



1225 MAIN STREET ■ SEBASTIAN, FLORIDA 32958
TELEPHONE (772) 589-5518 ■ www.cityofsebastian.org

AGENDA
PLANNING AND ZONING COMMISSION
THURSDAY, JULY 30, 2020 – 6:00 P.M.

CITY COUNCIL CHAMBERS
1225 MAIN STREET, SEBASTIAN, FLORIDA

ALL AGENDA ITEMS MAY BE INSPECTED IN THE OFFICE OF COMMUNITY DEVELOPMENT
1225 MAIN STREET, SEBASTIAN, FLORIDA or www.cityofsebastian.org

1. **CALL TO ORDER**
2. **PLEDGE OF ALLEGIANCE**
3. **ROLL CALL**
4. **ANNOUNCEMENTS AND/OR AGENDA MODIFICATIONS**
Modifications and additions require unanimous vote of members. Deletions do not apply.
5. **APPROVAL OF MINUTES** Regular meetings of June 18, 2020 & July 16, 2020
6. **QUASI-JUDICIAL and PUBLIC HEARINGS** None
7. **UNFINISHED BUSINESS** None
8. **PUBLIC INPUT**
Public Input on items other than on the printed agenda, is five minutes, however, it can be extended or terminated by a majority vote of members present
9. **NEW BUSINESS**
 - A. Review of Proposed 2040 Comprehensive Plan Elements –
Goals, Objectives, and Policies & Updated Data and Inventory Analysis:
 - 1. Land Use Element
 - 2. Transportation & Mobility Element
 - 3. Housing Element
 - a. Power Point Presentation by Kimley-Horn and Associates, Inc
 - b. Discussion facilitated by Consultant and Staff
 - c. Public Input
 - d. Next Steps
10. **COMMISSIONERS MATTERS**
11. **CITY ATTORNEY MATTERS**
12. **STAFF MATTERS**
13. **ADJOURN**

DUE TO HEALTH CONCERNS REGARDING CORONAVIRUS, ALTERNATIVE METHODS WILL BE IN PLACE FOR THE PUBLIC TO PROVIDE INPUT REGARDING THIS MEETING. INTERESTED PARTIES MAY CONTACT THE CITY AT 772-388-8226 OR E-MAIL QUESTIONS AT COSTV@COSTV.CITYOFSEBASTIAN.ORG OR MAY VISIT THE CITY'S WEBSITE AT <http://www.cityofsebastian.org/public-input-methods>.

However, the public is advised to check the City website for up-to-date information on any changes to the manner in which the meeting will be held and the location.

HEARING ASSISTANCE HEADPHONES ARE AVAILABLE IN THE COUNCIL CHAMBERS FOR ALL GOVERNMENT MEETINGS.

ANY PERSON WHO DECIDES TO APPEAL ANY DECISION MADE WITH RESPECT TO ANY MATTER CONSIDERED AT THIS MEETING WILL NEED A RECORD OF THE PROCEEDINGS AND MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE, WHICH RECORD INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE HEARD. (F.S.286.0105)

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT (ADA), ANYONE WHO NEEDS A SPECIAL ACCOMMODATION FOR THIS MEETING SHOULD CONTACT THE CITY'S ADA COORDINATOR AT 589-5330 AT LEAST 48 HOURS IN ADVANCE OF THIS MEETING.

All government meetings in City Council Chambers will be broadcast live on COS-TV Comcast Channel 25 and ATT UVerse Channel 99 and streamed via the city website – www.cityofsebastian.org unless otherwise noticed and rebroadcast at a later date – see COS-TV Channel 25 for broadcast schedule

**CITY OF SEBASTIAN
PLANNING & ZONING COMMISSION MINUTES
JUNE 18, 2020**

1. Call to Order -- Acting Chairman Roth called the meeting to order at 6:00 p.m.
2. Pledge of Allegiance was recited by all.

3. Roll Call

<u>Present:</u>	Mr. Roth	Mr. Christino (a)
	Mr. Simmons	Mr. Qizilbash
	Ms. Kautenburg (a)	Mr. Hughan
	Mr. Carter	Mr. Alvarez

Not Present: Mr. Reyes -- Excused

Also Present: Ms. Dorri Bosworth, Planning Manager
Lisa Frazier, Community Development Director
Mr. Mike Vaudo, Kimley Horne
Mr. Manny Anon, City Attorney

Present Via Zoom

Technology:

Ms. Janet Graham, Technical Writer

**Sebastian Planning &
Zoning Commission**
Approved _____ Date _____
Approved Subject To _____
Signature _____
(Original Stamp Red)

Ms. Mara Schiff, Indian River County School Board liaison, was not present.

4. Announcements and/or Agenda Modifications

Acting Chairman Roth announced that all of the commissioners may not be seen on camera tonight because of the coronavirus seating requirements and keeping the six-foot spacing. There are three Commission members sitting in front of those on the dais. This evening Mr. Reyes is excused. Voting in his place will be Mr. Christino. Present via Zoom is Technical Writer, Janet Graham.

5. Approval of Minutes -- June 4, 2020

Mr. Roth asked if any of the commissioners had any changes or comments on the Minutes of the Meeting of June 4, 2020. Hearing none, Mr. Roth called for a motion to approve the Minutes of June 4, 2020 as presented. A Motion to accept the Minutes of the meeting of June 4, 2020 as presented, was made by Mr. Carter, seconded by Mr. Hughan, and approved unanimously via voice vote.

6. Quasi-Judicial and Public Hearings -- None

7. Unfinished Business -- None

8. Public Input

Mr. Roth called for public input, either in person or via Zoom.

Dr. Graham Cox, 1213 George Street, Sebastian. He stated he has several comments on the Comprehensive Plan. He asked if he could make those comments during the discussion of the Comprehensive Plan elements. Mr. Roth said he would be able to do that.

9. New Business

- A. Public Input Review of Proposed 2040 Comprehensive Plan Elements -- Goals, Objectives, and Policies and Updated Data and Inventory Analysis

1. Introduction -- Ms. Frazier made an introduction regarding the Comprehensive Plan and what is to be discussed this evening. She introduced Mr. Mike Vaudo of Kimley-Horn. He has been working in conjunction with staff for many months on this Plan. He will give a presentation on each element on this evening's agenda. He will stop after each element for the commission members as well as for the public to have discussion and to give input.

- A. Power Point Presentation by Kimley-Horn and Associates, Inc.
- B. Discussion Facilitated by Consultant and Staff
- C. Next Steps

Mr. Vaudo gave some background on the Comprehensive Plan process. The City's existing Plans from 2009 went through some updates through the EAR process. The goal is to update this Plan by September 2020. He explained that a comprehensive plan is a set of policies that is the City's guiding vision through 2040. It is expressed in goals, objectives and policies. Those goals, objectives and policies are supported by the data, inventory and analysis in the back of each element. A comprehensive plan is not the land development regulations. To be clear, the goals, objectives and policies in a comprehensive plan are not the setback requirements, height limits, etc. Once this process is completed, the City will then go on to updating the land development regulations. Based on the agenda, this meeting tonight is to discuss the introduction to the Plan, the Infrastructure Element, the Governance and Implementation Element, and the Public Schools Element. He described the general process that was used in updating the Plan as is listed in the Introduction. Mr. Roth called for questions/comments by the commissioners as well as members of the public regarding the Introduction.

Dr. Cox commented on the Public Engagement Process section of the Introduction. He reviewed that at the meeting of this Commission on June 4th, members of the public showed attended, but he suggested staff do a more thorough job in getting people to comment on this Plan. He suggested a 60-minute video to run on the public information TV channel explaining the elements.

Ms. Frazier stated that anyone from the public can send to her department comments regarding the proposed Plan. That can be done at any time during this process, not just tonight. She also asked Dr. Cox to send her department an email with his comments, as his audio was not completely clear over Zoom. There being no further public input, Mr. Roth moved on to the next item on the agenda.

4. Infrastructure Element -- Mr. Vaudo described what this element entails: meeting needs for potable water, wastewater, solid waste, and stormwater drainage. It establishes the level-of-service standards for these services and ensuring that capacity is available to support new development. Wastewater and solid waste capacity are determined by Indian River County Utilities. The data inventory analysis was updated using the best available city and county data. Things like the City's existing stormwater master plan was looked at as well as existing and proposed septic-to-sewer conversion programs. Goals, objectives and policies are proposed that support the implementation of those things. He described some proposed changes that are contained in the Goals, Objectives, and Policies. His group looked at how they could streamline the plan to make it more user friendly. He stated it was very important in discussions with the City to implement and reference the City's Coastal Resiliency Plan and to add references to that Plan into this element, especially as it relates to the adaptive capacity of the City to maintain critical infrastructure in the case of sea level rise, flooding scenarios, etc. The City showing its intention to prepare for natural disasters and emergencies is also laid out, which includes dealing with pandemics and epidemics as well. Also incorporated in this element is supporting the affordability of high-speed internet, which is an important factor in livability. This draft policy is supporting septic-to-sewer conversion within the City and supporting existing and proposed plans to do so. There is also a policy supporting the City's forthcoming update to the stormwater master plan. He then called for discussion from the commissioners.

Mr. Qizilbash inquired about the design criteria for this level of service and who is in charge of that, and who will decide the scale of the service. Mr. Vaudo replied that in relation to potable water, wastewater, and solid waste, the City is maintaining the County level of service for those particular services. Mr. Qizilbash also voiced concern regarding annexation of properties--who is in charge of deciding what is suitable for that area if the facilities are not available and the capacity is less, and the population growth is more. Ms. Frazier replied that when a development comes in, the developer/engineer will have to prove to the City that it can meet the level of service, and the capacity is available. They then get a capacity certificate from Indian River County stating that they have now

reserved so much for their development. If a developer puts its reservation in with the County and pays for it, now it is set aside for that development. The County is to look at the land use for that particular area and determine capacity when they are doing future growth of a plant, future expansions of a plant or make some other modifications.

Mr. Christino commented that last year during the annexation hearing there was a difference of opinion with the County regarding the plans for the density of that project where they clearly stated that the capacity did not exceed the limit. That needs to be coordinated ahead of time before it is decided on how many units can be set within the City and make sure that we coordinate that properly. Ms. Frazier stated that the County did not say they did not have capacity; they have available capacity. However, they do not want to allocate it for changes in land use because they have already done their build-out analysis based on existing land use, and they want to allocate it for some other developments, not new ones. The capacity is available. Mr. Christino stated the capacity would exist, but it was unfair for that one project to eat up that large a percentage of the available capacity for the entire county.

Mr. Roth stated that that is a concern that he has had also, that once you're in, you have it. But clearly he doesn't believe that to be the case. The capacity appeared to be there, but by different accounts it was not. He does not believe that is fair. That is why he brought up the question about meeting with the different groups and trying to make sure that there is a fair and equitable resolution, and it's not someone there with their thumb on the scale tipping it one way when they should not be doing that.

Ms. Kautenburg states she has concerns about solid waste. In reading the draft, she notes that the objectives are clear. She would presume that obtaining those objectives is related to things that the City Council would put into place. Her concerns are about solid waste regarding removal being voluntary in the City. She states she has seen issues where the dumping of solid waste takes place on any available vacant lot--and that is not a recent problem--that has been a problem over many years. She is of the opinion that the City should step forward and say \$35.00 a quarter is reasonable for anyone. She believes that if waste were picked up at every home, there would be a whole lot less dumping. She also has a concern about the handling of hazardous waste and storage at transfer facilities. She questions if that responsibility could be directed toward the entities that sell those hazardous waste items. A small fee is paid by the user for the proper disposal of those items. Her question is whether that problem reverts to the City Council to take care of those issues. Ms. Frazier stated her understanding of Ms. Kautenburg's question is that the City should beef up some of the City's policies regarding disposals--illegal disposals and hazardous waste disposals--and the policy could state that: **"We shall explore the need to insure the proper disposal either of illegal dumping or hazardous materials by incurring a fee."** After the Comprehensive Plan is done, staff takes it and comes up with a policy and a resolution that says the City should assess fines

for this. Then it goes to City Council. Ms. Kautenburg stated she gets concerned about having lofty objectives without having specific paths to reach them.

Mr. Christino agreed with Ms. Kautenburg's concerns. He believes that the cost of recycling/garbage pickup here is extraordinarily low. He thinks it should be part of the future plan with development ahead on the horizon and existing problems that he sees. He believes it should be in the new Comp Plan that the City is going to require homes in the City to contract with Waste Management. That includes everything--yard pick-up, bulk pickup, recycling, etc.

Mr. Carter's concern is on septic-to-sewer conversion. He considers it to be one of the most important issues over the next decade and further. He suggested something more robust in the City's Comprehensive Plan to address that issue. Not all the areas of Sebastian are addressed in this proposed Comprehensive Plan. He thinks that is something that needs to be considered sooner rather than later. This is affecting the quality of water in the river and the public's overall health. Ms. Frazier understood him to believe an additional policy should be included talking about the areas that currently do not have sewer available and saying that the City shall pursue other avenues. Mr. Carter stated that is his belief.

Mr. Roth seconded that idea. That is a major concern that he has had all along. He feels this should be recommended to Council. People need to connect to the sewage, and the City needs to come up with a way to do it. He inquired if there is a map of the existing sewer lines in the City. Ms. Frazier stated yes, there is. Mr. Roth addressed the subject of solid waste level of service. He asked if the numbers in the proposed Plan were taken from recent data. Mr. Vaudo stated that that data was provided by Waste Management as of a month or so ago. So their capacity could be expanded.

Ms. Kautenburg asked if the Super Fund is still available. Ms. Frazier stated she is not sure, as those were federal dollars for cleanup. Ms. Frazier stated there was a study for the County regarding ranking of areas within the County where they rate the different hot spots in the County that were contributing more pollutants than other areas based on septic. Putting sewer into these areas is incredibly expensive. Until the City comes up with some other alternatives, it will be very difficult to put everyone on sewer. She also reiterated that new developments within the City have to connect to the sewer line if they are within 500 feet of the sewer line.

Mr. Christino stated that the approximate 2,000 lots in the City have been platted for many years. They fall below the 2012 flood elevation maps. So the practice is to bring in several truckloads of fill. However, in the neighborhoods that utilize swales to remove stormwater, there is a steep grade to a lot of these lots. These neighbors fertilize, and these septic systems, if they are failing, accelerate the flow of the wastewater into these culverts. Perhaps there is a way to engineer the lots so that they level off more gradually

than a steep drop, which allows waste or fertilizers to be absorbed into the soil instead of getting into the wastewater stream.

Mr. Hughan stated his concern is not only the Indian River, but, as the water table rises, that puts the septic tanks and the drain fields probably in the first layer of the aquifer. He knows it will be an astronomical figure to get rid of the septic tanks. The septic-to-sewer problem is his biggest concern.

Dr. Cox weighed in via Zoom. He has several points that he will send in an email tomorrow rather than prolong the meeting tonight. (SEE ATTACHED)

7. Governance & Implementation Element -- Mr. Vaudo explained that this element covers intergovernmental coordination and also addresses the City undertaking capital improvements as well. In the current Plan, this was actually two separate elements: The Intergovernmental element and the Capital Improvement element. In collaboration with City staff the nomenclature was changed a little bit. It also combined these two into one element. There is also a policy in this Plan that is supportive of the County's efforts in developing in the local service boundary agreement between the County and the municipalities in the County. Ms. Frazier emphasized the streamlining of the document so as not to have redundancy. Mr. Roth then called for discussion.

Ms. Kautenburg addressed the subject of funding. She read the section regarding special assessments being levied against residents, agencies or districts that directly benefit from the service or facility. She used the example of sidewalks. Currently, the whole community pays for a sidewalk wherever it is, even if it is not in everyone's neighborhood. In her view, a special assessment would be levied against the property that receives the benefit. She questioned whether that item is new or is that something that has not been done. Ms. Frazier stated she will look into that. Mr. Christino agreed with Ms. Kautenburg. Mr. Roth suggested holding this subject in abeyance until there is clarification. Ms. Frazier suggested that when the Mobility element is addressed, perhaps the sidewalk issue can be added in that element.

Mr. Christino addressed the roadways in the City. He states the roads are very narrow. He asked if there are any plans to widen the roadways. Ms. Frazier stated the standard for roadways in the City is 22 feet for two-way streets/roads. Mr. Christino feels the widening of the roads is a subject that needs to be addressed. Ms. Frazier stated that could be in the Transportation element, and widening roadways will be looked at, with consideration being given to bike lanes in new developments.

Mr. Roth called attention to Section 7-1.3.4 of the draft Plan where it mentions automobile occupancy rates. He wonders if the wording should include vehicles other than automobiles. Mr. Vaudo stated that will be looked at. Mr. Roth also questioned Section 7-1.6.2 which he read. Ms. Frazier stated that what is described in that section is being

done continuously. He also called attention to Section 7-1.8. He hopes that it is carried out.

Ms. Frazier reviewed Objective 7-1.2, which is the Land Use Intergovernmental Coordination. It was in the old document, but it never came to fruition. She wants to make sure it is still included in the document, which delineates the future of the County in cooperation with all of the municipalities. Mr. Roth and Mr. Christino think it is important that it be included.

8. Public School Facilities Element -- Mr. Vaudo described what this element entails. This reflects the five-year facilities work plan. This element is almost entirely derived from information provided by the School District. This element is no longer a requirement per State statute, but the City has chosen to move forward in showing that interest in further coordination with the School District. The information has been updated, and this information is consistent with the interlocal agreement that was adopted in 2008 as far as school facilities. There are no major changes in this from the existing version of this element in the current Plan. He then called for discussion.

Mr. Roth suggested that the acronyms be defined in an index or glossary. Mr. Vaudo stated that, once they are close to a final draft, they will be creating a definition system that will list acronyms and definitions of common terms that are listed. He referred to "co-location and community focal point." He asked for the meaning of this phrase. Mr. Vaudo explained this describes the City working with the School District to locate other community amenities adjacent to or with the school, with the intent of making the school a focal point of the neighborhood. Mr. Roth also asked if the State funds charter schools. Ms. Frazier stated there is money that is allotted by the State and Federal Government. Mr. Anon stated that charter schools are created by the state, and they do fund them.

Mr. Simmons stated it appears there was not a lot of coordination between the population projection and the number of students. Mr. Vaudo stated that data came from the School District. He will follow up on that. Mr. Christino shared Mr. Simmons' concerns regarding the projection of number of students.

Mr. Qizilbash addressed the burden to the school system because of new development. He wondered how that will be handled. Ms. Bosworth reviewed the process for when a new development comes in. There is a formula that is used for each single-family home that comes in. She reviewed those numbers in order to get a projection on how many students will come from that development. If there is not enough capacity, the developer will have to pay for it.

3. Next Steps

Mr. Roth inquired about the process going forward. Ms. Frazier stated that all the input from this meeting will be taken into consideration. She asked that any members of the public who have suggestions or comments send them to her department, and they will be taken into consideration. All eight elements will come back to this Commission in the final form in October. At that time, this Commission will vote to approve the final draft. Ms. Frazier stated the Commissioners will have the final draft two weeks before the meeting during which they will vote on approval so that they have adequate time to study the draft.

X. Commissioners Matters

Mr. Christino stated it would be prudent to involve the public in the Public Schools element, perhaps a workshop, before September. Regarding the letter from DEO, it states that the Department reminds the City that all citizens who commented on the amendment need to be notified of the extension. Ms. Frazier stated that is correct, and those notices have been sent out. Mr. Roth agreed with Mr. Christino.

Ms. Kautenburg complimented the staff on all the work they have done on this project. Mr. Alvarez concurred. Mr. Roth also concurred.

Mr. Carter had a citizen make a comment about Riverview Park, stating that the screws on the bridge are popping out and present a hazard. Ms. Frazier stated she would refer that to Leisure Services.

XI. City Attorney Matters -- None

XII. Staff Matters

Ms. Frazier expressed her appreciation for all the time and effort that is required for the Commissioners to see this project through.

XIII. Adjourn

Mr. Roth called for any further business. Hearing none, he adjourned the meeting at 7:41 p.m.

Graham Cox provided comments via email on June 22, 2020 following the meeting. The following is a summary of Mr. Cox's prominent points.

1. Public input: We have to do a much better job of getting information to the city residents. He supplied a list of alternatives for consideration. He suggests compiling feedback information and saving. *Staff does this with all comments in the file and part of the document.*
2. Infrastructure: There is an alphabet soup of acronyms. They need to be listed up front. Need to include a serious discussion of the repair to the canal system, consider the canals and ponds as a city assets that are part of the green infrastructure and can increase property values for many residents if not all. He suggested that stormwater and utility staff assist in writing this section, *which was completed.*
3. Septic systems and sewers: The city must give much more attention to getting houses and commercial businesses hooked into main sewer lines.
4. Budget figures: Mr. Cox suggested being careful on stating cost projections.
5. Solid Waste: We have to step up recycling.
6. Coordination with other agencies: The long list of other state and local agencies and the many fees and taxes is staggering. In my opinion Sebastian residents do not pay nearly enough in various property taxes and our city roads, sidewalks, schools etc. all suffer from being short changed.
7. Schools: Decisions on schools are made at the county level but the city can do much to improve their functioning and their benefits to the community. They are a neighborhood asset, community attractions. Schools are focal points and as such we should be directing sidewalk improvements and wi-fi access to the schools and their students. Things are not walkable, not environmentally sound, not sustainable with respect to sidewalks and transporting students.
8. In the infrastructure section we need a much improved discussion of providing city-wide broadband free wi-fi access. The city should be wi-fi free so that all kids and families have computer access. This is one small way to improve student equality.
9. Green infrastructure: I am sure we will get to this with the sessions on parks, recreation, open space and coastal conservation, but it is important to include a green infrastructure section in the discussion on roads, sewers etc. This is all part of the discussion of a sustainable livable city.

**CITY OF SEBASTIAN
PLANNING & ZONING COMMISSION MINUTES
JULY 16, 2020**

1. Call to Order -- Chairman Reyes called the meeting to order at 6:00 p.m.
2. Pledge of Allegiance was recited by all.

3. Roll Call

Present:

Mr. Simmons
Ms. Kautenburg (a)
Mr. Carter

Mr. Reyes
Mr. Christino (a)
Mr. Qizilbash

Not Present:

Mr. Roth -- Excused
Mr. Hughan -- Excused
Mr. Alvarez -- Excused

Also Present:

Ms. Dorri Bosworth, Planning Manager
Mr. Robert Loring, Planner
Mr. Manny Anon, City Attorney
Ms. Janet Graham, Technical Writer (Zoom)

**Sebastian Planning &
Zoning Commission**
Approved _____ Date _____
Approved Subject To _____
Signature _____
(Original Stamp Red)

Ms. Mara Schiff, Indian River County School Board liaison, was not present.

4. Announcements and/or Agenda Modifications

Mr. Reyes requested an agenda modification so that the Accessory Structure Review under New Business will be heard before the Quasi-Judicial Public Hearings item. Mr. Reyes asked for a voice vote to move the agenda item. All Commission members approved unanimously via voice vote to have the item moved.

Mr. Reyes announced that Messrs. Roth, Hughan, and Alvarez have been excused from tonight's meeting. Ms. Kautenburg and Mr. Christino will be voting in their places.

5. Approval of Minutes -- None

6. New Business

- A. **Accessory Structure Review** -- LDC Section 54-2-7.5 -- 841 Dolores Street -- 576 SF Detached Garage -- Albert Berry

Mr. Reyes called on the applicant to make his presentation. Mr. Albert Berry, 841 Dolores Street, Sebastian, described the project as a two-car detached garage for storage of automobiles, etc. It is being built to code. The height will be the same as the height of the attached structure.

Mr. Loring described that staff has found most items to be in compliance. Some additional considerations for the Commission members are that it should be noted that the garage sits behind the existing home, which renders it unseen from the street; the manner of construction appears to be similar to the existing home which has a painted decorative concrete block relief. Items that staff feels need to be addressed would be that the applicant needs to paint the proposed garage to match the existing home; it should also be noted that it appears that the proposed roof shingles match those found on the existing home, but this might be a condition that the Commission wishes to mandate. The Commission needs to make a determination if the exterior finish of the detached garage needs to have a painted stucco finish or may remain a painted concrete block wall finish; the applicant needs to clarify if a driveway will be built to access the garage and to acknowledge that the City has the right to remove the driveway if access to the easement is ever warranted. It also should be noted that the home was built in 1960. No information regarding height exists with the Building Department file, but it appears to be approximately 17 feet high, which is the same height as the proposed garage. The roof pitch appears to be the same or similar to that of the existing home, but no information regarding the actual roof pitch exists in the Building Department file. The Commission must decide if any deleterious effects exist with regard to the applicant's request and make any necessary or additional recommendations. Mr. Loring called for questions or comments from the Commissioners.

Mr. Carter inquired as to what type of access there will be to the garage. Mr. Berry stated presently it is just grass, but he may wish to install gravel. Mr. Carter also inquired if the shingles that will be installed on the roof will be the same as the shingles on the house. Mr. Berry stated yes.

Mr. Qizilbash suggested the driveway should show on the survey. He referred to the foundation plan where it mentions a small pad. He asked if that is an AC pad. Mr. Berry stated that pad is not there any longer. Mr. Qizilbash asked that that be corrected on the survey.

Ms. Kautenburg asked if the access driveway will be partially within an easement. Mr. Loring stated the driveway will be gravel, and the staff has no problem with allowing that. Ms. Kautenburg stated her concern is that, should Mr. Berry or one of his heirs decide to sell the property, there are oftentimes problems with having access to a building being through an easement without some sort of deeded consideration. She suggested something in writing from the City to that effect. Ms. Bosworth stated if Mr. Berry wanted to put a paved driveway back to the proposed structure, he would have to apply for an auxiliary driveway/driveway extension permit. She stated the City has an affidavit that it requires that the homeowner would sign that states he is aware that this is going into an easement, and anytime that easement is needed not only from the City, but Florida Power and Light, that he would have to temporarily remove it or break up the concrete. She has never seen any of the utilities and/or the City require that. That affidavit has to be

recorded. Mr. Carter asked for a clarification on the issue Ms. Kautenburg was referring to. It is his understanding that the scenario would occur only if Mr. Berry wished to install a formal driveway. Ms. Bosworth stated that is correct, if he installed a concrete or more stabilized base.

Mr. Reyes asked if one of the conditions is that the older shed that is shown on the survey be removed. Mr. Loring stated that is one of the conditions, that it be removed. Mr. Reyes asked if Mr. Berry is required with this accessory structure to have the structure be the same height as the home above the crown of the road. Mr. Loring stated that, based on the height of the proposed structure, the finished floor elevation will be near or about the same, based on the height of the buildings.

A motion to approve the accessory structure review for LDC Section 54-2-7.5 -- 576 SF detached garage -- Albert Berry -- was made by Mr. Carter. He would also like to add to the motion the conditions that the roof of the proposed structure will be similar to the existing roof, and the driveway will be compliant with the considerations set forth by staff. The motion was seconded by Mr. Reyes.

Roll Call

Mr. Qizilbash -- Yes

Ms. Kautenburg (a) -- Yes

Mr. Simmons -- Yes

Mr. Christino (a) -- Yes

Mr. Reyes -- Yes

Mr. Carter -- Yes

Vote 6-0 in favor. Motion carries.

7. Quasi-Judicial Public Hearings

- A. Quasi-Judicial Public Hearing -- **Site Plan Modification** -- American Legion Post #189 -- Proposed 1620 SF Building Addition & 1225 SF Outdoor Event Building -- 807 Louisiana Avenue -- Public Service (PS) Zoning District

Mr. Reyes asked if there have been any ex parte communications among the Commissioners. All Commissioners stated there were none. All who were to speak on this matter were duly sworn by the City Attorney.

Mr. Carter asked for a clarification as to the address of the property, as there are two different addresses listed, being 907 Louisiana Avenue (on the architectural plans) and 807 Louisiana Avenue. Ms. Bosworth stated for the record the correct address is 807 Louisiana Avenue. Mr. Reyes asked for the applicant to make his presentation.

Todd Smith, Project Engineer, described that the project before the Commission is a complete retrofit of the entire site. There are two structures being proposed. The

landscaping on the site is being brought up to code. The stormwater for the entire site is being brought up to code for both the proposed improvements as well as the existing facilities. Louisiana Avenue is proposed to be widened to bring it up to current standards. He stated that all of the other aspects of the current requirements are being met. Mr. Reyes called on staff for their input.

Ms. Bosworth asked that the Staff Report be entered into the official record. She stated this property is in the Triangle Overlay which has adopted the Riverfront Overlay requirements with regard to landscaping and some of the architectural and signage requirements. The property has met the basic zoning district requirements. There is a front setback on the existing building that is a few feet short, but that building was built before this property was zoned, given its designation as Public Service, so it is grandfathered in. There are 112 parking spaces required. They are providing 115 spaces, and the parking will be brought up to current design codes. There are also 18 motorcycle spaces that will be provided. About two-thirds of the parking spaces will be stabilized with either millings or asphalt/concrete. There will also be grass spaces, which will have a stabilized drive aisle. The code does allow for the grass spaces, but it also states that the City can direct that the grass spaces be paved if the consistent use of those grass spaces is such that paving is warranted. Some of the parking spaces are circular around a stormwater pond, and in lieu of the required hedging around that area, split-rail fencing will be installed so as to prevent motor vehicles and pedestrians from going into the stormwater area. Staff has asked that the lamp posts that will be installed be decorative. As this is a large site and there are several large pine trees already on the site, the Legion will receive 141 tree credits. They have used some of those credits to count towards their canopy trees. Some understory trees will need to be added. They are asking for a waiver along Veterans Memorial Way for 47 understory trees. They still have 33 canopy tree credits, and they requested to trade some of the canopy tree credits and a waiver for 14 understory trees. All of the other overlay requirements are being met.

Ms. Bosworth stated that public and private clubs and lodges are conditional uses in the Public Service zoning district. There is a letter from the engineer, as well as being in the staff report, that they are meeting all requirements of conditional use criteria. Ms. Bosworth also stated that this property is in the CRA and so is eligible for facade, sign, and landscape grants, and help with some of the additional lighting. The site is consistent with the Comprehensive Plan, the Land Development Code, and the Triangle Overlay District. Staff recommends that the Commissioners approve the site plan with the four noted conditions that are on page 8 of the staff report as follows:

- Submittal of a recorded Unity of Title for the two parcels before issuance of the land-clearing permit.
- Light poles located in the parking area shall be decorative and can be administratively approved.

- Changes in traffic generation and frequency in using the grassed parking spaces shall permit a review to determine if paving improvements to the spaces are required, in accordance with LDC Section 54-3-10.10(b)(2)b.
- Gaming machines cannot provide monetary prizes.

Staff also recommends that the Commission finds that site modifications are compliant with the conditional use criteria, and that the Commission also grants the waiver for 14 understory trees, and to allow the extra canopy trees to be used in lieu of 33 understory trees. Mr. Reyes asked for questions/comments from the Commissioners.

Mr. Simmons commented as to the letter from the Engineer regarding additional considerations that there appears to be an error where it says the property is in Section 54-2-14.16. Ms. Bosworth stated it should read 54-3-14.16.

Mr. Carter thanked the Post for this project, as it will be a great addition to the City. He also inquired about the four conditions that Ms. Bosworth mentioned in her presentation. He asked if there were four or three conditions. Ms. Bosworth pointed out the four conditions on page 8 of the staff report.

Mr. Qizilbash inquired about who will be doing the improvements along Louisiana Avenue. Ms. Bosworth said the City is going to supply the base and sub-base, and the American Legion will be paying for the asphalt overlay and the sidewalk. Mr. Qizilbash also asked who will be installing the two new swales that are proposed along the west side of the road. Mr. Smith stated the American Legion will be doing that. He stated that all the improvements will be done by the contractor for the Legion, but the City has agreed to do the base and the sub-grade for the five-foot expansion of Louisiana Avenue. Mr. Qizilbash is concerned that the two swales should be connected with a culvert under the driveway, and to the south they should be connected to the catch basin. Mr. Smith explained how the water will drain, and because Louisiana Avenue is steep in that area, there should never be any water that backs up in the swales. Mr. Qizilbash is also concerned about the safety of the two compact parking spaces being very close to the driveway. He asked Ms. Bosworth who approved this plan. Ms. Bosworth stated the project was started when the City was using consulting engineers, who reviewed the plan. The current City Engineer, Mr. Ken Griffin, has also reviewed the plan.

Ms. Kautenburg stated it is a great plan and is a welcome improvement to the area. Her only concern is the term "gaming machines." Mr. Smith stated there are machines in there right now, and they are only video games. There are no prizes at all.

Mr. Christino stated he likes the plan and the way it looks.

Mr. Reyes stated it is a very nice plan, and it has been reviewed by three engineers, so

he is comfortable with all the questions and comments that have been made. He asked if the grassy parking areas are going to be stabilized with a base or left as they are. Mr. Smith stated a full stabilization will be put in. Mr. Reyes commented on a grid being put in where stabilized sod can be used, and it will last longer. Regarding the waiver on the understory trees, he inquired if there would be a condition when applying for a landscape grant for somebody who has received a waiver on landscaping. Mr. Smith stated the main concern with the 14 understory trees on the north side of the site is because there is a great deal of infrastructure in that area, and they do not want to do any excavating anywhere in that area. That is why the waiver on the understory trees in that area was requested.

Mr. Reyes called for public input by anyone present in Chambers or anyone attending via Zoom who wanted to speak in favor of the project. There being none, he called for anyone present in Chambers or anyone attending via Zoom who wanted to speak against the project. There were none. Mr. Reyes called on the City to summarize.

Ms. Bosworth stated that staff recommends that the Commissioners approve the site plan with the four conditions listed on page 8 of the Staff Report. Staff also recommends that the Commissioners find that the proposed site modifications are in compliance with the required LDC Article VI Conditional Use criteria, and that the Commissioners grant a landscape waiver for 14 understory trees and to allow the 33 extra canopy trees to be used in lieu of 14 understory trees. Mr. Reyes called for a motion.

A motion for approval of the site plan modifications for American Legion Post #189 for the proposed 1620 square foot building addition and 1225 square foot outdoor event building at 807 Louisiana Avenue with the four conditions outlined under Staff Recommendations was made by Mr. Carter and seconded by Mr. Christino.

Roll Call

Mr. Qizilbash -- Yes
Mr. Reyes -- Yes
Mr. Simmons -- Yes

Mr. Carter -- Yes
Mr. Kautenburg (a) -- Yes
Mr. Christino (a) -- Yes

Vote 6-0 in favor. Motion carries.

Mr. Reyes asked for a verbal vote on adding an amendment to the motion to include granting of a landscape waiver for the 14 understory trees and to find the plan meets the conditional use criteria. The amendment to the motion was approved unanimously via voice vote.

8. Unfinished Business -- None

9. Public Input -- None

10. Commissioner Matters

Mr. Christino asked what the estimated time for completion of the project is. Mr. Smith estimated the project would be under construction by the end of this year. Mr. Christino also asked when the Minutes from the previous meeting could be expected. Ms. Bosworth stated they will be on the agenda for the next meeting.

11. City Attorney Matters -- None

12. Staff Matters

Ms. Bosworth stated that the next three elements of the proposed Comprehensive Plan will be discussed at the July 30th meeting, which is two weeks from tonight. A week after the July 30th meeting is the regularly scheduled August 6th meeting. At that meeting, Mr. Killgore will be presenting the Capital Improvements Budget for review. The agenda packets will be hand-delivered to the Commissioners' homes so that they will have sufficient time to review them.

13. Items for Next Agenda -- None

14. Adjourn

There being no further business, Mr. Reyes adjourned the meeting at 6:52 p.m.

jg



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 sea 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



Land Use

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	8 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	8 du/ac ⁴ & 0.6 FAR ⁵
Industrial	0.5 FAR
Institutional	0.6 FAR
Other	
Agriculture	1 du/5 ac
Conservation	0.25 FAR

- Note: 1: Up to 10 du/ac with incentives
 2: Up to 10 du/ac with incentives
 3: Up to 1.0 FAR with incentives
 4: Up to 10 du/ac with incentives
 5: 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 eight (8) dwelling units per acre and up to ten (10) 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: 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 1-1.2.6: 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 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, 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 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 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 (IND). The purpose of the Industrial designation is to provide strategically located sites for industrial needs and requisite support services.

- A. Industrial sites shall generally be allocated in areas accessible to rail corridors or near airport facilities and should be located in more sparsely developed areas. The maximum intensity is 0.5 FAR.
- B. The City shall establish standards in the LDC including, but not limited to, use, buffering/compatibility, locational criteria, etc. as it pertains to both light and heavy industrial districts. Uses allowed in the Industrial designation include: manufacturing, assembling and distribution activities; warehousing and storage activities; general commercial activities; aviation related industry, services and facilities; and other similar land uses which shall be regulated



- through appropriate zoning procedures. Heavy metal fabrication, batch plants, chemical or petroleum manufacturing or refining, rubber or plastics manufacturing, or other use generating potentially harmful environmental or nuisance impacts shall be prohibited.
- C. The City shall prevent nuisance impacts frequently associated with industrial activities by maintaining performance standards for managing emission of noise, air pollutants, odor, vibration, fire or explosive hazard, and glare.
- D. The City shall encourage industries that contribute optimally to the City's economy and that of the Treasure Coast and Space Coast. The City shall also encourage green industries that minimize impact to the environment. 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.
- E. 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.

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.

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 public 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 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. 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 on a case by case basis for areas considered for annexation. 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 of state and federally listed protected species.
- Protect urban population and employment trends and estimate land area required to accommodate projected residential and nonresidential activities;
- Fiscal impact analysis and determination of future capital improvements to meet such basic services such as police protection, utilities, code enforcement, building and zoning, permitting and inspection services to meet City of Sebastian standards;
- Analysis and determination of impacts to municipal and County services including police & fire protection, utilities, permitting and inspection, school capacity, etc., to meet standards outlined in Interlocal agreements (including the Interlocal Boundary Services Agreement between the County and the municipalities); and/or
- Analysis of current land uses to determine contribution to the City's tax base.

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 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 2019 is 25,168 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 median 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, sanatoriums, 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.



Land Use

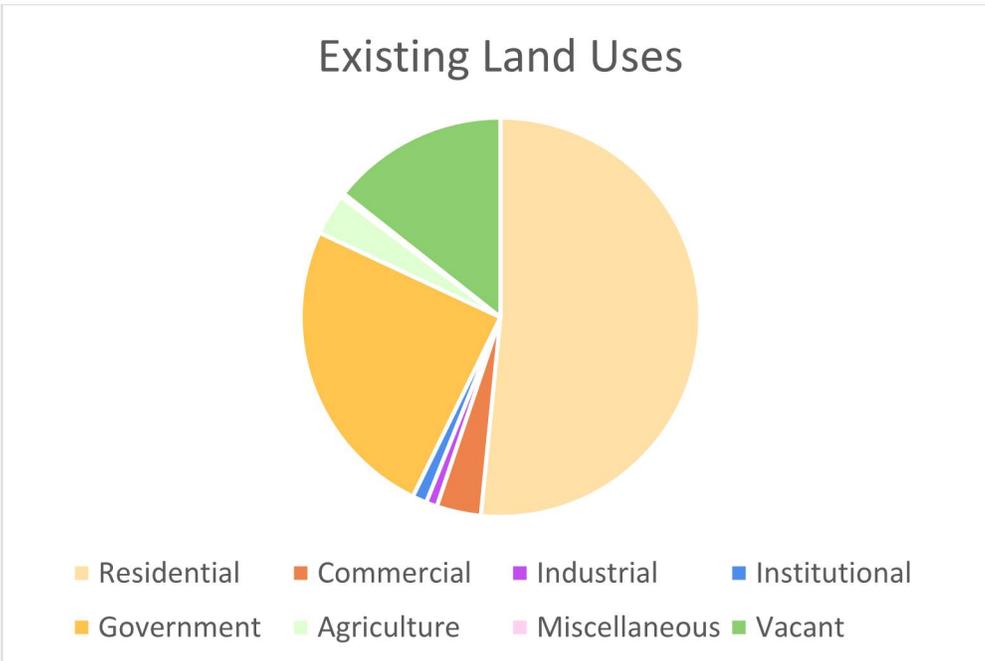
Table 1-2: Existing Land Uses

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.



Land Use

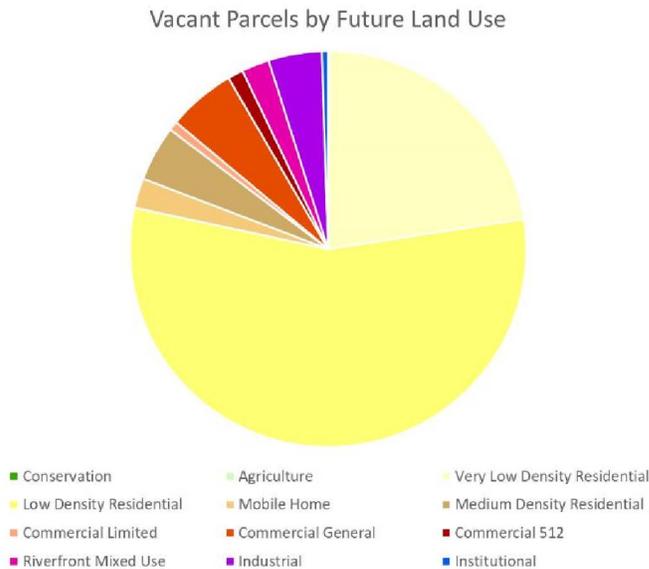
Table 1-3: Vacant Parcels by Future Land Use

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 to BEBR, the official population estimate of permanent residents in the City of Sebastian as of April 1, 2019 is 25,168 residents. This is a growth of 3,239 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 9,400 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.

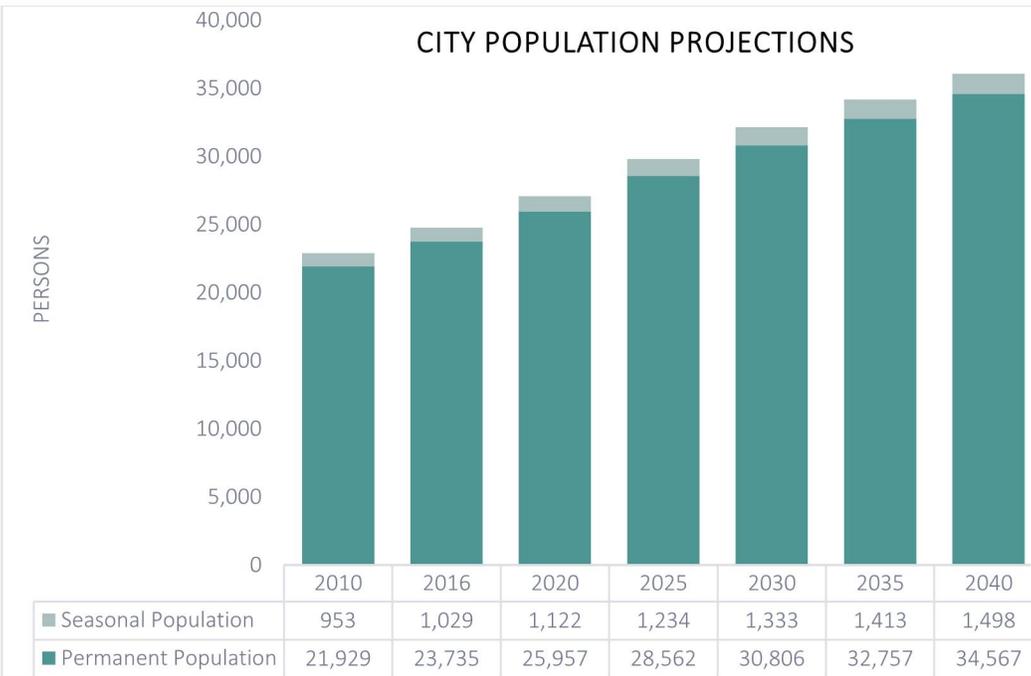


Table 1-4: Population Projections

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	25,957	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

Figure 1-3: City Population Projections

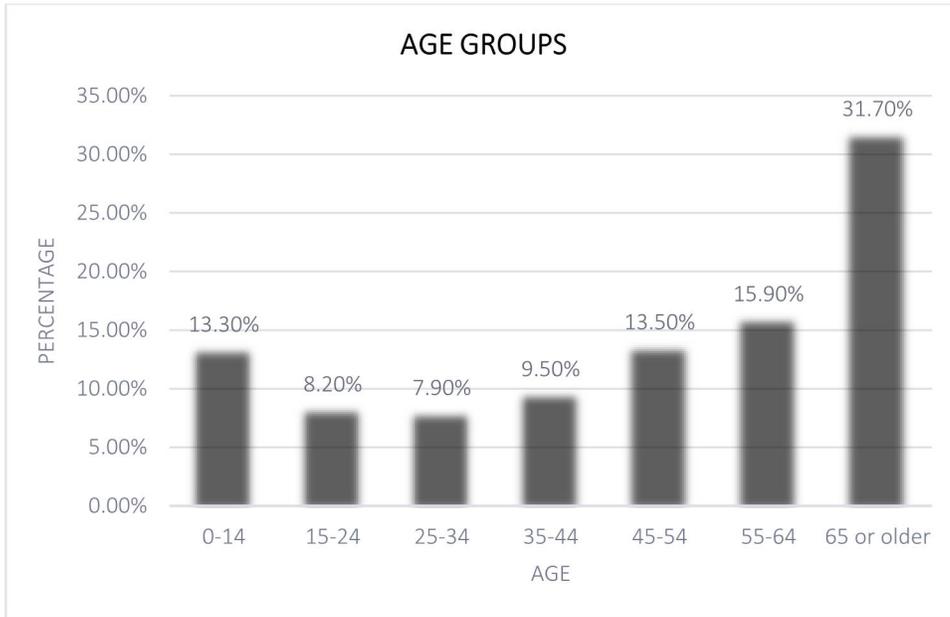


Source: Florida Housing Data Clearinghouse and U.S. Census Bureau



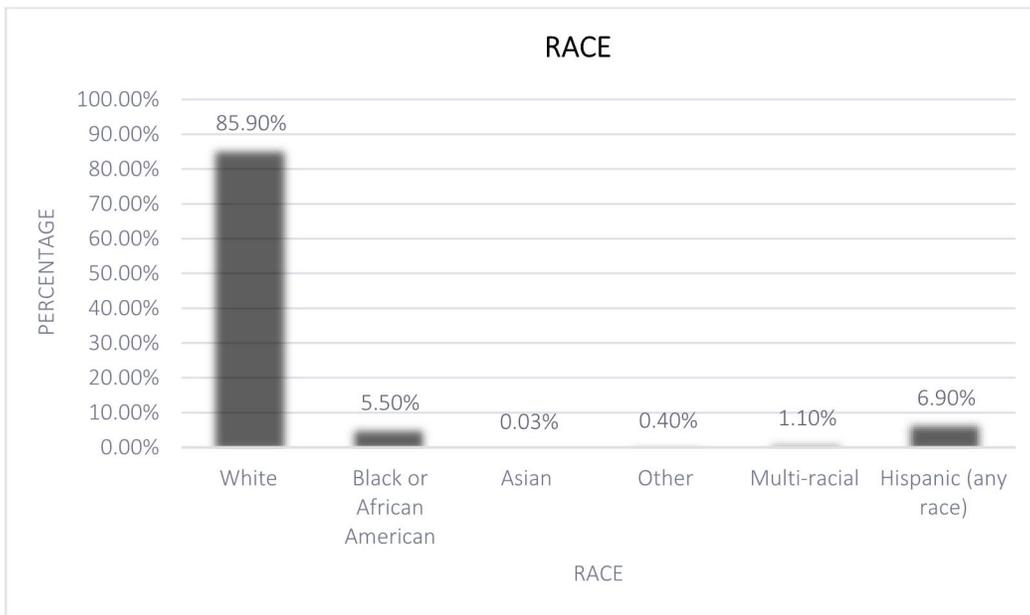
Land Use

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	
	Acreage	% of Total
Agriculture	0	0.0%
Very Low Density Residential	1,073	14.0%
Low Density Residential	3,093	40.3%
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	299	3.9%
Institutional	1,249	16.3%
Conservation	1,089	14.2%
Total	7,676	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 4,706 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 10,541 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 (9,400 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.



Land Use

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 away 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 **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.



Land Use

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



Land Use

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 LOUISIANA AVE	HISTORICAL STRUCTURE
BAUGHMAN DAIRY	1533 N LOUISIANA 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



Land Use

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



Land Use

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

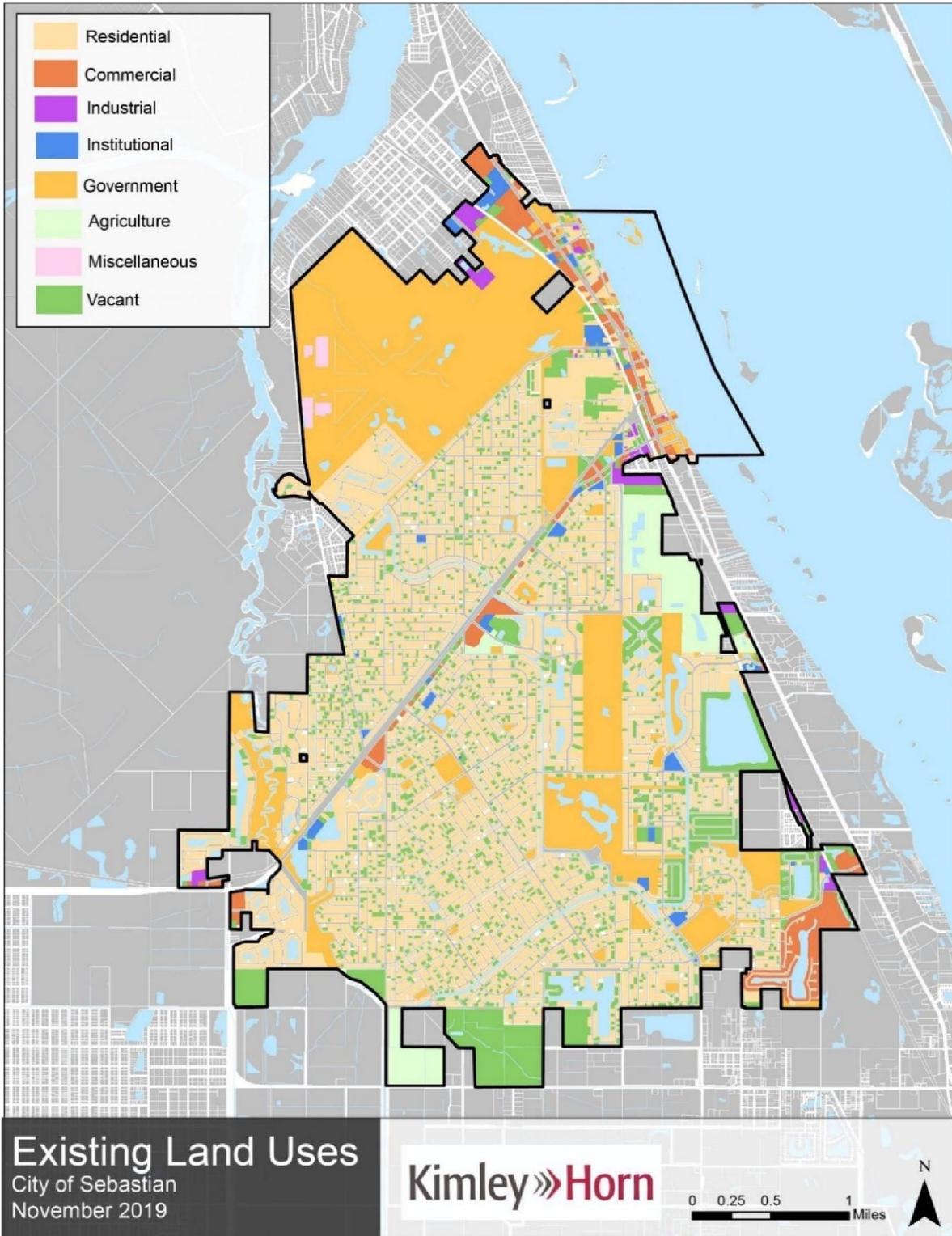
This Land Use Data Inventory and Analysis has effectively provided the data to guide the type, location, and timing of development in an appropriate manner. The **Land Use Element** is the foundation of the Comprehensive Plan and is dependent upon the goals, objectives, and policies of each of the other 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.





Land Use

Map 1-1: Existing Land Uses

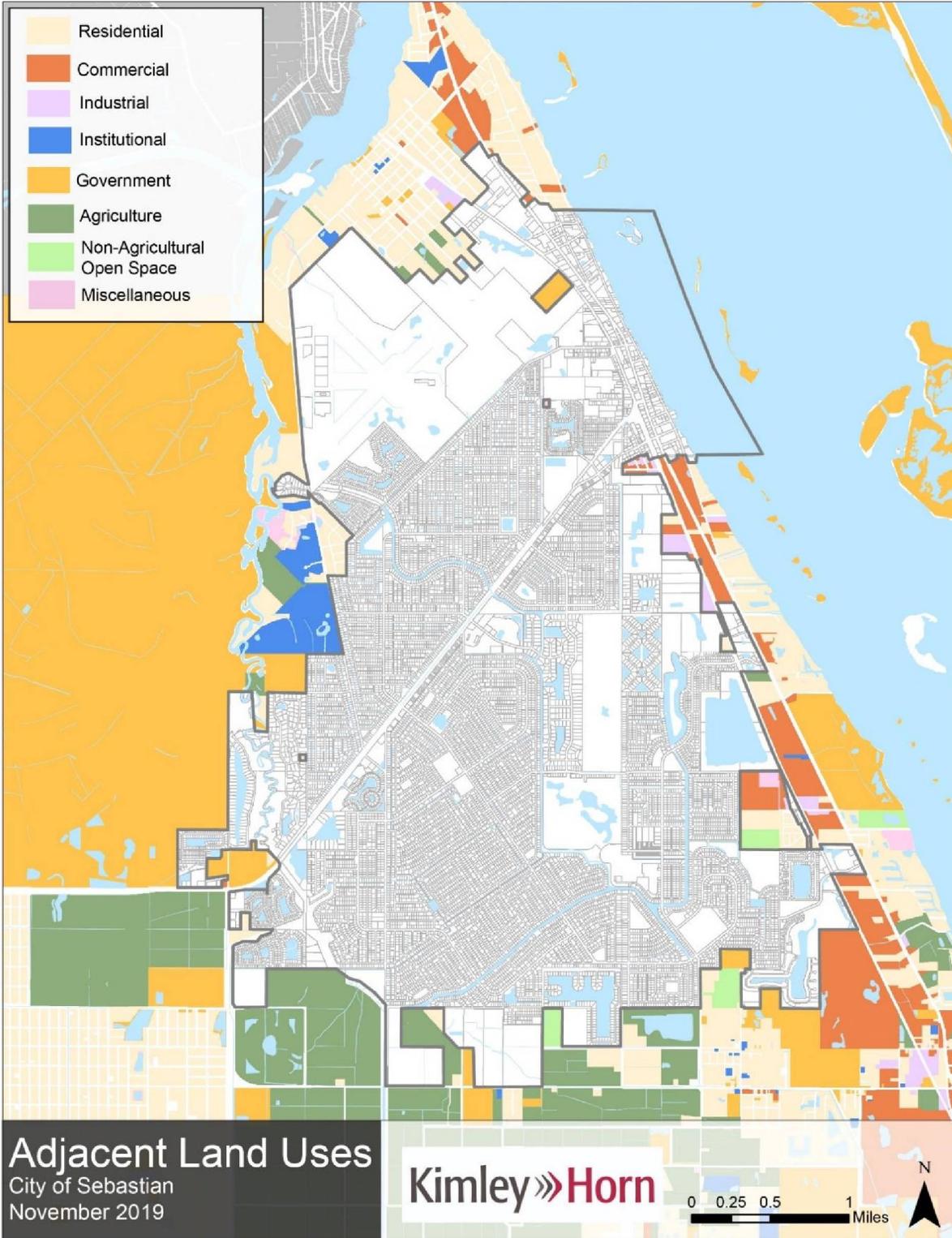


Source: Florida Department of Revenue



Land Use

Map 1-2: Adjacent Existing Land Uses

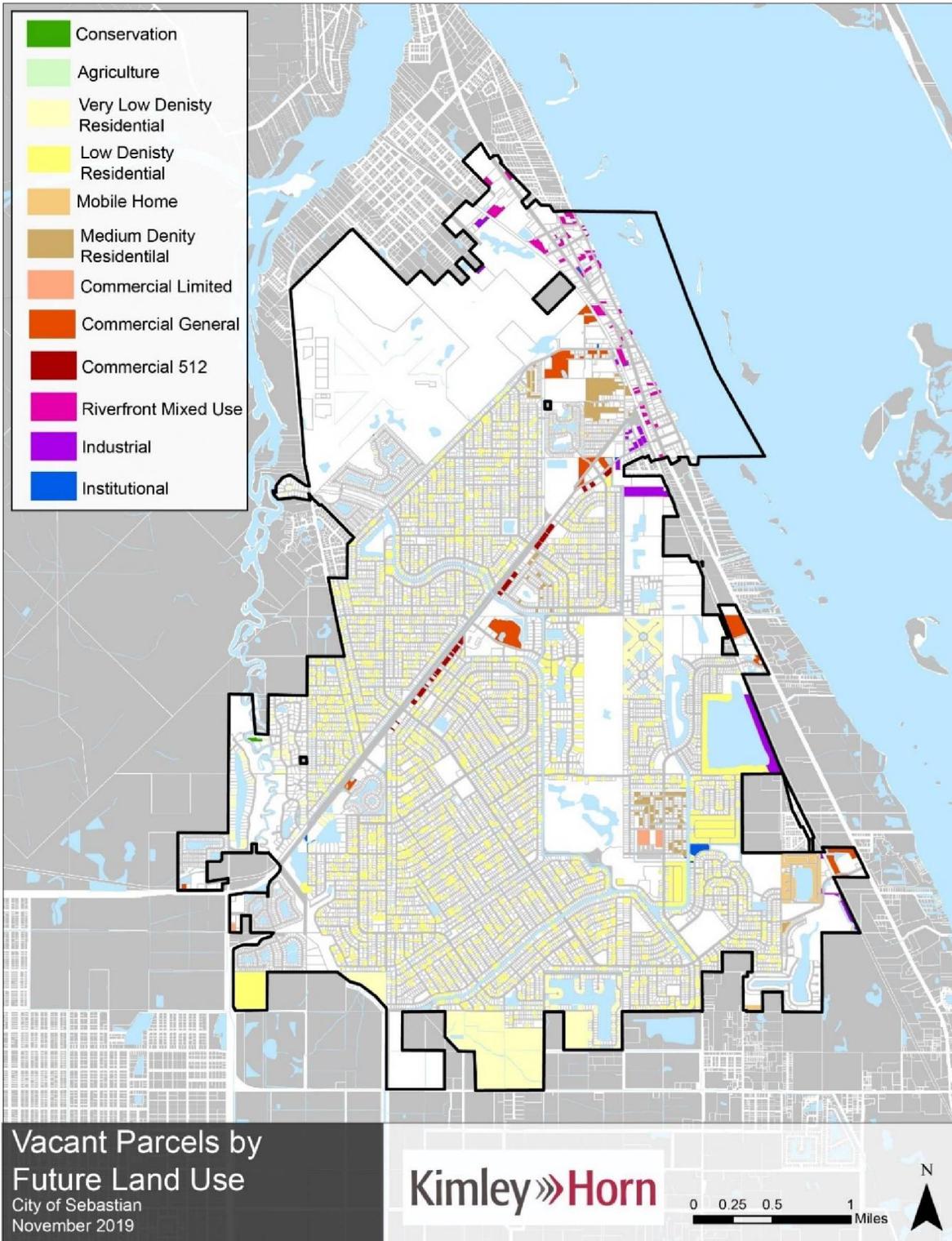


Source: Florida Department of Revenue



Land Use

Map 1-4: Vacant Parcels by Future Land Use

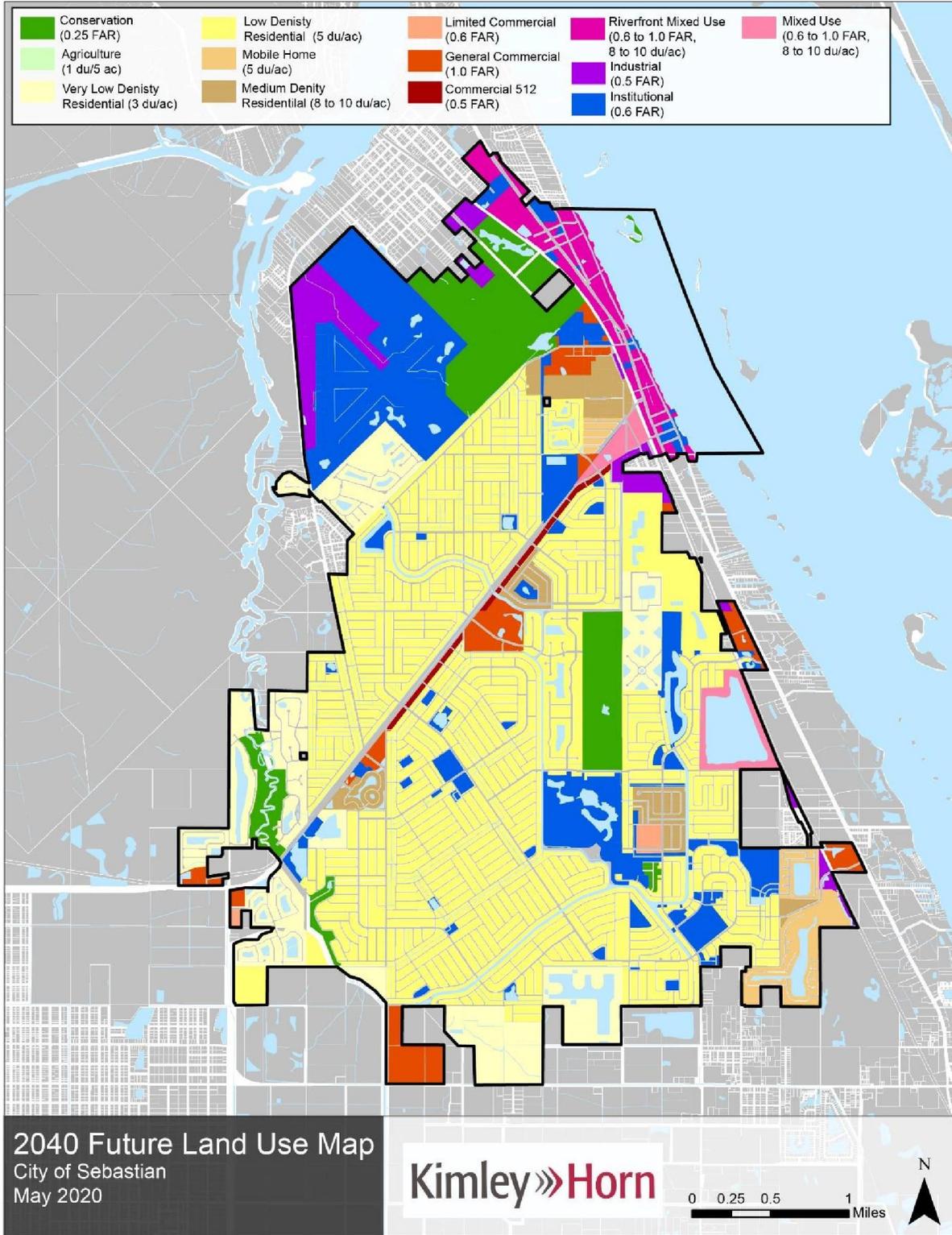


Source: Florida Department of Revenue and The City of Sebastian



Land Use

Map 1-5: 2040 Future Land Use Map

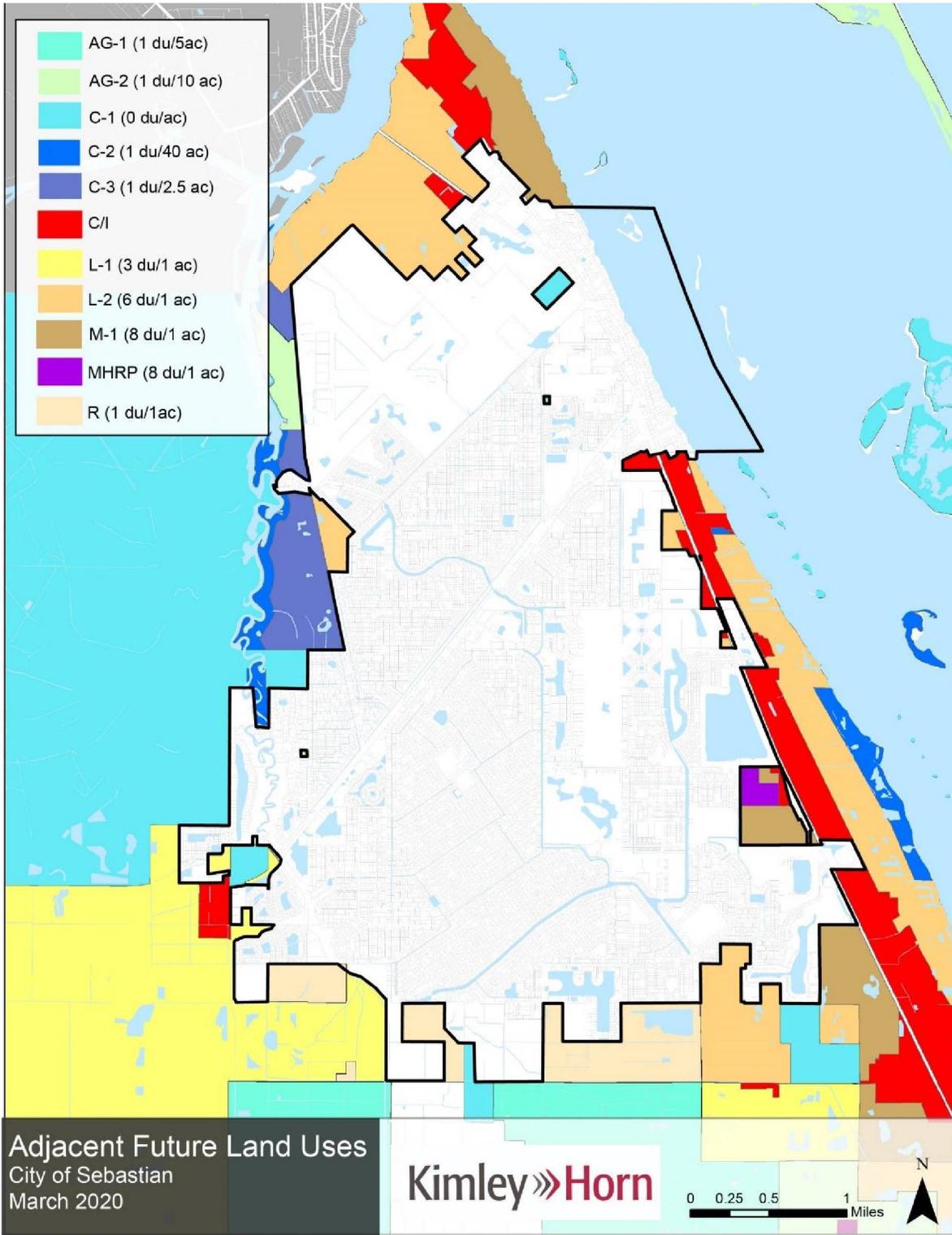


Source: The City of Sebastian



Land Use

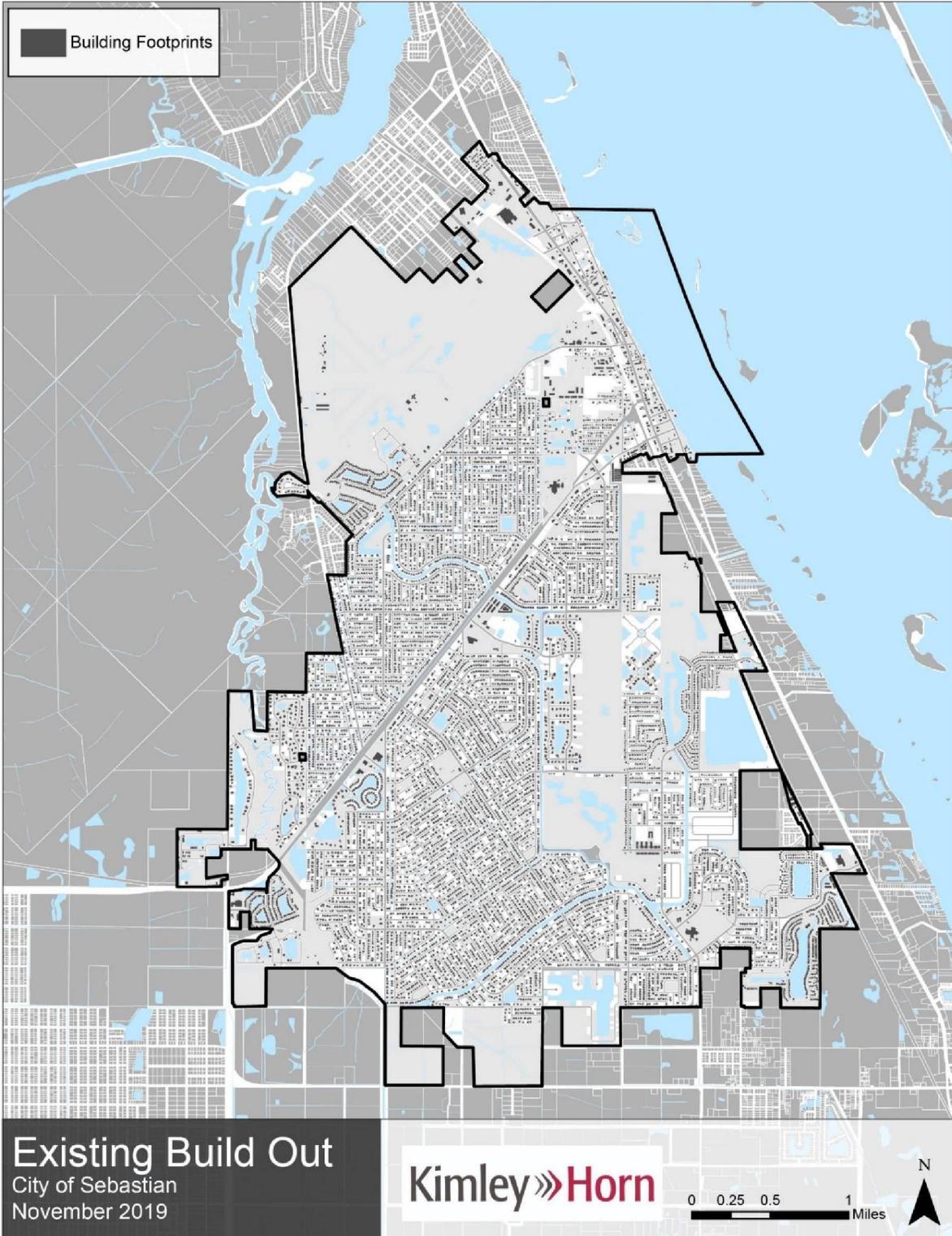
Map 1-6: Adjacent Future Land Uses



Source: Florida Department of Revenue and The City of Sebastian



Map 1-7: Existing Build Out

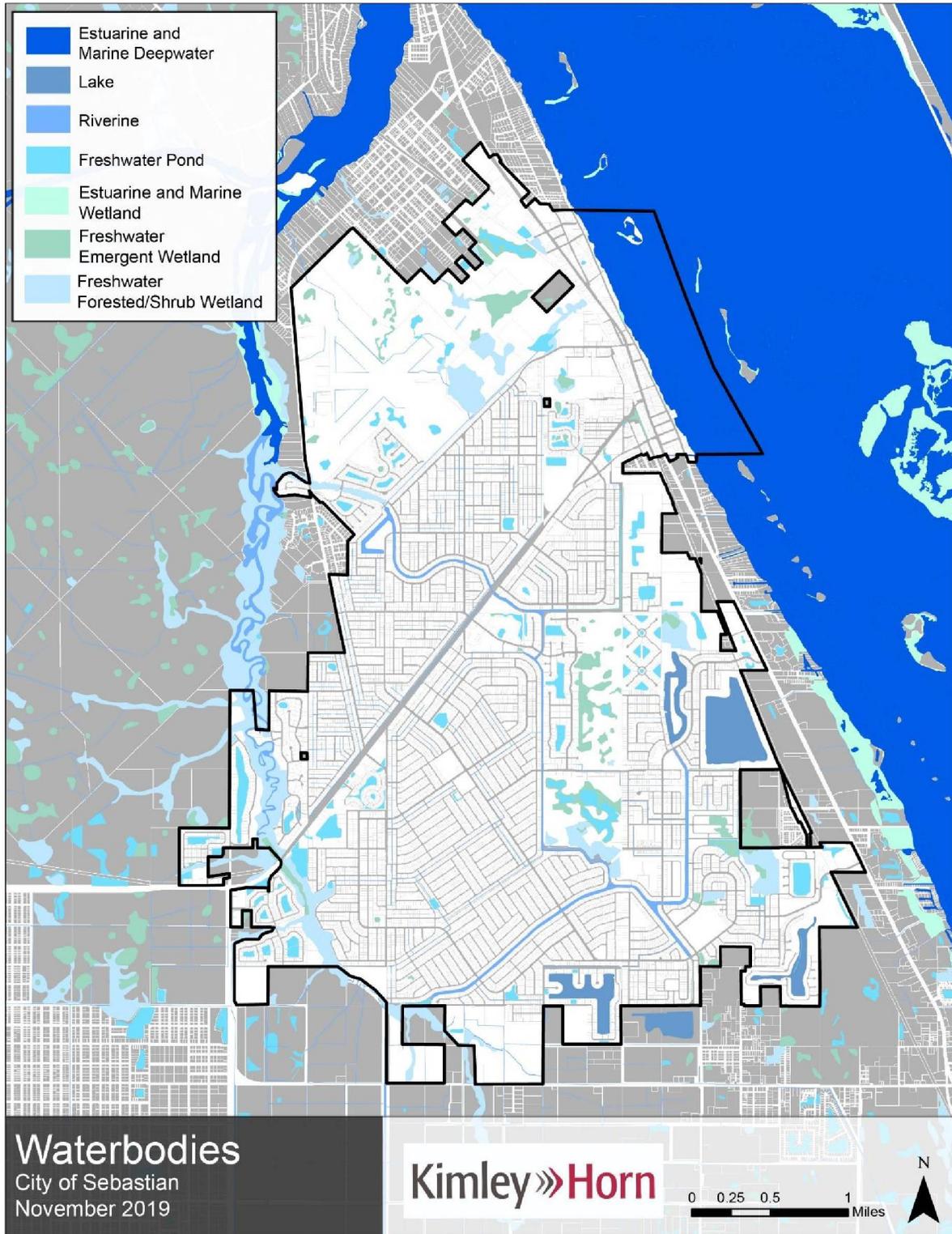


Source: Microsoft Building Footprints



Land Use

Map 1-8: Waterbodies



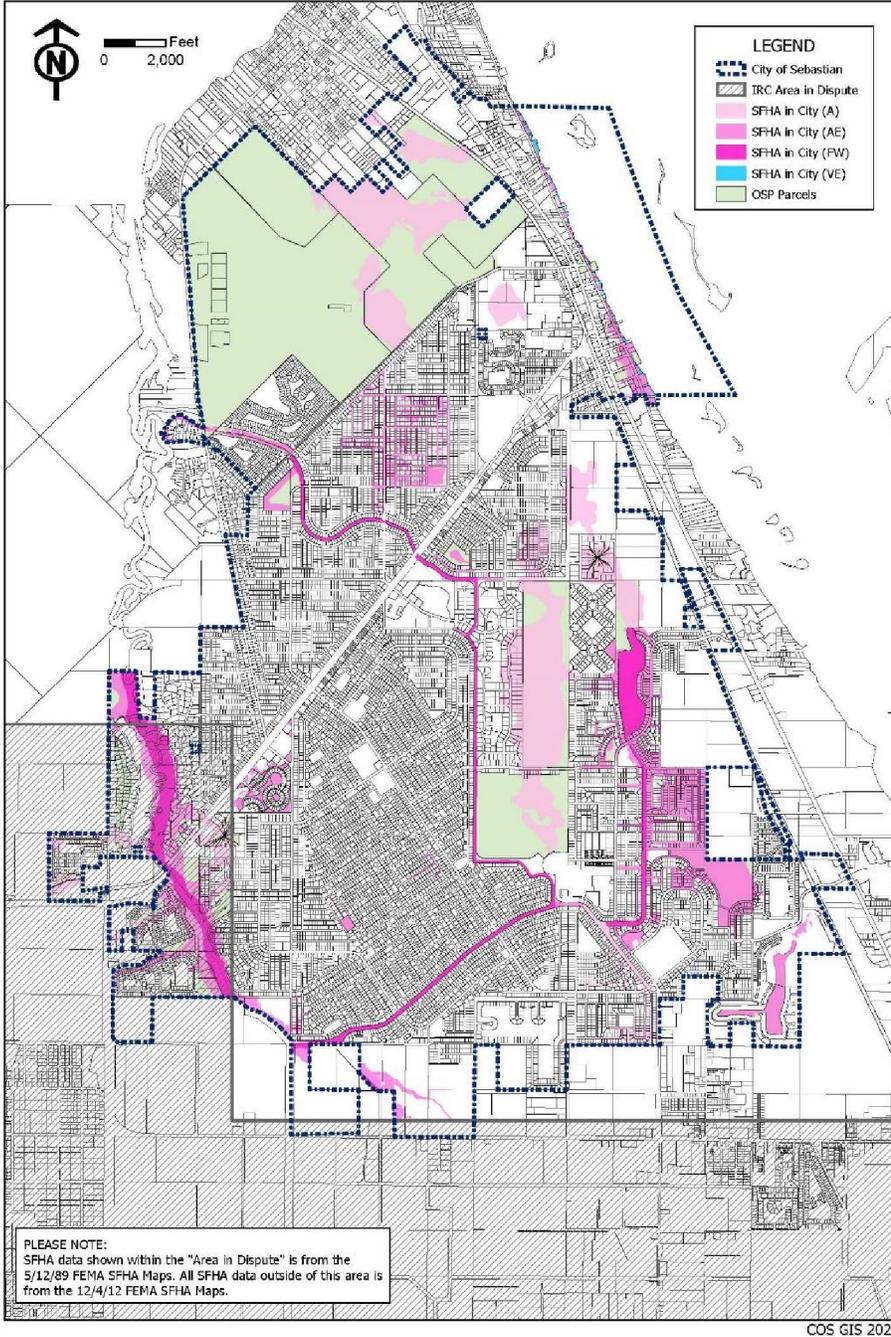
Source: U.S. Fish and Wildlife Service



Map 1-9: Flood Zones



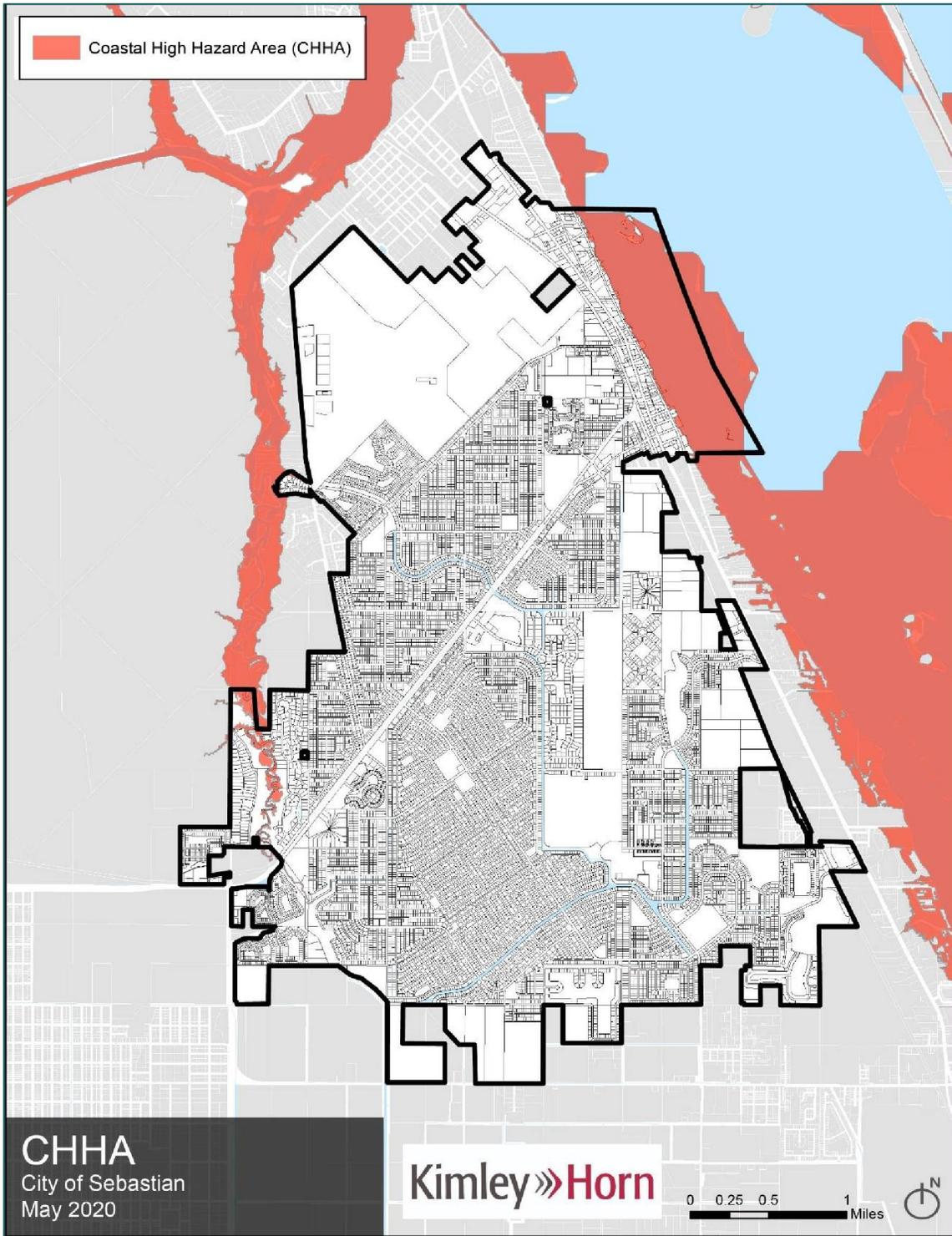
City of Sebastian, Florida
Community Rating System (CRS) Activity 370
Flood Insurance Assessment (FIA) Map



Source: The City of Sebastian Community Development Department



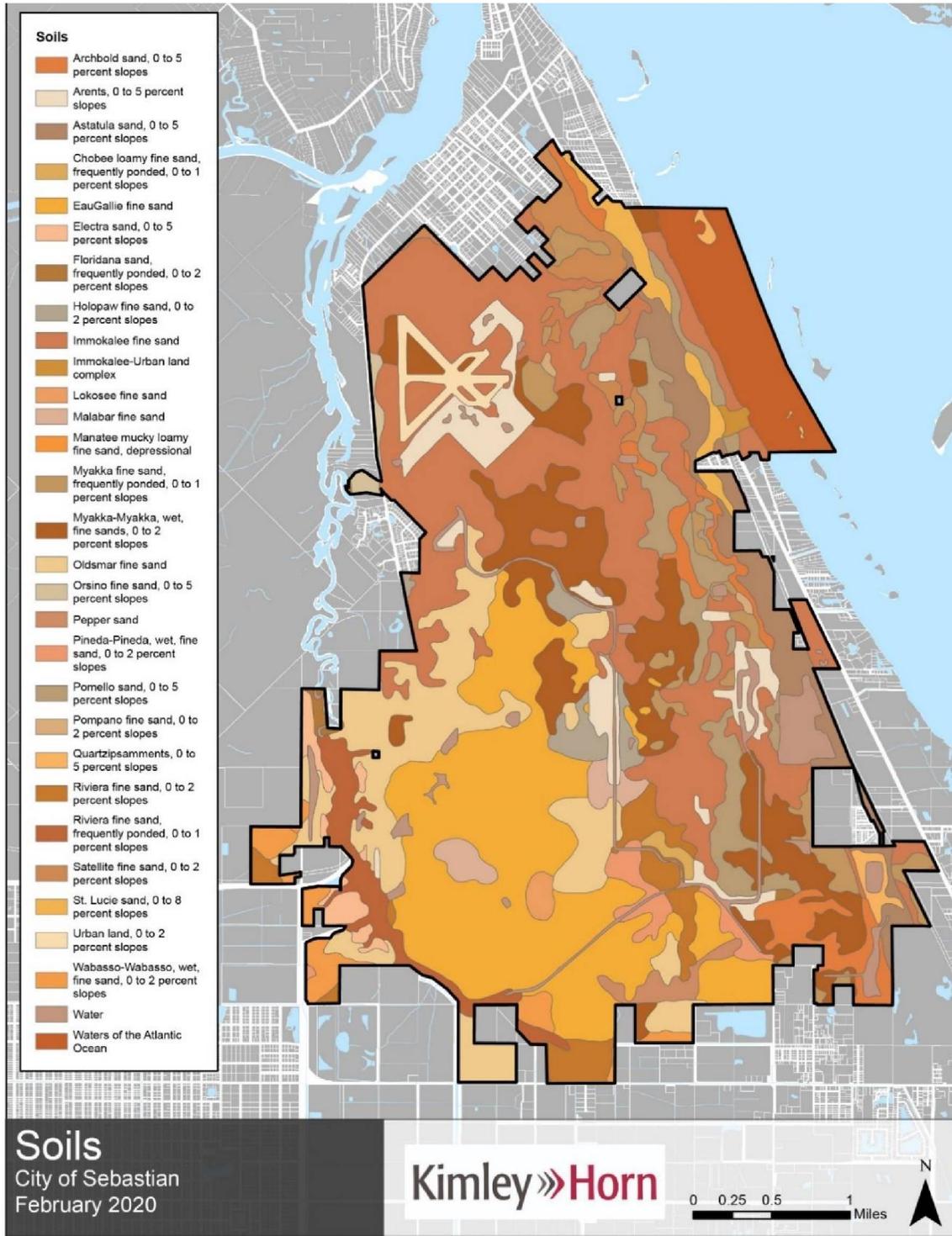
Map 1-10: Coastal High Hazard Area (CHHA)



Source: Treasure Coast Region Florida Statewide Regional Evacuation Study Program for Indian River, Martin, Palm Beach, and St. Lucie Counties, Treasure Coast Regional Planning Council, 2010

Land Use

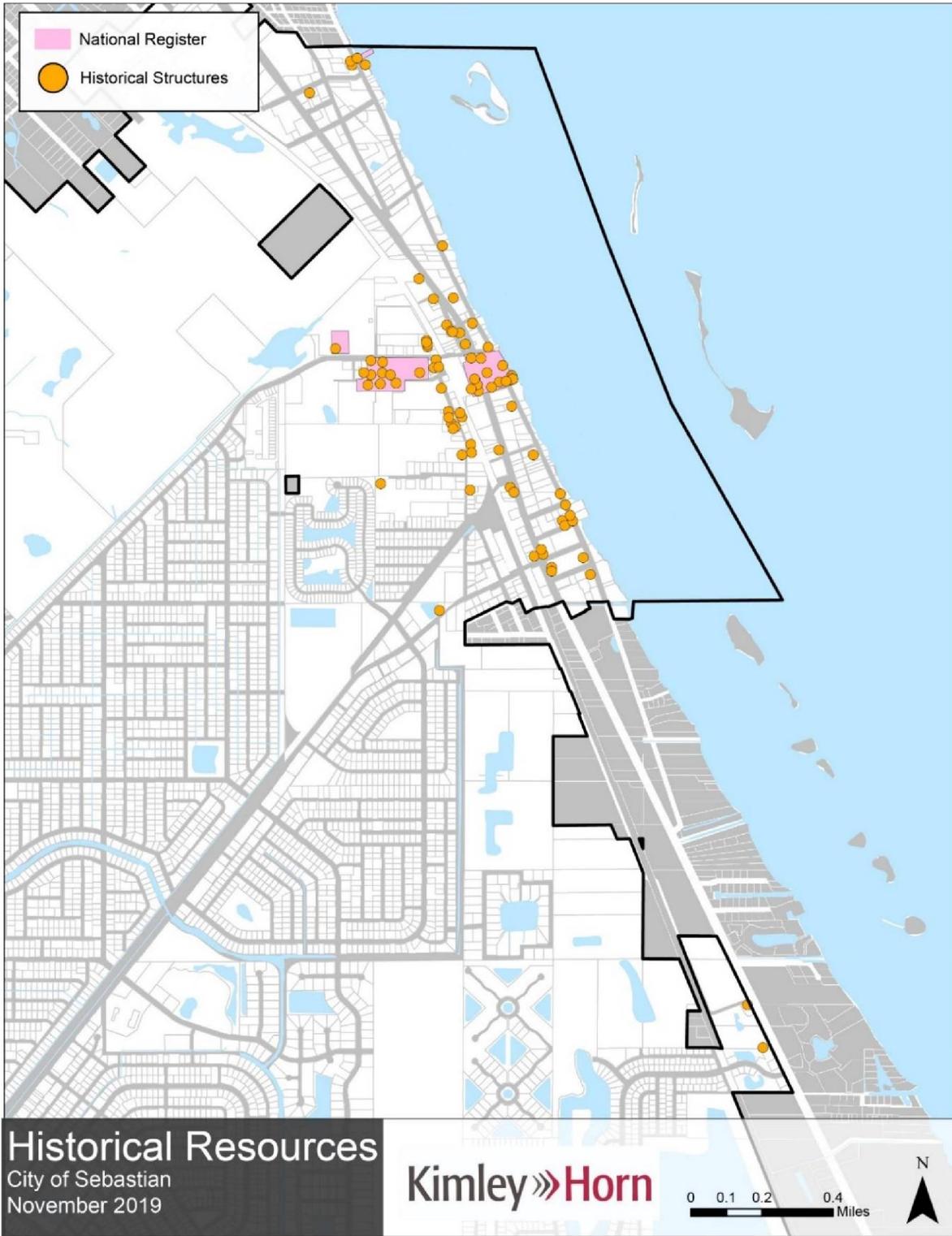
Map 1-11: Soils and Topography



Source: Soil Conservation Service



Map 1-12: Historical Resources



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



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.

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. 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.

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.

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). 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. Sidewalks or multi-use paths shall be mandatory on all new roadway construction.

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

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.

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 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.

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 developed will be reviewed to include appropriate roadway standards to include bicycle and pedestrian facilities based on the FDOT Design Manual. 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.

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 (BEER), 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 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
Multilanes	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 – Updated

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	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	Commercial General and 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	1,560	1,890	1,960		B	
US 1 (Indian River Lagoon Scenic Hwy.)	Jackson Street	Main Street	Principal Arterial	Class I	4	30,961	9	15,681	1,411	1,560	1,890	1,960		B	
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	1,560	1,890	1,960		B	
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	1,560	1,890	1,960		B	
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	1,560	1,890	1,960		B	
US 1 (Indian River Lagoon Scenic Hwy.)	Schumann Dr	Barber Street	Principal Arterial	Class I	4	31,125	9	16,494	1,484	1,560	1,890	1,960		B	
US 1 (Indian River Lagoon Scenic Hwy.)	Barber Street	Wabasso Road	Principal Arterial	Class I	4	31,125	9	16,494	1,484	1,560	1,890	1,960		B	
County Road 512	County Road 510	Roseland Road	Minor Arterial	Class I Non-State	4	23,818	9	11,987	1,079	1,404	1,701	1,764		B	



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	Roseland Road	Barber Street	Minor Arterial	Class II Non-State	4	17,563	9	8,793	791			1,197	1,593	1,683	C
County Road 512	Barber Street	Fleming Street	Minor Arterial	Class II Non-State	4	16,602	9	8,582	772			1,197	1,593	1,683	C
County Road 512	Fleming Street	Winbrow Drive	Minor Arterial	Class II Non-State	4	15,973	9	8,401	756			1,197	1,593	1,683	C
County Road 512	Winbrow Drive	Easy Street	Minor Arterial	Class II Non-State	4	15,973	9	8,401	756			1,197	1,593	1,683	C
County Road 512	Easy Street	Delaware Avenue	Minor Arterial	Class II Non-State	4	15,531	9	7,775	700			1,197	1,593	1,683	C
County Road 512	Delaware Avenue	US 1	Minor Arterial	Class II Non-State	4	15,510	9	8,079	727			1,197	1,593	1,683	C
Roseland Road (County Road 505)	County Road 512	North City Limits	Collector	Class I Non-State	2	10,637	9	5,410	487	459	738	792			C
Schumann Dr (66th Ave)	South City Limits	Barber Street	Collector	Class II Non-State	2	8,918	9	*	420			1,197	1,593	1,683	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	
Schumann Dr	Barber Street	Englar Drive	Collector	Class I Non-State	2	4,133	9	*	195	459	738	792		B	
Schumann Dr	Englar Drive	US 1	Collector	Class I Non-State	2	3,263	9	*	154	459	738	792		B	
Englar Drive	Barber Street	S Easy Street	Collector	Class I Non-State	2	2,284	9	*	108	459	738	792		B	
Englar Drive	S Easy Street	Schumann Dr	Collector	Class I Non-State	2	4,133	9	*	195	459	738	792		B	
Fleming Street	County Road 512	Main Street	Collector	Class I Non-State	2	2,828	9	*	133	459	738	792		B	
Main Street	US 1	Fleming Street	Collector	Class I Non-State	2	1,196	9	*	56	459	738	792		B	
Main Street	Fleming Street	Winbrow Drive	Collector	Class I Non-State	2	1,686	9	*	79	459	738	792		B	
Easy Street	Main Street	Englar Drive	Local	Class I Other	2	2,828	9	*	133	332	533	572		B	



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		459	738	792		B
County Road 510	County Road 512	82nd Ave	Minor Arterial	Class II Non-State	4	15,692	9	8,153	734			1,197	1,593	1,683	C
County Road 510	82nd Ave	70th Ave	Minor Arterial	Class II Non-State	4	15,692	9	8,153	734			1,197	1,593	1,683	C
County Road 510	70th Ave	66th Ave	Minor Arterial	Class II Non-State	4	15,396	9	7,921	713			1,197	1,593	1,683	C
County Road 510	66th Ave	58th Ave	Minor Arterial	Class II Non-State	4	14,558	9	7,357	662			1,197	1,593	1,683	C
Barber Street	US 1	Schumann Dr	Local	Class I Other	2	9,244	9	*	435		332	533	572		C
Barber Street	Schumann Dr	Englar Drive	Collector	Class I Non-State	2	9,244	9	*	435		459	738	792		B
Barber Street	Englar Drive	County Road 512	Collector	Class I Non-State	2	9,244	9	*	435		459	738	792		B



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	
Barber Street	County Road 512	Winbrow Drive	Collector	Class I Non-State	2	2,719	9	*	128		459	738	792		B

(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 Traffic 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		32,093	9	50	1,444	1,560	1,890	1,960		B	
US 1 (Indian River Lagoon Scenic Hwy.)	Jackson Street	Main Street	Principal Arterial	Class I	4	30,961		31,303	9	51	1,437	1,560	1,890	1,960		B	
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	1,560	1,890	1,960		B	
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	1,560	1,890	1,960		B	
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	1,560	1,890	1,960		B	
US 1 (Indian River Lagoon Scenic Hwy.)	Schumann Dr	Barber Street	Principal Arterial	Class I	4	31,125		31,469	9	53	1,501	1,560	1,890	1,960		B	
US 1 (Indian River Lagoon Scenic Hwy.)	Barber Street	Wabasso Road	Principal Arterial	Class I	4	31,125		31,469	9	53	1,501	1,560	1,890	1,960		B	
County Road 512	County Road 510	Roseland Road	Minor Arterial	Class I Non-State	4	23,818		24,081	9	50	1,404	1,764	1,701	1,404		B	



Transportation & Mobility

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		17,757	9	50	799			1,197	1,593	1,683	C
County Road 512	Barber Street	Fleming Street	Minor Arterial	Class II Non-State	4	16,602		16,785	9	52	786			1,197	1,593	1,683	C
County Road 512	Fleming Street	Winbrow Drive	Minor Arterial	Class II Non-State	4	15,973		16,149	9	53	770			1,197	1,593	1,683	C
County Road 512	Winbrow Drive	Easy Street	Minor Arterial	Class II Non-State	4	15,973		16,149	9	53	770			1,197	1,593	1,683	C
County Road 512	Easy Street	Delaware Avenue	Minor Arterial	Class II Non-State	4	15,531		15,703	9	50	707			1,197	1,593	1,683	C
County Road 512	Delaware Avenue	US 1	Minor Arterial	Class II Non-State	4	15,510		15,681	9	52	734			1,197	1,593	1,683	C
Roseland Road (County Road 505)	County Road 512	North City Limits	Collector	Class I Non-State	2	10,637		10,755	9	51	494	459	738	792			C
Schumann Dr (66th Ave)	South City Limits	Barber Street	Collector	Class II Non-State	2	8,918		9,017	9	*	424			1,197	1,593	1,683	C



Transportation & Mobility

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	459	738	792		B	
Schumann Dr	Englar Drive	US 1	Collector	Class I Non-State	2	3,263		3,299	9	*	155	459	738	792		B	
Englar Drive	Barber Street	S Easy Street	Collector	Class I Non-State	2	2,284		2,309	9	*	109	459	738	792		B	
Englar Drive	S Easy Street	Schumann Dr	Collector	Class I Non-State	2	4,133		4,179	9	*	197	459	738	792		B	
Fleming Street	County Road 512	Main Street	Collector	Class I Non-State	2	2,828		2,859	9	*	135	459	738	792		B	
Main Street	US 1	Fleming Street	Collector	Class I Non-State	2	1,196		1,209	9	*	57	459	738	792		B	
Main Street	Fleming Street	Winbrow Drive	Collector	Class I Non-State	2	1,686		1,705	9	*	80	459	738	792		B	
Easy Street	Main Street	Englar Drive	Local	Class I Other	2	2,828		2,859	9	*	135	332	533	572		B	



Transportation & Mobility

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		5,938	9	*	280		459	738	792		B
County Road 510	County Road 512	82nd Ave	Minor Arterial	Class II Non-State	4	15,692		15,865	9	52	742			1,197	1,593	1,683	C
County Road 510	82nd Ave	70th Ave	Minor Arterial	Class II Non-State	4	15,692		15,865	9	52	742			1,197	1,593	1,683	C
County Road 510	70th Ave	66th Ave	Minor Arterial	Class II Non-State	4	15,396		15,566	9	51	714			1,197	1,593	1,683	C
County Road 510	66th Ave	58th Ave	Minor Arterial	Class II Non-State	4	14,558		14,719	9	51	676			1,197	1,593	1,683	C
Barber Street	US 1	Schumann Dr	Local	Class I Other	2	9,244		9,346	9	*	440		332	533	572		C
Barber Street	Schumann Dr	Englar Drive	Collector	Class I Non-State	2	9,244		9,346	9	*	440		459	738	792		B
Barber Street	Englar Drive	County Road 512	Collector	Class I Non-State	2	9,244		9,346	9	*	440		459	738	792		B



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		459	738	792		B

(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 Traffic 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 2009 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		1,560	1,890	1,960		B
US 1 (Indian River Lagoon Scenic Hwy.)	Jackson Street	Main Street	Principal Arterial	Class I	4	28,040	32,306	9	51	1,483		1,560	1,890	1,960		B
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		1,560	1,890	1,960		B
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		1,560	1,890	1,960		B
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		1,560	1,890	1,960		B
US 1 (Indian River Lagoon Scenic Hwy.)	Schumann Dr	Barber Street	Principal Arterial	Class I	4	26,696	32,477	9	53	1,549		1,560	1,890	1,960		B
US 1 (Indian River Lagoon Scenic Hwy.)	Barber Street	Wabasso Road	Principal Arterial	Class I	4	26,185	32,477	9	53	1,549		1,560	1,890	1,960		B



Transportation & Mobility

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	1,404	1,764	1,701	1,404		B
County Road 512	Roseland Road	Barber Street	Minor Arterial	Class II Non-State	4	14,165	18,326	9	50	825			1,197	1,593	1,683	C
County Road 512	Barber Street	Fleming Street	Minor Arterial	Class II Non-State	4	14,165	17,323	9	52	811			1,197	1,593	1,683	C
County Road 512	Fleming Street	Winbrow Drive	Minor Arterial	Class II Non-State	4	15,076	16,667	9	53	795			1,197	1,593	1,683	C
County Road 512	Winbrow Drive	Easy Street	Minor Arterial	Class II Non-State	4	15,076	16,667	9	53	795			1,197	1,593	1,683	C
County Road 512	Easy Street	Delaware Avenue	Minor Arterial	Class II Non-State	4	15,076	16,205	9	50	729			1,197	1,593	1,683	C
County Road 512	Delaware Avenue	US 1	Minor Arterial	Class II Non-State	4	8,288	16,184	9	52	757			1,197	1,593	1,683	C



Transportation & Mobility

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	
Roseland Road (County Road 505)	County Road 512	North City Limits	Collector	Class I Non-State	2	13,784		9	51	633		459	738	792		C
Schumann Dr (66th Ave)	South City Limits	Barber Street	Collector	Class II Non-State	2	14,679		9	*	691			1,197	1,593	1,683	C
Schumann Dr	Barber Street	Englar Drive	Collector	Class I Non-State	2	3,342	4,312	9	*	203		459	738	792		B
Schumann Dr	Englar Drive	US 1	Collector	Class I Non-State	2	5,145		9	*	242		459	738	792		B
Englar Drive	Barber Street	S Easy Street	Collector	Class I Non-State	2	4,544		9	*	214		459	738	792		B
Englar Drive	S Easy Street	Schumann Dr	Collector	Class I Non-State	2	5,152		9	*	243		459	738	792		B
Fleming Street	County Road 512	Main Street	Collector	Class I Non-State	2	2,408	2,951	9	*	139		459	738	792		B



Transportation & Mobility

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	
Main Street	US 1	Fleming Street	Collector	Class I Non-State	2	3,556		9	*	167		459	738	792		B
Main Street	Fleming Street	Winbrow Drive	Collector	Class I Non-State	2	1,827		9	*	86		459	738	792		B
Easy Street	Main Street	Englar Drive	Local	Class I Other	2	2,058	2,951	9	*	139		332	533	572		B
Laconia Street	County Road 512	County Road 510	Collector	Class I Non-State	2		6,128	9	*	288		459	738	792		B
County Road 510	County Road 512	82nd Ave	Minor Arterial	Class II Non-State	4	19,514		9	52	913			1,197	1,593	1,683	C
County Road 510	82nd Ave	70th Ave	Minor Arterial	Class II Non-State	4	21,853		9	52	1,023			1,197	1,593	1,683	C
County Road 510	70th Ave	66th Ave	Minor Arterial	Class II Non-State	4	21,853		9	51	1,003			1,197	1,593	1,683	C
County Road 510	66th Ave	58th Ave	Minor Arterial	Class II Non-State	4	19,543		9	51	897			1,197	1,593	1,683	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	
Barber Street	US 1	Schumann Dr	Local	Class I Other	2	5,958	9,645	9	*	454		332	533	572		C
Barber Street	Schumann Dr	Englar Drive	Collector	Class I Non-State	2	10,052		9	*	473		459	738	792		C
Barber Street	Englar Drive	County Road 512	Collector	Class I Non-State	2	8,772	9,645	9	*	454		459	738	792		B
Barber Street	County Road 512	Winbrow Drive	Collector	Class I Non-State	2	8,756		9	*	412		459	738	792		B

**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, adopted in December 2015

(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.

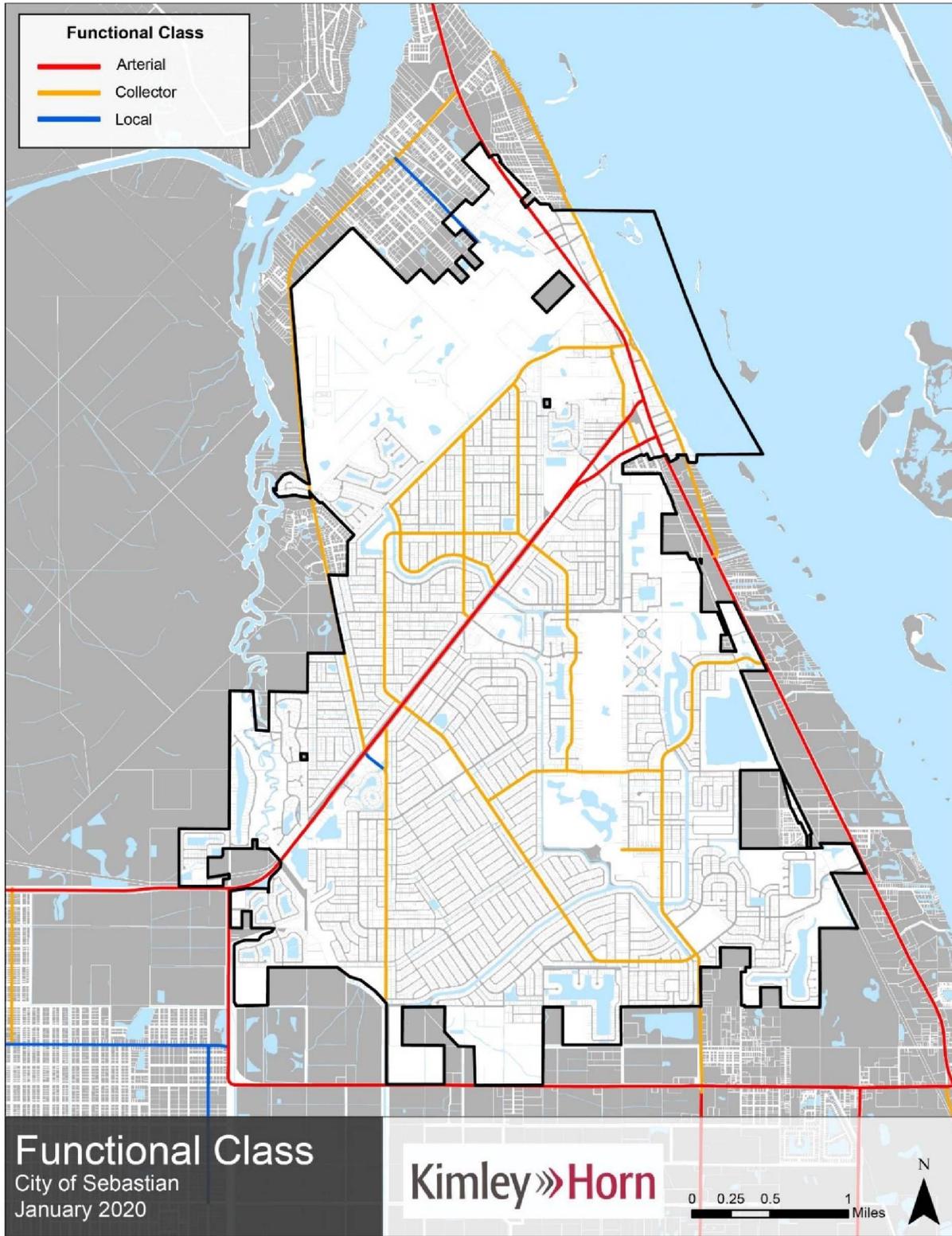
The City of Sebastian recognizes the need to provide transportation alternatives to increase accessibility and provide a comprehensive transportation system and is coordinating with the Indian River County MPO to identify future bicycle route improvements and potential future bicycle routes and facilities. 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.

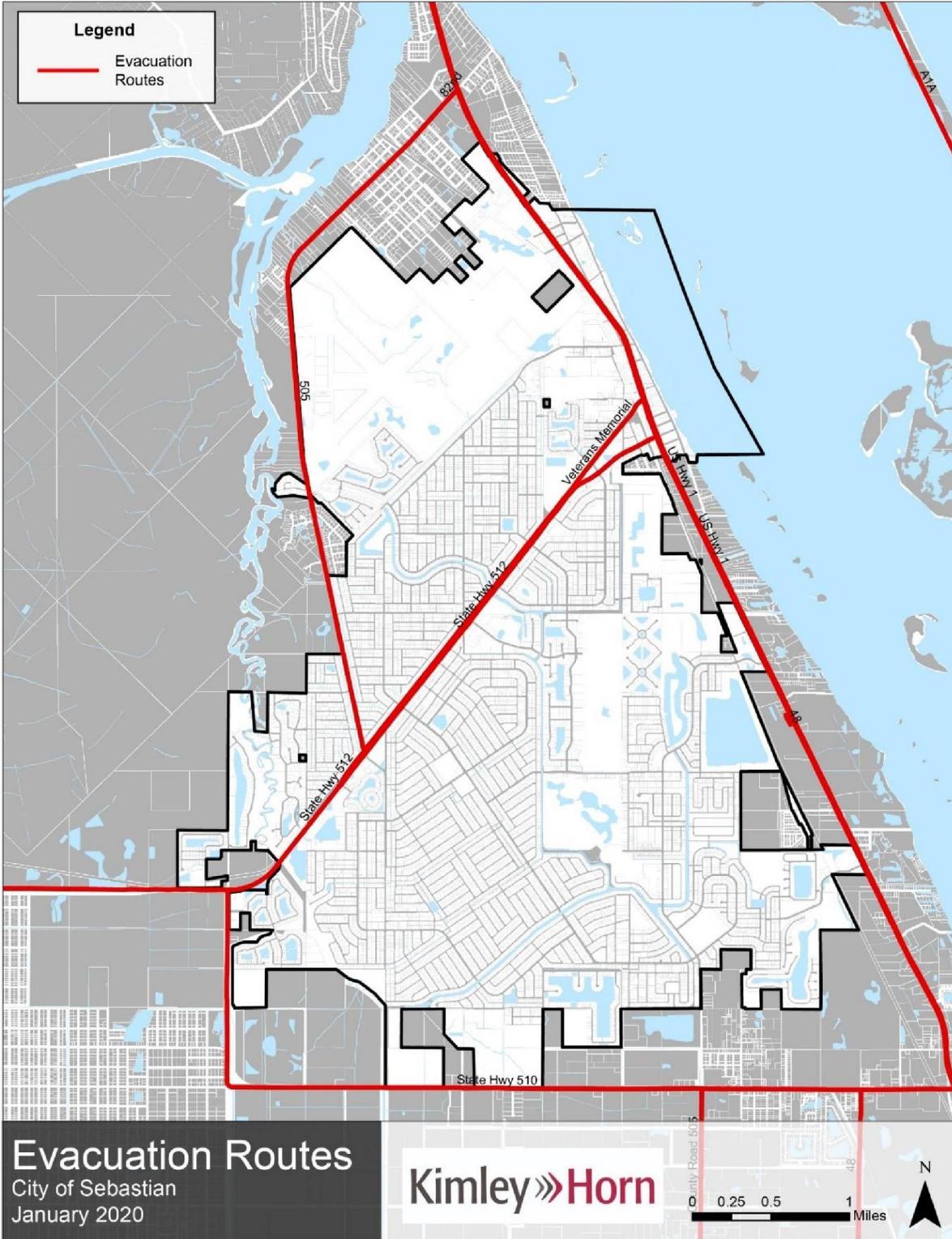


Map 2-2: Functional Class



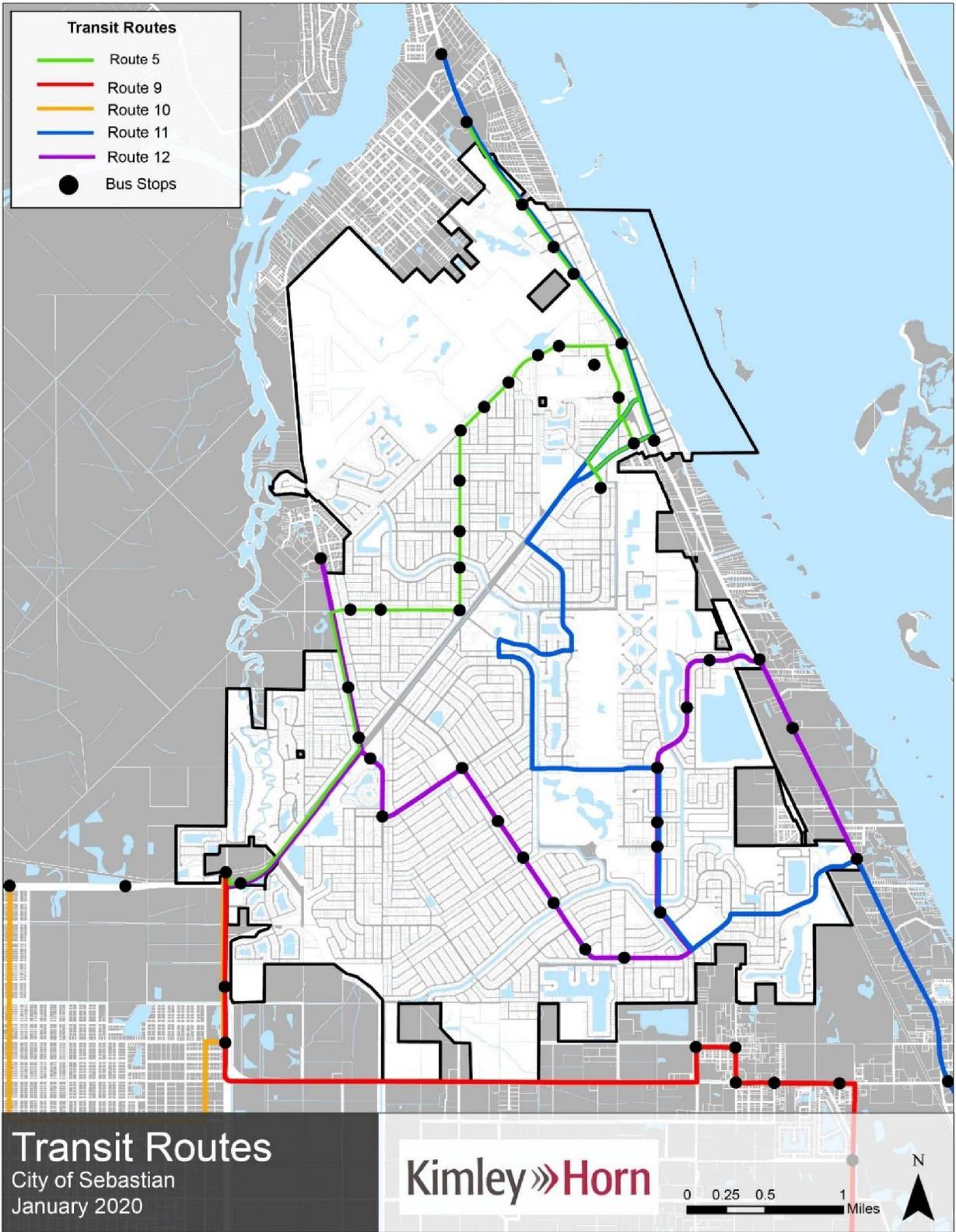


Map 2-3: Evacuation Routes



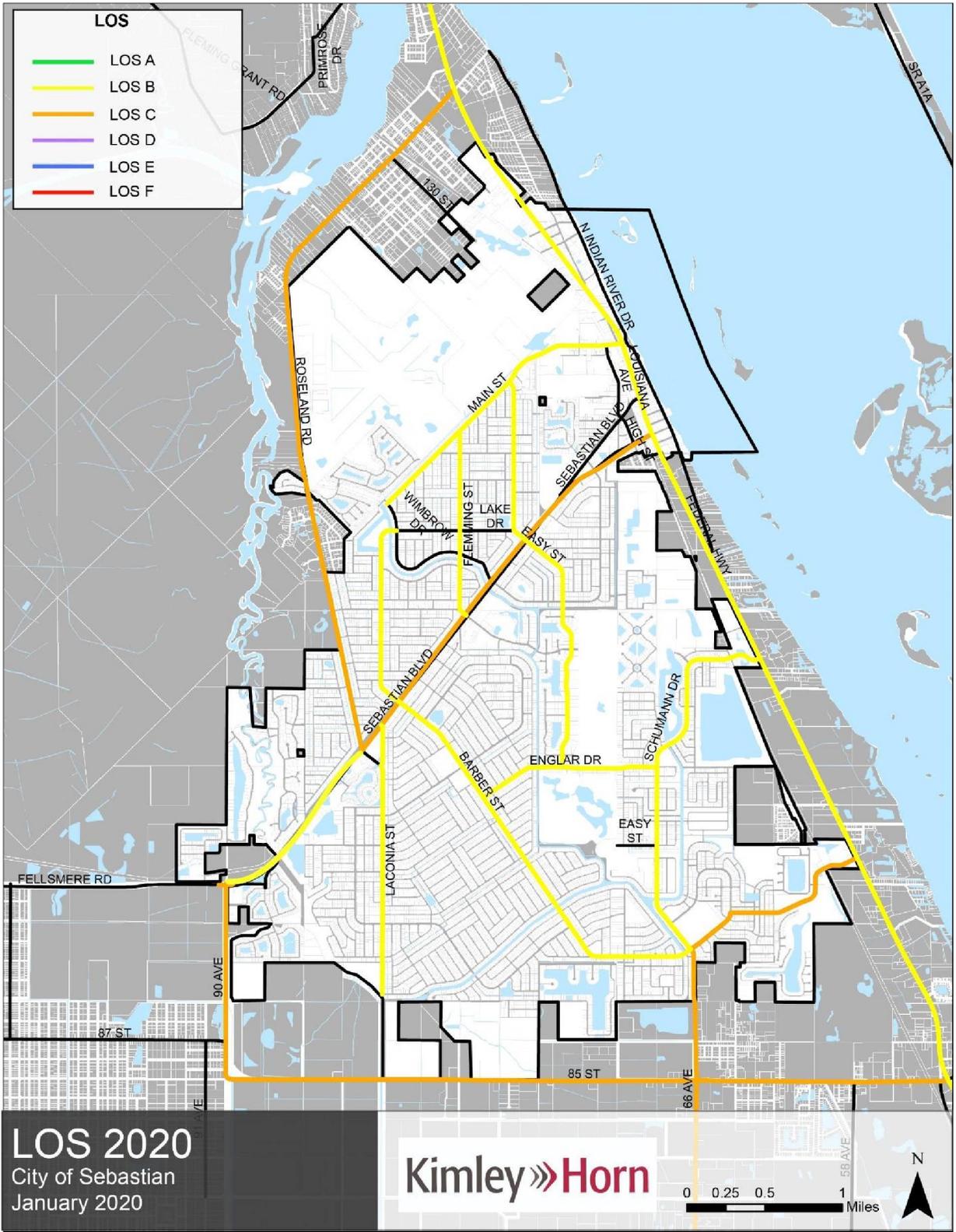


Map 2-4: Transit Routes



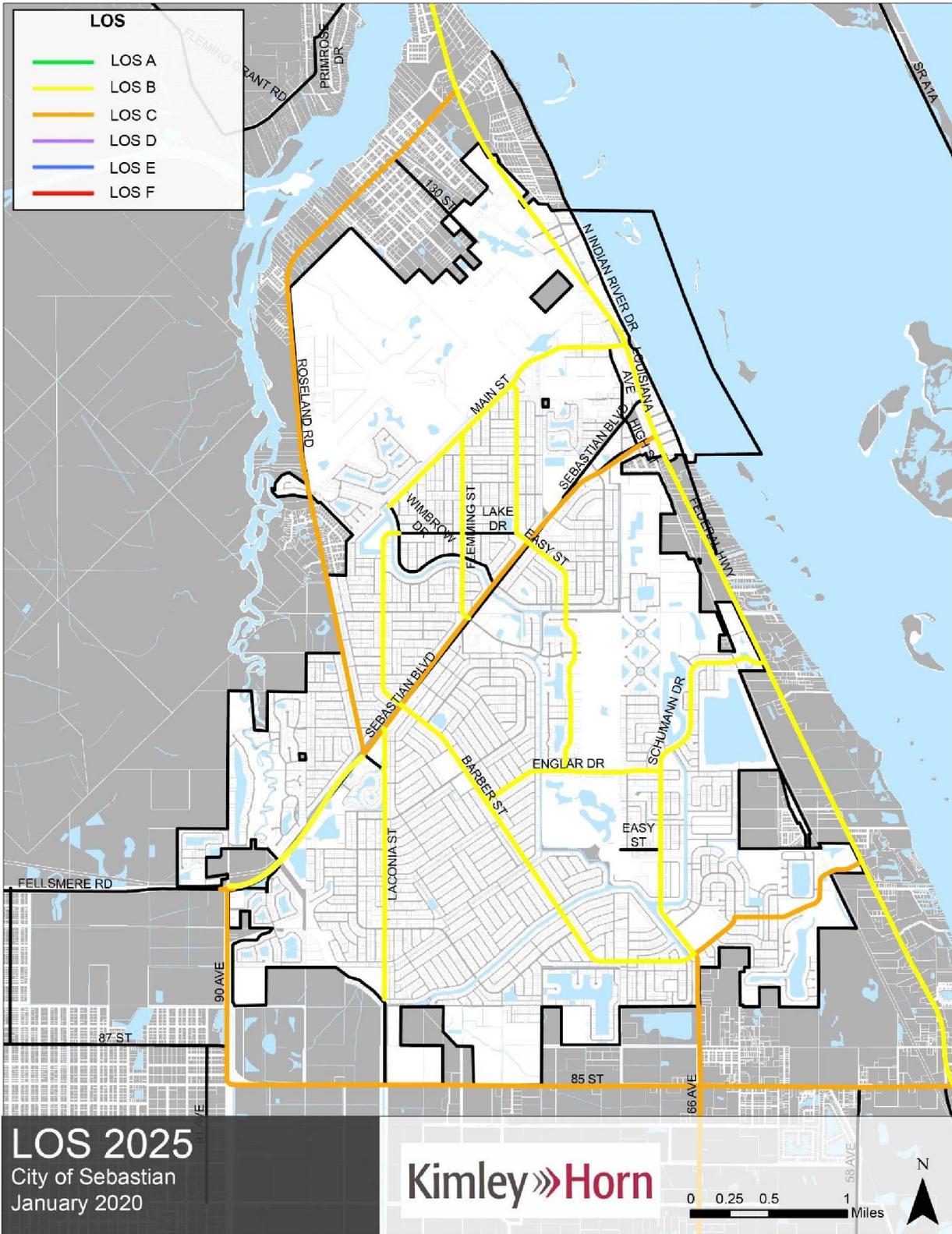


Map 2-5: Existing Level of Service, 2020



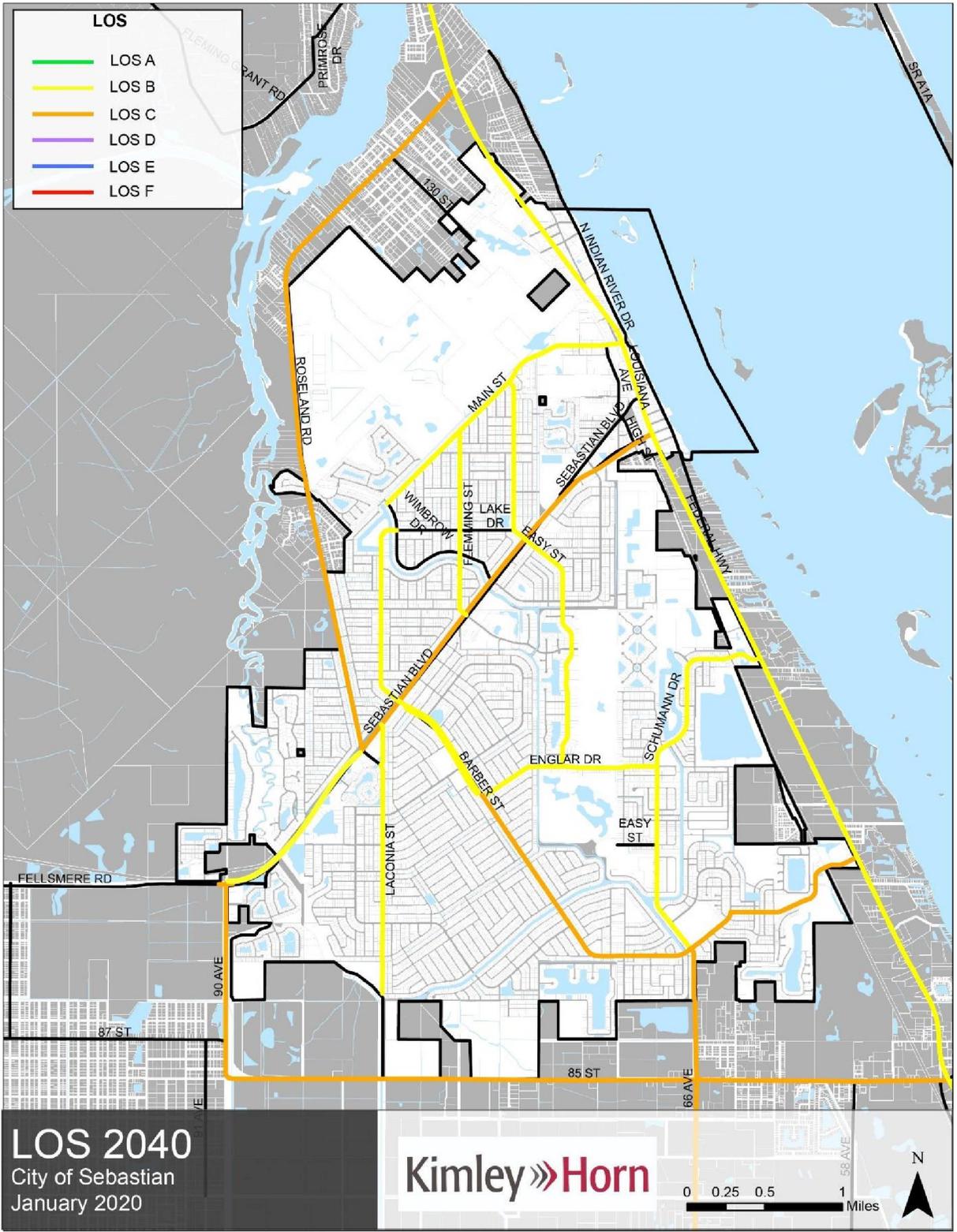


Map 2-6: Existing Level of Service, 2025



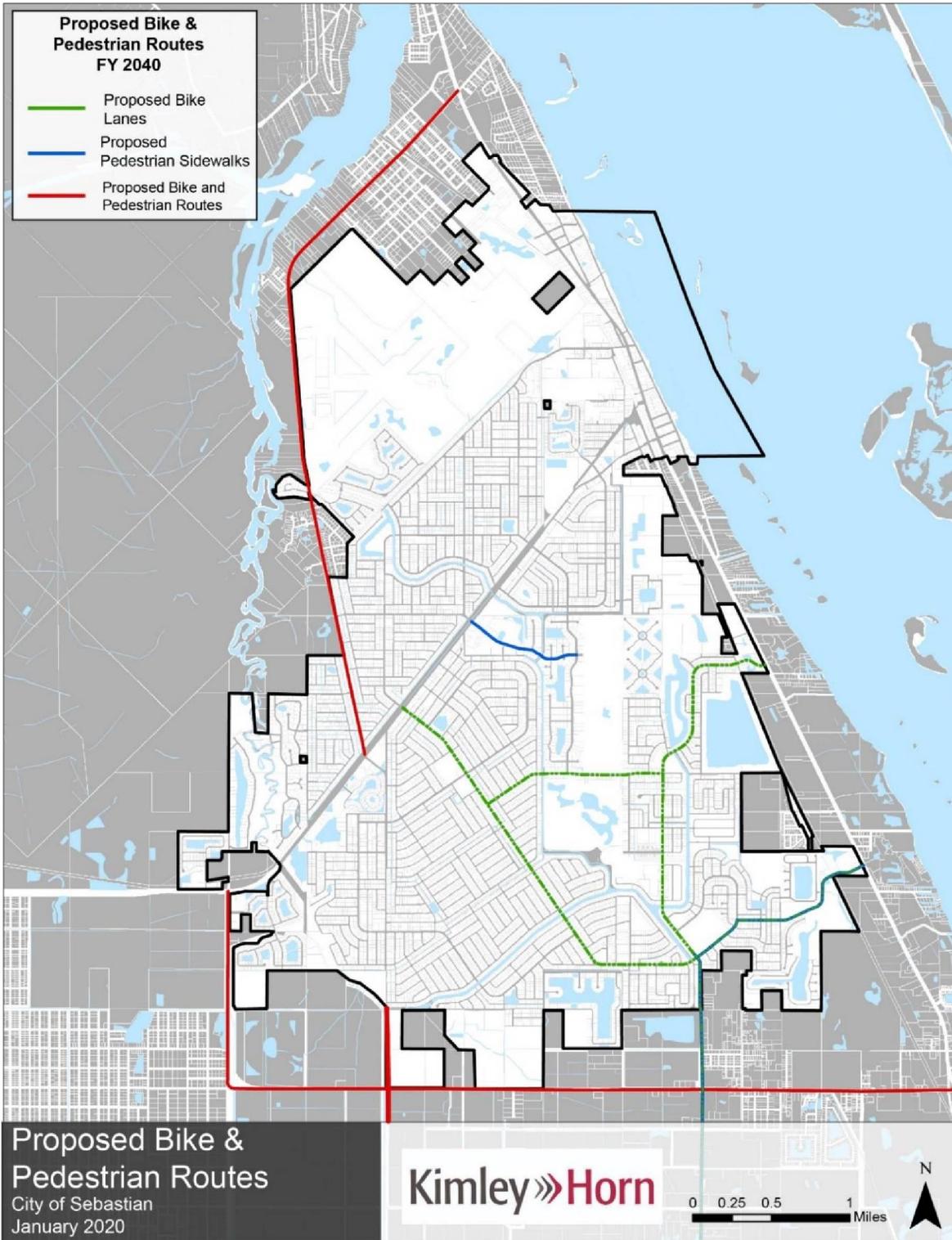


Map 2-7: Existing Level of Service, 2040





Map 2-8: Proposed Bike and Pedestrian Routes



Source: Indian River County 2040 Long Range Transportation Plan.

Table of Contents

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 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

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.

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)



Housing

- 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 2013-2017 American Community Survey (ACS) 5-year Estimates states the average household size within the City is 2.42 persons per owner occupied unit and 3.09 persons per renter-occupied unit. **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%



Housing

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



Housing

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 3-1**. 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.



Housing

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



Housing

BLAND, OKIE HOUSE	710 JACKSON ST	HISTORICAL STRUCTURE
TAYLOR, CHARLES HOUSE	909 N LOUISIANA AVE	HISTORICAL STRUCTURE
BAUGHMAN DAIRY	1533 N LOUISIANA 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



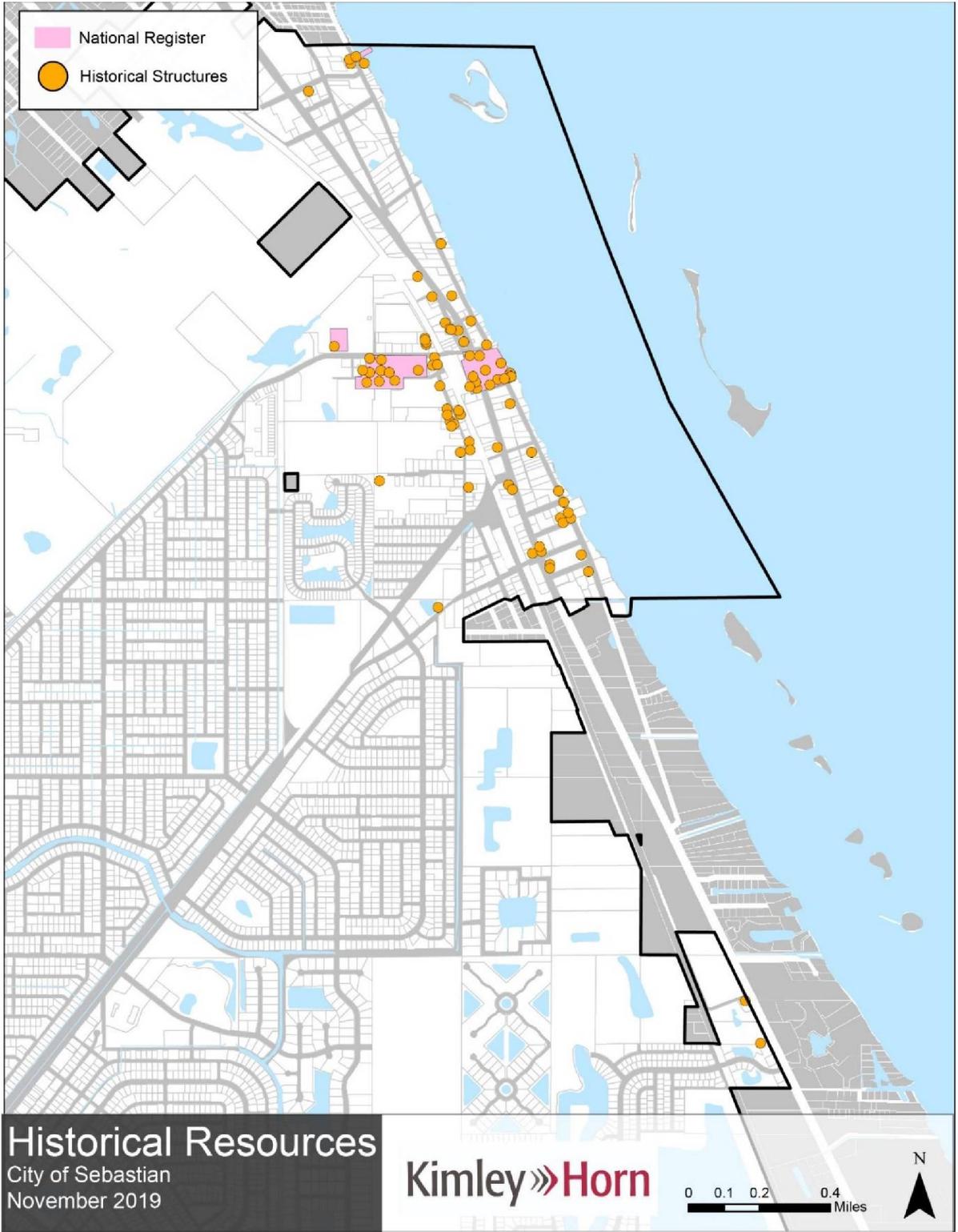
Housing

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, WHOLESAL 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



Map 3-1: Historical Resources



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