Center	Health Care and Social Assistance (NAICS 62)	380	380	0	0
Visiting Nurse Association	Health Care and Social Assistance (NAICS 62)	348	195	153	0
CVS Warehouse/Distribution	Transportation and Warehousing (NAICS 47-48)	278	325	0	0
Grand Harbor Management	Construction (NAICS 23) & Real Estate (NAICS 531)	312	208	73	31

Disney's Vero Beach Resort	Accommodation (NAICS 721)	300	195	66	39
St. Edwards School	Educational Services (NAICS 61)	218	134	9	75
Sun Ag, Inc.	Agricultural, Forestry, Fishing, and Hunting (NAICS 11)	235	100	0	135
Captain Hiram's Restaurant & Resort	Restaurant/Resort	219	85	134	0
City of Sebastian	Public Administration (NAICS 92)	212	154	58	0
Medical Data System	Collection Agency (NAICS 561440)	186	171	15	0
Flight Safety International	Educational Services (NAICS 611) and Technical and Trade Schools (NAICS 6115)	155 120	111 120	44 0	0 0
Novurania of America	Boat Manufacturing (NAICS 336612)	219	85	134	0

Source: Indian River County Chamber of Commerce (January 2009)

Key Demographic Characteristics

Table 9-6: Educational Attainment (Population 25+)

Education Level	Sebastian		Indian River County	
	1990	2006-2008	1990	2006-2008
Less than 9th grade	7.0%	1.9%	7.1%	4.3%
9th through 12th grade, no diploma	19.5%	10.0%	16.5%	9.0%
High school graduate (includes equivalency)	38.3%	38.8%	30.6%	29.4%
Some college, no degree	18.4%	22.8%	20.9%	22.6%
Associates degree	6.9%	10.2%	5.83%	8.2%
Bachelor's degree	6.9%	11.0%	13.2%	16.9%
Graduate or professional degree	3.1%	5.3%	5.9%	9.6%

Source: 1990 Census; 2006-2008 ACS

Table 9-7: Educational Attainment by Age Group (Population 25+)

	Less Than 9th Grade	9th to 12th Grade, no Diploma	High School Graduate	Some College, no degree	Associates Degree	Bachelor Degree	Graduate or Prof. Degree
25 to 34	3.0%	18.9%	30.6%	15.4%	12.9%	16.2%	3.0%
35 to 44	0.0%	1.6%	40.3%	23.7%	11.1%	16.9%	6.3%
45 to 64	0.7%	8.1%	38.9%	24.4%	12.8%	10.0%	5.1%
65 +	3.7%	12.7%	41.4%	23.4%	5.6%	7.2%	6.1%

Source: 2006-2008 ACS

Table 9-8: Means of Transportation to Work

Mode	2000	2006-2008		
	Sebastian	Sebastian	Indian River County	Florida
Drove alone	81.4%	84.2%	82.4%	79.4%
Carpooled	11.9%	9.2%	9.5%	10.5%
Public Transportation	0.0%	0.0%	0.4%	2.0%
Walked	0.4%	0.3%	1.3%	1.6%
Other means	1.9%	1.4%	2.5%	2.2%
Worked at home	4.3%	4.9%	3.8%	4.2%

Sources: Census 2000; 2006-2008 American Community Survey (ACS)

Table 9-9: Place of Work for Employed Population

	Sebastian		Indian River County*		Florida*	
	2000	2006-2008	2000	2006-2008	2000	2006-2008
Lived and worked in the same city	22.9%	20.9%	23.6%	21.1%	30.9%	32.8%
Lived and worked in different cities	77.1%	79.1%	76.4%	78.9%	69.1%	67.2%

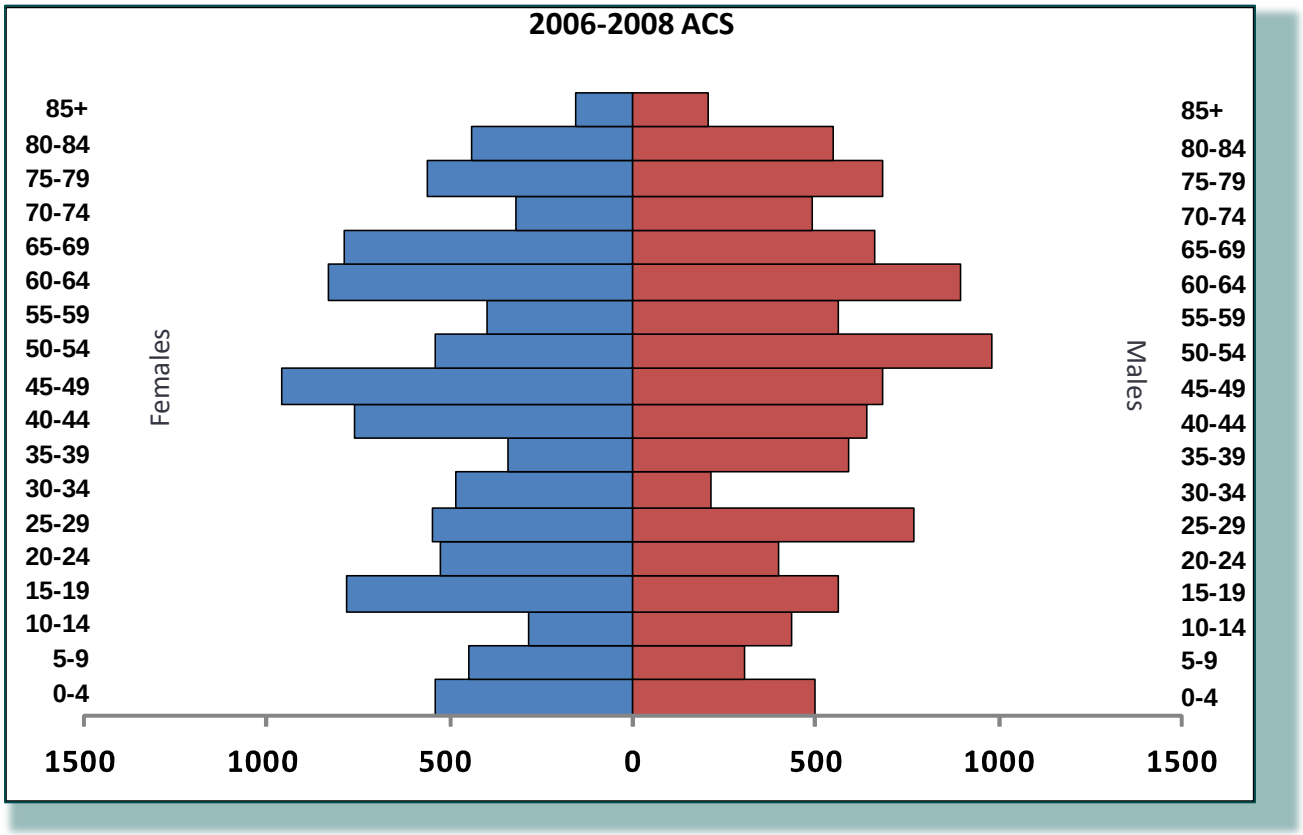
Sources: Census 2000; 2006-2008 ACS

** Includes that population living within an incorporated municipality.*

The tables presented above include useful information to consider in developing a strategy for economic development. The City trails behind Indian River County in those with a bachelor's degree or higher. However, younger residents seem to have a higher percentage with these degrees than others. This is important to

consider as Sebastian tries to attract more residents, business owners and employees of prime working age with the skills to power economic growth in the City. The data also suggest that Sebastian residents are increasingly traveling further to work which, while mirrored in Indian River County, goes against the trend in the State of Florida. Finally, the data show that Sebastian has become more auto-dependent for work-related trips. This is potentially relevant for a number of reasons. One is that if this is caused by a lack of accessibility from Sebastian neighborhoods to jobs by means other than private automobile, it will very difficult for those unable to drive to support themselves economically. It is also relevant as Sebastian attempts to become a more "green" City and attract sustainable industries. A reversal of this trend would signal progress in the effort to become more green, and would also be a selling point when trying to attract sustainable industries about the City's seriousness in striving to create a more sustainable future.

Figure 1: Population Pyramid, 2006-2008 ACS



Labor Market

Unemployment statistics are available from the federal Bureau of Labor Statistics (BLS) for the Sebastian-Vero Beach Metropolitan Statistical Area (MSA), which coincides with Indian River County. These statistics are not available at the City level. According to the BLS, in April 2010, the unemployment rate in Indian River County was 13.1 percent. This is a significant increase over the unemployment rate in April 2009, when it stood at 11.1 percent. However, the rate was also down substantially from the prior month (March 2010), when the rate was 13.9 percent. While limited in scope, these numbers suggest that the labor market in Indian River County is improving slowly, coinciding with a gradual improvement in the national and state economies.

Anecdotally, residents continue to face a very difficult job market, particularly because construction employment continues to lag. This situation in the construction industry can be expected to persist for some time, as speculation and other factors caused a run-up in residential and commercial building inventories that are only slowly being absorbed.

Income/Poverty

Table 10: Income and Poverty

	Sebastian	Indian River County	Florida	United States
Median household income	$49,413	$47,069	$48,637	$52,175
Per capita income	$27,223	$33,735	$27,151	$27,466
Persons in poverty	8.0%	11.4%	12.6%	13.2%

Source: 2006-2008 ACS

Past Studies

The City has already made concerted moves to develop and implement economic development strategies. In 2003, Patterson Bach Communications Inc. prepared a document "Economic Development & Strategy Marketing Communications Plan". The purpose of this study was to develop a plan to market approximately 160 acres of land located on the City of Sebastian's Municipal Airport. While this report ostensibly focused on the Airport, much of its analysis actually is directed toward the whole community, and capitalizing on the City's quality of life. Six strategies were identified:

1. Develop a comprehensive strategic marketing communications plan;
2. Position the City of Sebastian as "What Florida is Supposed to be." Live work and raise your family in the "last," "real" Florida town.
3. For the purpose of economic development, build awareness, comprehension of and preference for relation and expansion opportunities in the City of Sebastian within the relocation/expansion consultant industry and the relocation/expansion and site selection media community.
4. Direct market the relocation/expansion opportunities in the City of Sebastian at the Sebastian Municipal Airport to aircraft owners that own a business in Miami-Dade, Broward, and Palm Beach counties through a highly targeted sales campaign.
5. Develop a promotional campaign to provide prospects with the opportunity to experience the City of Sebastian and the improvements at the Sebastian Municipal Airport and the features and benefits of locating a business in the City of Sebastian.
6. Partner with the Sebastian River Area Chamber of Commerce to promote the City of Sebastian and the St. Sebastian River area capitalizing on the synergy of the combined strengths of the City and the Chamber.

In 2007, the Sebastian City Council held an Economic Development Workshop. This initiative was conducted in conjunction with the Sebastian River Area Chamber of Commerce. As a result of the workshop, the City Council agreed to create an Economic Development Plan, and the Chamber of Commerce created an Economic Development Task Force to assist in the preparation of the Plan. The Task Force met from November 2007 through April 2008, and members were appointed by the Chamber of Commerce. The prepared document "Economic Development Plan for the City of Sebastian" was presented to the City Council in a workshop on January 7, 2009. This plan put together an overall strategy for implementing economic development policies in Sebastian.

Quality of Life

Increasingly, attracting employers revolves around quality of life factors. Because physical location has become less important for many companies – such as internet companies – the quality of life offered for owners/executives and its effect on ability to attract skilled employees becomes more important. Sebastian has many advantages in this area, including the surrounding natural resources, climate, small town "old Florida" atmosphere, park system and easy access to major metropolitan areas.

In order to attract a skilled workforce that will in turn attract high-tech employers, however, Sebastian must continue to build on these quality of life strengths. The 2010 Evaluation and Appraisal Report (EAR) includes a number of recommendations related to maintaining and improving Sebastian's quality of life. These

recommendations are centered around the concepts of housing choice, alternative transportation, maintaining community character, recreational improvements and careful planning for any future development on Sebastian's outskirts.

Availability of Sites

The City's 2010 Evaluation and Appraisal Report (EAR) of the Comprehensive Plan summarizes and expands upon the analysis in the Plan to project future need for commercial and industrial land, and concludes as follows:

"Commercial: Based the existing proportion of commercial land uses to population in Sebastian, the **Land Use Element** projects a need for a total of 371 acres of commercial use in 2025. Existing commercial development plus available commercial land on the Future Land Use Map (including Riverfront Mixed Use) yields about 312 acres."

"Industrial: The **Land Use Element** projects a need for a total of 345 acres of industrial uses in 2025, again based on existing proportions of land use to population. Existing industrial land and vacant industrial land on the Future Land Use Map add to only 138.4 acres. However, according to the **Land Use Element** method of determining existing land use, there are currently 225 acres of industrial use, which when added to the 51.81 acres of vacant industrial on the FLUM, totals about 277 acres, suggesting a need for an additional 68 acres of industrial." (2010 EAR, page 15)

However, the EAR goes on to say (pages 15 and 16): "A simple comparison between projected needs and available capacity is helpful, but does not tell the entire story. Additionally, using a projection method that depends upon maintaining the existing proportion of a particular land use to population has its limitations, in the sense that it assumes that the existing proportion is desirable or likely in the future … The projections above would suggest a need to add approximately 59 acres of commercial land and an additional 68 acres of industrial land. However … the City may benefit from significantly more employment that could make work trips shorter, as well as bring fiscal benefits. Further, while much of the City's industrial capacity is at the Airport, that location is not well-suited for all industries the City may wish to attract, and the lack of a quality industrial park or similar facility has been cited as a barrier to increased competitiveness in attracting targeted industries. Thus, the City may need to allocate additional industrial lands, including potentially in areas that are annexed in the future, as part of economic development efforts. Similarly, additional commercial capacity may be necessary for the purpose of creating more efficient land use patterns, with commercial uses nearby, and physically and functionally integrated with, residential uses in order to create areas suited for pedestrian and transit activity and dynamic activity, as well as to support such existing areas, such as the Downtown / Riverfront."

As an indicator of the level of commercial/industrial development activity, the following shows the amount of square footage for which permits were issued annually from 2002 through 2009. This information is from the Indian River County Community Development Department:

- 2002: 36,684 square feet
- 2003: 192,408 square feet
- 2004: 136,411 square feet

- 2005: 200,086 square feet
- 2006: 27,684 square feet
- 2007: 63,160 square feet
- 2008: 63,632 square feet
- 2009: 14,946 square feet

Existing Programs/Incentives

Indian River County has available the following economic development incentives to qualified targeted businesses relocating to, or expanding in, the county.

- Florida Qualified Target Industry Tax Refund Program;
- local jobs grant program (cash incentives for job creation);
- utility deposit waivers;
- expedited permitting;
- Infrastructure with sufficient capacity (roads, water, sewer);
- industrial revenue bonds;
- job training and training grants through Indian River State College;
- assistance in acquiring federal or state grants (such as Community Development Block Grants).

For the County's incentives, those businesses creating at five new jobs within six months (or a time period as negotiated), that have salaries or wages equal to or greater than 75 percent of the County's average annual wage and is part of one of the County's targeted cluster industries qualifies. The City of Sebastian has also endorsed these wage and job creation guidelines.

Additionally, the City of Sebastian has available the following incentives for economic development:

- "fast track" site plan review;
- permitting assistance and guidance through the Economic Development Office;
- ad valorem tax credits;
- CRA financing for County impact fees (for those sites located within the CRA);
- CRA funding to reduce cost of water/sewer connections and/or local building permit fees;
- special lease arrangements at Sebastian Municipal Airport.

The City's CRA is an important economic development tool for the City. By promoting and effectuating redevelopment in the Downtown/Riverfront area of the City, the CRA helps to ensure that this center of the City's economic activity continues to thrive and improve. CRA activities include financing infrastructure improvements, acquiring and assembling property and supporting civic/cultural events.

Economic Development Partners

Both the Indian River County Chamber of Commerce and the Sebastian River Area Chamber of Commerce are avenues for cooperative economic development efforts. Both Chambers seek to promote their respective areas and their economic development. Their websites provide a good deal of information about the local business climate, quality of life factors and other pertinent information. The County Chamber's website also includes a searchable inventory of available commercial/industrial buildings and sites.

Additionally, Sebastian takes part in the County's Economic Development Council (EDC). One member of the City Council serves as a voting member on the EDC, which also includes representatives from other municipalities, the School Board, various industries, the chambers of commerce and others. The EDC provides advice to the Board of County Commissioners on regarding how various County policies relate to economic development, as well as providing information and advice on implementing the overall economic development plan of Indian River County.

Florida's Research Coast Economic Development Coalition (FRCEDC) is a regional economic development organization encompassing the four-county region of Indian River, St. Lucie, Martin and Okeechobee counties. Its membership includes the primary economic development organizations of these four counties and the President/CEO of Workforce Solutions.

Workforce Solutions is a private, non-profit, Florida corporation covering the four-county region of Florida's Research Coast. The agency is chartered by the State of Florida to create and manage a workforce development service delivery system responsive to the needs of businesses and jobseekers. Workforce Solutions maintains 17 Career Centers located throughout the region to assist job-seekers.

Enterprise Florida, Inc. (EFI) is Florida's private/public statewide economic development agency, with offices in Tallahassee, Orlando and Miami. EFI oversees the state's incentive programs, works with local economic development organizations on domestic and international investment projects, and provides local partners a long-range vision plan.

Target Industries

The economic development implementation strategy presented at the January 2009 City Council workshop, mentioned earlier, identified the following primary target industry clusters for Sebastian:

- Clean Energy
  - solar energy
  - biomass energy/biofuels
  - fuel cells and hydrogen
  - ocean energy
- Life Sciences Industry
  - biotechnology
  - medical device manufacturing
  - pharmaceuticals
  - health care
- Information Technology
  - IT products/services
  - software development
  - modeling/simulation training
  - photonics/lasers/optic
  - microelectronics
  - telecommunications
- Marine-Boat Manufacturer, Fishing Equipment
- Eco-Tourism Related Business

- Aviation/Aerospace
  - aviation education
  - aircraft manufacturing
  - general aviation services
  - medical flight support
- Emerging Technologies
  - materials science
  - nanotechnology
  - marine science
- Financial/Professional Services
  - corporate/regional headquarters
  - research and development
- Arts, Entertainment
  - sports facilities
  - film schools
- Manufacturing/Warehouse/Distribution

Additionally, the following secondary target industries were identified:

- Retail
- Aquaculture
- Automotive
- Family Entertainment

Finally, the economic development implementation strategy identified four industries to avoid:

- Heavy Industrial/Manufacturing
- Chemical
- Fertilizer
- Cement

Attracting "Green"/Sustainable Industries

The City's past economic development efforts have identified green industries and energy-efficiency operations as desirable elements in an overall economic strategy. The trend toward more interest in green initiatives and industry is unmistakable, as interest in global climate change has increased and the American Recovery and Reinvestment Act (a.k.a. the "stimulus package") has made a great deal of money available to advance the green economy and create "green jobs." The following are some financing tools that public agencies have available to build and/or encourage renewable energy projects.

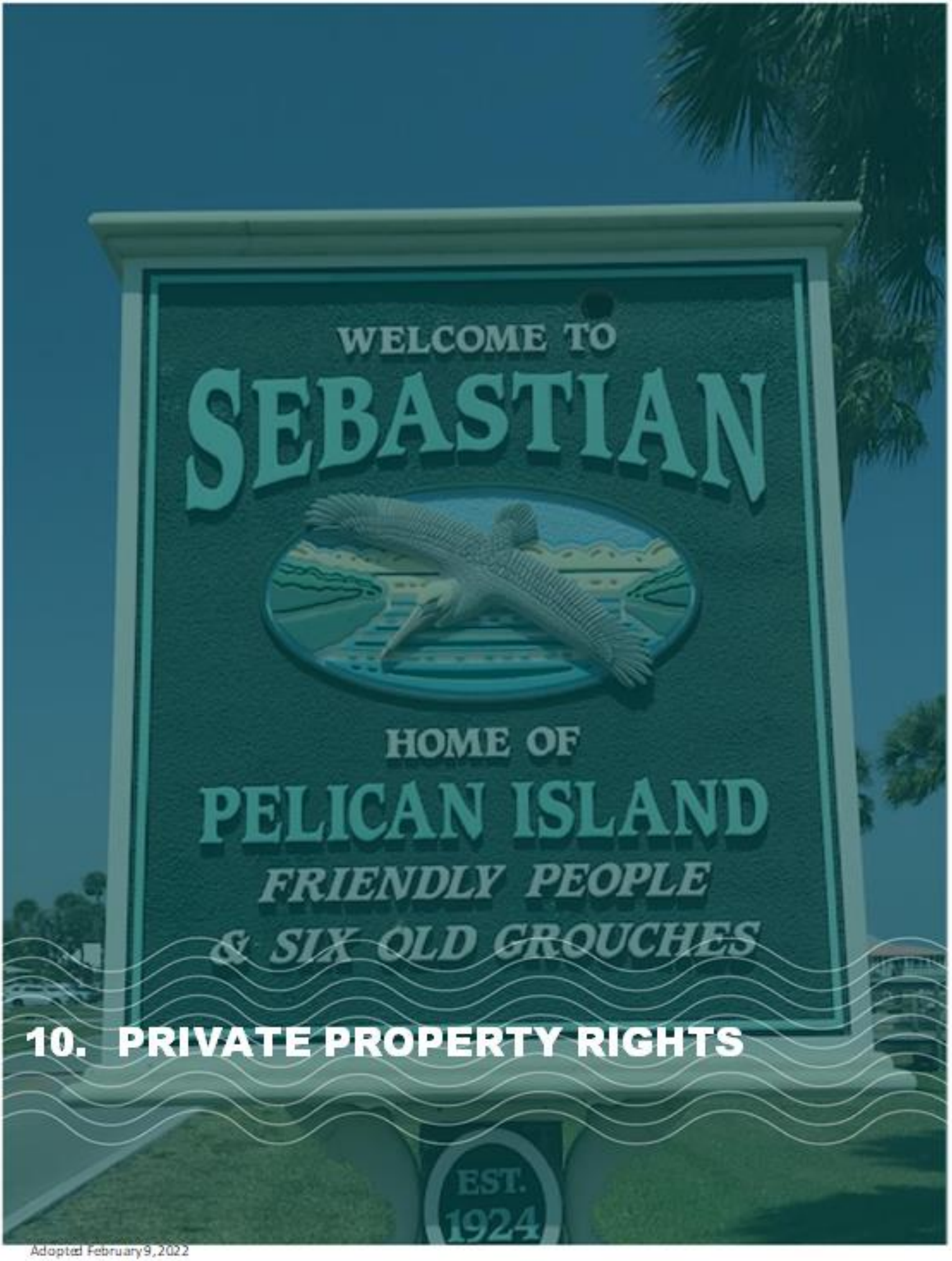
Tax-Exempt Bonds. Traditional tax-exempt bonds are bonds issued by a municipal, county or state government with interest payments that are not subject to federal income tax, and, in many cases, state income tax as well.

Tax-Credit Bonds. Tax-credit bonds are bonds that allow the holder to claim a federal tax credit instead of receiving tax-exempt interest.

Subsidized Taxable Bonds (Build America Bonds). Build America Bonds (BABs), authorized by the ARRA, are meant to stimulate the economy by assisting state and local governments in financing public capital projects at lower borrowing costs.

Loans and Grants. Loans or grants funded in whole or in part by the federal stimulus package may be an option.

Sustainable Energy Financing Districts. Sustainable energy financing districts offer low down-payment/low rate loans for energy-efficiency projects, solar panels and similar projects for both homeowners and commercial property owners.



10. PRIVATE PROPERTY RIGHTS

PRIVATE PROPERTY RIGHTS ELEMENT

Goal 10-1: Private Property Rights.

The City of Sebastian shall consider, amongst other factors required by the Comprehensive Plan, Land Development Regulations, or Code of Ordinances, judicially acknowledged and constitutionally protected private property rights in local decision making.

Objective 10-1.1: Establish Private Property Rights. The City of Sebastian respects judicially acknowledged and constitutionally protected private property rights and will ensure that private property rights are considered in local decision making amongst other factors required by the Comprehensive Plan, Land Development Regulations, or Code of Ordinances.

Policy 10-1.1.1: Physical Possession and Control. The City will consider in its decision-making the right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.

Policy 10-1.1.2: Personal Use of Property. The City will consider in its decision-making the right of a property owner to use, maintain, develop, and improve his or her property for personal use or for the use of any other person, subject to state law and local ordinances.

Policy 10-1.1.3: Privacy and Possession. The City will consider in its decision-making the right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.

Policy 10-1.1.4: Personal Use of Property. The City will consider in its decision-making the right of a property owner to dispose of his or her property through sale or gift.

CITY OF
SEBASTIAN
HOME OF PELICAN ISLAND