



City of Palm Coast
Agenda
PLANNING AND LAND
DEVELOPMENT
REGULATION BOARD

City Hall
160 Lake Avenue
Palm Coast, FL 32164
www.palmcoast.gov

Chair Sandra Shank
Vice Chair James Albano
Board Member Hung Hilton
Board Member Suzanne Nicholson
Board Member David Ferguson
Board Member Dana Mark Stancel
Alternate Board Member Larry
Gross
Alternate Board Member Garrett
School Board Rep Lisa Divina

Wednesday, September 17, 2025

5:30 PM

**City Hall - Jon Netts Community
Wing**

- Public Participation shall be in accordance with Section 286.0114 Florida Statutes.
- Public comment on issues on the agenda or public participation shall be limited to 3 minutes.
- Other matters of concern may be discussed as determined by Committee during the meeting.
- If you wish to obtain more information regarding the agenda, please contact the Community Development Department at 386-986-3736.
- In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons needing a reasonable accommodation to participate in any of these proceedings or meeting should contact the City Clerk at 386-986-3713, at least 48 hours prior to the meeting.
- It is proper meeting etiquette to silence all electronic devices, including cell phones while meeting is in session.
- Any person who decides to appeal any decision with respect to any matter considered at this meeting will need a record of the proceedings, and for such purpose, may need to hire a court reporter to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Call to Order and Pledge of Allegiance

Roll Call and Determination of a Quorum

Approval of Meeting Minutes

**1 MEETING MINUTES OF THE AUGUST 20, 2025 PLANNING AND LAND DEVELOPMENT
REGULATION BOARD MEETING**

Public Hearing

- 2 56 HARGROVE GRADE ZONING MAP ADMENDMENT – APPLICATION # 6185-
APPLICANT REQUESTED TO CONTINUE TO THE OCTONER MEETING**
- 3 PALM COAST IMPORT AUTO CAR WASH SPECIAL EXCEPTION - APPLICATION # 6337**
- 4 ORDINANCE 2025-XX A FUTURE LAND USE MAP (FLUM) DESIGNATION FOR 38.8+/-
ACRES FROM FLAGLER COUNTY COMMERCIAL:HIGH INTENSITY AND
RESIDENTIAL:HIGH DENSITY TO CITY OF PALM COAST MIXED-USE**
- 5 ORDINANCE 2025-XX ZONING MAP AMENDMENT FOR 38.8+/- ACRES FROM FLAGLER
COUNTY GENERAL COMMERCIAL (C-2) AND MULTI-FAMILY RESIDENTIAL (R-3B) TO
CITY OF PALM COAST GENERAL COMMERCIAL (COM-2)**

Board Discussion and Staff Issues

Adjournment

City of Palm Coast, Florida Agenda Item

Agenda Date: September 17, 2025

Department	COMMUNITY DEVELOPMENT	Amount
Division	PLANNING	Account #
Subject: MEETING MINUTES OF THE AUGUST 20, 2025 PLANNING AND LAND DEVELOPMENT REGULATION BOARD MEETING		
Presenter: Irene Schaefer, Recording Secretary		
Attachments: 1. Minutes		
Background:		
Recommended Action: Approve as presented.		



City of Palm Coast Minutes PLANNING AND LAND DEVELOPMENT REGULATION BOARD

City Hall
160 Lake Avenue
Palm Coast, FL 32164
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***Chair Sandra Shank
Vice Chair James Albano
Board Member Charles Lemon
Board Member Hung Hilton
Board Member Suzanne Nicholson
Board Member David Ferguson
Board Member Dana Mark Stancel
Alternate Board Member Larry
Gross
Alternate Board Member Garrett
Decker
School Board Rep Lisa Divina***

Wednesday, August 20, 2025	5:30 PM	City Hall - Jon Netts Community Wing
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Call to Order and Pledge of Allegiance

Chair Shank called the August 20, 2025 Planning and Land Development Regulation Board (PLDRB) meeting to order at 5:30pm.

Roll Call and Determination of a Quorum

Present and responding to roll call were:

*Chair Shank
Vice Chair Albano
BM Decker*

BM Nicholson
BM Hilton
BM Ferguson
School Member Divina

Excused were;

BM Lemon
BM Gross
BM Stancel

Approval of Meeting Minutes

1 MEETING MINUTES OF THE JULY 16, 2025 PLANNING AND LAND DEVELOPMENT REGULATION BOARD MEETING

Pass

Motion made to approve as presented by Board Member Decker and seconded by Board Member Hilton

Approved - 6 - Chairman Sandra Shank, Vice Chairman James Albano, Board Member Hung Hilton, Board Member Suzanne Nicholson, Board Member David Ferguson, Board Member Garrett Decker

Public Hearing

2 VARIANCE TO STREET SIDE SETBACK FOR A SINGLE-FAMILY RESIDENCE – 2 SEA GREEN PATH - APPLICATION # 6278

Mr. Ray Tyner, Deputy Director of Community Development gave an explanation about the 5 criteria that are required to be met in order for staff to recommend approval for a variance. He further stated that it is ultimately up to the PLDRB members whether or not a variance is approved.

Mr. Tyner introduced Mr. Michael Hanson, AICP, Planner, who gave a presentation which is attached to this record.

Ms. Marie Cross, representing JMIII, LLC, owner and RBI Homes, addressed the PLDRB members.

BM Decker asked if staff was presented any documentation of the source of the error (related to the setback encroachment). Mr. Hanson stated that information is not a required criteria for a variance application as the matter of fault would be a civil matter.

BM Ferguson asked Mr. Hanson for some examples of hardships that would fit the definition of a qualifying hardship. Mr. Hanson stated that topography, location of drainage, but it differs based on the actual case. BM Ferguson asked about the city's application of the Land Development Code (LDC); asking in the past have we granted a variance for a similar situation. Mr. Tyner mentioned that

we don't get many variances here in the City of Palm Coast and our criteria is linear and is standard in the state of Florida. So, from a professional standard we have been consistent with our application of the criteria to all variance application. Mr. Tyner reminded the PLDRB members it is within their purview to grant or deny the variance application. Mr. Ferguson questioned whether or not we would be setting a precedent. Mr. Hanson stated no that each variance is reviewed on its own circumstances.

VC Albano asked Ms. Cross if they had a form board survey prior to pouring the slab. Ms. Cross answered yes. Mr. Jim Ambor, RBI Homes we did do a form board survey we went of the pins of the surveyor, which was giving the wrong zone at the time. BM Albano asked Mr. Ambor to walk the PLDRB members through the events that lead to this error.

Chair Shank referencing the original site plan dated February 22, 2023 and then the June 14, 2023 foundation survey asked how long has this property had construction halted. Ms. Cross stated that construction halted right after the form board survey and it has been halted since (2 years). Ms. Cross stated that the original owners found another property and they are happy.

Chair Shank opened this item to public comment at 5:56pm and seeing no one approach the podium she closed this item to public comment at 5:57pm.

Pass

Motion made to Deny Staff the variance request to reduce the Minimum Street Side Setback of 20 feet to 15 feet for the subject property within the Single-Family Residential (SFR-3) zoning district in order to site a single-family residence, Application No. 6278 due to not meeting all 5 criteria of a hardship for the zoning variance by Vice Chairman Albano and seconded by Board Member Decker.

Approved - 5 - Chairman Sandra Shank, Vice Chairman James Albano, Board Member Hung Hilton, Board Member Suzanne Nicholson, Board Member Garrett Decker

Denied - 1 - Board Member David Ferguson

3 56 HARGROVE GRADE ZONING MAP AMENDMENT - APPLICATION # 6185

Mr. Tyner explained that the applicant has requested a continuance to a date certain of September 17, 2025 PLDRB @ 5:30pm here at the Jon Netts Community Wing. The applicant's letter is attached to this record.

Pass

Motion made to continue by Board Member Decker and seconded by Vice Chairman Albano

Approved - 6 - Chairman Sandra Shank, Vice Chairman James Albano, Board Member Hung Hilton, Board Member Suzanne Nicholson, Board Member David Ferguson, Board Member Garrett Decker

4 AMEND THE INFRASTRUCTURE AND CAPITAL IMPROVEMENTS ELEMENT OF THE COMPREHENSIVE PLAN TO INCORPORATE THE WATER SUPPLY FACILITIES WORK PLAN

Mr. Tyner introduced this item along with Mr. Jose Papa, AICP, Senior Planner and Pete Roussell, Deputy Director of Utility who gave a presentation which is attached to this record.

BM Ferguson commented on the presentation and the work staff has done on this project and he questioned the water quality differences based on the various water treatment plants #1 vs #3, asking specifically about any differences in the water quality between the plants. Mr. Roussell stated the older plant, #1 (Lime Softening Chemical Precipitation Plant) uses an older technology and the lack of an expansive footprint limits our options. So, we are engaging in other technologies at this site; we are adding new wells. These wells will use the confined surficial aquifer which uses a lot of calcium and the lime softening we have a hardness of water of 100 parts per million. Compared to the aquifer it is 400 parts per million. Plant #2 built in 1992 which is a membrane softening plant and it does a better job of softening of the water supply. Mr. Roussell stated that the city meets all the water quality regulations. Plant #3 was built in 2008, ultra-low pressure reverse osmosis which uses the surficial aquifer.

BM Ferguson asked about the effects of annexation on our water supply capabilities. Mr. Papa stated that the population projections we use are based on numbers given to us from the state which are based on the entire county and we based our numbers on historic #s which are 80% of the growth of the entire county between 2000 -2023. We use the same formula with the areas outside the city that we serve (i.e. Beverly Beach, Marineland).

BM Decker asked what is our capacity (residents can we add) without adding another plant site. Mr. Roussell gave the million per day total 15.5 million gallons per day for all plants. There are some issues that we can't reach that production such as wellfields, typical 95 gallons per capita per day. Mr. Decker restated his question to when in the future will we need to add another plant due based on population projections. Mr. Roussell reviewed the capital projects that are planned to address the growth projections.

Mr. Tyner stated that we have water capacity now and for the future. So, the question is do we have capacity to serve in 2050, Mr. Tyner stated that we always have capital projects, and checks and balances for capacity to coordinate the time of the new facilities with your growth projections. Mr. Tyner reviewed the subdivision technical site plan/final plat approval process within the city. He also mentioned outside of the city there are state agencies that are involved in permitting for water capacity (St. Johns River Water Management District – SJRWMD). Once we are at a permitting capacity of 75% SJRWMD will ask about what are you doing with regard to capacity.

Detail discussion of capacity continued between staff and the PLDRB members.

VC Albano asked about the Utilities Department's ranking within the state with regard to water quality and quantity. Mr. Roussell, stated that the city has

received many awards from the Florida Department of Environmental Protection, including innovation ideas, taste testing.

BM Nicholson asked about conservation regarding changing the LDC for the requirements for landscaping materials for new development such as drought tolerant plants being required. Mr. Tyner stated that our Comprehensive Plan 2050 we developed a lot of conservation policies and we will be coming to you with a schedule to begin the LDC rewrite. In Chapter 11 – Landscape Chapter you will be able to help make recommendations to improve our conservation efforts.

Mr. Roussell stated that bottled water is regulated by FDA and the city's water is regulated by the EPA, which is stricter. He provided examples of the city's testing of the water system.

VC Albano described a project where tying into the city's reclaim water is saving the developer a lot of money. Mr. Roussell discussed the backbone for the reclaim water for the PLDRB members.

Chair Shank stated that public education is very important in light of the differences of bottled water and city water. Mr. Roussell informed the PLDRB members of a public outreach meeting happening on September 15th 2pm. He also described Citizens' Academy involves a tour of the water plant. Chair Shank suggested the city produce a video tapping into social media about the various educational opportunities to educate our residents on the water capacity and quality within the city.

VC Albano stated that the city would go back to its cap on 8000 gallon limit on the sewer .

Chair Shank opened this item to public comment at 6:45pm and seeing no one approach the podium she closed this item to public comment at 6:46pm.

Pass

Motion made to Recommend Approval to adopt the WSFWP and Related Comprehensive Plan Amendment by Board Member Decker and seconded by Board Member Hilton

Approved - 6 - Chairman Sandra Shank, Vice Chairman James Albano, Board Member Hung Hilton, Board Member Suzanne Nicholson, Board Member David Ferguson, Board Member Garrett Decker

Board Discussion and Staff Issues

Mr. Tyner mentioned that we are finalizing the schedule for the Land Development Code (LDC) timeline. Confirmation of the September 16, 2025 American Planning Association Planning Members training.

Adjournment

Motion made to approve by BM Decker and seconded by VC Albano. The meeting was adjourned @6:49 pm.

*Respectfully Submitted by:
Irene Schaefer, Recording Secretary*

Pass

Motion made to approve by Board Member Decker and seconded by Vice Chairman Albano

Approved - 6 - Chairman Sandra Shank, Vice Chairman James Albano, Board Member Hung Hilton, Board Member Suzanne Nicholson, Board Member David Ferguson, Board Member Garrett Decker

City of Palm Coast, Florida

Agenda Item

Agenda Date: September 17, 2025

Department	COMMUNITY DEVELOPMENT	Amount
Division	PLANNING	Account #
Subject: 56 Hargrove Grade Zoning Map Amendment – Application # 6185		
Presenter: Michael Hanson, AICP, Planner		
Attachments: <ol style="list-style-type: none"> 1. Ordinance 2. Staff Report 3. Business Impact Estimate 4. Distant Aerial 5. Close Aerial 6. Future Land Use Map 7. Existing Zoning Map 8. Proposed Zoning Map 9. Boundary Survey, Affidavit, Title Opinion 10. Application, Owner Authorization, Corporate Identities 11. Applicant Cover Letter and Analysis 12. Traffic Report 13. Environmental Report and Environmental Email Correspondence 14. Public Notice Documentation 		
Background: <p>This item was continued to date certain at the August 20, 2025 Planning and Land Development Regulation Board Meeting.</p> <p><u>Request:</u> Michael Chiumento, III, as agent for Hard Rock Materials Inc., is proposing to rezone ±10.44 acres of vacant land located on the north side of Hargrove Grade from the Light Industrial and Warehousing (IND-1) zoning district to the Heavy Industrial (IND-2) zoning district in order for the property owner to develop the subject parcel with a proposed concrete batch plant.</p> <p><u>Background:</u> The property owner purchased the vacant subject property in April 2025 from Hargrove Mini Storage Inc. The subject property is part of the Hargrove Industrial Park and is currently zoned for IND-1 uses. It is designated as Industrial on the Future Land Use Map (FLUM).</p> <p>The previous property owner recently received a development order for a recreational vehicle & boat storage facility with a total of ±150,988 square feet under Application #4859. The current rezoning application was submitted during the active period for the recent development order. At this time the new owner, Hard Rock Materials, proposes to rezone the site to accommodate a concrete batch plant on the site so that they can expand their business of selling ready-mix concrete into Palm Coast.</p> <p><u>Project Description:</u> Concrete batch plants are a specified heavy industrial use that is allowed within the IND-2 zoning district subject to the regulations provided by the Unified</p>		

Land Development Code (LDC) Section 4.14 – Industrial Uses. This rezoning application is conceptual in nature, and if approved by the City Council the applicant will be required to submit for a Technical Site Plan prior to development to ensure compliance with the Comprehensive Plan, LDC, and any other local, state, or federal regulation or law.

Concrete is made by combining cement, aggregate material (typically gravel and crushed rock), and water. The proposed user would store the ingredients for making ready-mix concrete on site and would bring the necessary materials from another location. The applicant does not propose a cement manufacturing use on this site. Both cement manufacturing and concrete batch plants are separate uses; however, they are overall related in that they are both utilized in the production of concrete.

As rezonings are conceptual, the actual size of the proposed concrete batch plant will be determined during the subsequent Technical Site Plan (TSP) Application. TSP approval is required prior to the applicant receiving a development order, and during the TSP phase, the project submittal will be required to ensure compliance with all applicable laws and regulations pertaining to site development.

Public Participation: The applicant hosted a neighborhood meeting as required by Unified Land Development Code (LDC) Section 2.05.02 at 5:45 p.m. Monday August 11, 2025, in the meeting room of the Flagler County Public Library. The applicant also met the public notice requirements of LDC Section 2.05.03.

Only one member of the public attended the neighborhood meeting. Additionally, the applicant, project's engineer, and the staff planner attended. The attendee was concerned about fencing on the property and wanted to know about potential amount of traffic on Hargrove Grade. The applicant and engineer explained that the property owner would likely have about 15 truck trips per day.

Staff has not received further public participation regarding the project as of drafting this staff report.

Recommended Action:

Staff recommends that the Planning and Land Development Regulation Board determine the proposed rezoning (Application No. 6185) is consistent with the Comprehensive Plan and recommend approval to City Council to rezone ±10.44 acres from the IND-1 zoning district to the IND-2 zoning district.

City of Palm Coast, Florida

Agenda Item

Agenda Date: September 17, 2025

Department	COMMUNITY DEVELOPMENT	Amount
Division	PLANNING	Account #
Subject: PALM COAST IMPORT AUTO CAR WASH SPECIAL EXCEPTION - APPLICATION # 6337		
Presenter: Estelle Lens, A.I.C.P., Sr. Planner		
Attachments: <ol style="list-style-type: none"> 1. Staff Report 2. Development Order 3. Map – Distant Aerial 4. Map – Close In Aerial 5. Map – Future Land Use Map (FLUM) 6. Map – Zoning 7. Site Plan 8. Traffic Statement 9. Application 10. Letter to the Planning and Land Development Regulation Board (PLDRB) 11. Notification letter, receipts and affidavit 		
Background: <p>A request for a special exception to allow a car wash in the General Commercial (COM-2) zoning district located at 5700 State Highway 100 E at the Palm Coast Import Auto site. The subject property is currently developed as a Vehicle Sales and Repair facility. This site was developed for these uses prior to City incorporation. The applicant desires to redevelop the site, continue the existing uses, and add the Car Wash use.</p> <p>The Land Development Code (LDC) Section 2.07. Special Exceptions, requires that the request meet the findings listed in Subsection 2.05.05, for all development orders, as well as the specific requirements outlined in 02.07.03 for special exceptions. Staff finds this request in compliance of the requirements as illustrated in the staff report.</p> <p><u>Public Participation:</u> The Unified Land Development Code Chapter 2, Part II, Section 2.07 requires that the applicant notify adjacent property owners of the PLDRB meeting date 14 days in advance of the public hearing. The required letter notifications to the adjacent property owners were sent via Certified Mail on August 29, 2025, which met this requirement. The Planning Division has not received any communications from members of the public regarding this application.</p>		
Recommended Action: <p>Planning staff recommends that the Planning and Land Development Regulation Board determine this project is consistent with the City's Comprehensive Plan and Land Development Code and approve Application No. 6337 subject to the following</p>		

conditions:

1. Stormwater: The existing stormwater ditch on the northern property boundary shall remain. Improvements and required easements shall be determined during the Technical Site Plan review.
2. Utilities: A 4-inch reclaim main is located at Bulldog Drive -approximately 1,200 ft to the west. City Utilities and the applicant shall evaluate the potential need and benefit of extending the 4-inch reclaim main from Bulldog Drive to service the site during the subsequent Technical Site Plan application.



**COMMUNITY DEVELOPMENT DEPARTMENT
Palm Coast Import Auto – Car Wash
SPECIAL EXCEPTION STAFF REPORT
PLANNING AND LAND DEVELOPMENT REGULATION BOARD
SEPTEMBER 17, 2025**

OVERVIEW

Project Name:	Palm Coast Import Auto – Car Wash
Application Number:	6337
Applicant:	James J. Albano
Property Owner:	TLG, LLC
Location:	5700 State Hwy 100 E
Parcel ID #:	08-12-31-0650-000B0-0090
Current FLUM:	Mixed Use
Current Zoning:	General Commercial (COM-2)
Current Use:	Auto Sales
Size of Subject Property	5.00 +/- acres

ANALYSIS

REQUESTED ACTION

The applicant is requesting a special exception to allow a car wash in the General Commercial (COM-2) zoning district located at the Palm Coast Import Auto site addressed at 5700 State Highway 100 E (approximately 0.25 miles east of Bulldog Drive on State Highway 100).

BACKGROUND/SITE HISTORY

According to the City's Land Development Code (LDC), a proposed carwash use requires Special Exception approval by the City's Planning and Land Development Regulation Board (PLDRB) when the proposed site is zoned General Commercial (COM-2). Car Washes are allowed as a permitted use in the High Intensity Commercial (COM-3) zoning district.

The subject property is currently developed as a Vehicle Sales and Repair facility. This site was developed for these uses prior to City incorporation. The applicant desires to redevelop the site, continue the existing uses, and add the Car Wash use.

LAND USE AND ZONING INFORMATION

USE SUMMARY TABLE:

CATEGORY:	EXISTING:	PROPOSED:
Future Land Use Map (FLUM)	Mixed Use	No change proposed
Zoning District	Commercial – 2 (COM-2)	No change proposed
Use	Vehicle Sales and Repair	Addition of car wash facility
Acreage	5.00 +/- acre parcel	No change proposed
Primary Access	SR 100	No change proposed

SURROUNDING ZONING AND LAND USES:

NORTH:	FLUM:	DRI Urban Core
	Zoning:	MPD- Town Center:
	Use:	Multi-Family (Brook Haven)
SOUTH:	FLUM:	Commercial High Intensity (County)
	Zoning:	General Commercial & Shopping Center (County)
	Use:	Vacant land
EAST:	FLUM:	Mixed Use
	Zoning:	General Com. (COM-2) & Public Semi Public (PSP)
	Use:	Vacant land
WEST:	FLUM:	Mixed Use
	Zoning:	General Commercial (COM-2)
	Use:	Commercial – Town Center Commons

SITE DEVELOPMENT REQUIREMENTS

The City Land Development Code shall provide the land development standards for Special Exception approval. The standards for COM-2 properties include:

LDC Dimensional Criteria	Zoning District	Provided*
Min. lot size	20,000 SF	216,166 +/- SF
Min. lot width	100 ft.	332.50 ft.
Min. Front Setback	25 ft.	113.26 ft.
Min. Interior Side Setback*	10 ft.	10 ft. min.
Min. Rear Yard Setback*	10 ft.	10 ft. min.
Max. Bldg. Height*	100 ft.	30'
Max. Impervious Surface Ratio (ISR)	0.70	0.58

*Based on Conceptual Plan. Technical Site Plan Review to further define actual distances and areas but must meet minimums.

ANALYSIS BASED ON UNIFIED LAND DEVELOPMENT CODE CHAPTER 2 SECTION 2.05.05

The Unified Land Development Code, Chapter 2, Part II, Section 2.05.05 states: When reviewing a development order application, the approval authority shall determine whether sufficient factual data was presented in order to render a decision. The decision to issue a development order shall be based upon the following, including but not limited to:

- A. The proposed development must not be in conflict with or contrary to the public interest;

Staff Finding: The proposed development is not in conflict with, or contrary to, the public interest. The subject property lies on the north side of State Road 100, which has a mix of commercial development. The COM-2 zoning district is intended to provide sufficient areas for general commercial and office uses to meet community-wide demands for retail, services, businesses, and employment opportunities.

- B. The proposed development must be consistent with the Comprehensive Plan and the provisions of this LDC;

Staff Finding: The request is consistent with the following objectives and policies of the Comprehensive Plan:

Chapter 1 Future Land Use Element:

Objective 1.1.1 – Future Land Use Map Designations

- Policy 1.1.1.1.D. Mixed Use – Provide areas for a mixture of uses that integrates employment...and other uses with residential uses.

Objective 1.1.4 – Discourage Urban Sprawl

- Policy 1.1.4.1 – The Mixed-Use Future Land Use designation is intended to provide opportunities for residents to work, shop, engage in recreational activities...in reasonable close proximity to residential uses.

Objective 1.1.6 – Encourage Redevelopment and Revitalization to support Economic Development

- Policy 1.1.6.1 – Support the Palm Coast Town Center, which is located in the SR 100 Corridor Community Redevelopment Area (CRA), as an Innovation District.
- *This site is within the SR 100 Community Redevelopment Area as well as the Gateway Overlay Zone. It should be noted that while this request is for the approval of a car wash use in the COM-2 zoning district, the applicant will be redeveloping the entire site. The existing site was developed in the County prior to City incorporation. The redevelopment of the site will comply with all applicable requirements of the City's Land Development Code.*

Objective 1.3.1. – Ensure Adequate Public Facilities Concurrent with New Development

- Policy 1.3.1.3 – The City shall encourage development to locate in the areas where public facilities, infrastructure, and services are available. Applicable impact fees shall be used by the City consistent with State law to offset the costs of the City providing facilities.

Public facilities, infrastructure and services are already available and are in use at this location. The project is subject to concurrency and all applicable impact fees.

Chapter 2 Transportation Element

Objective 2.2.1 – Vehicle Interconnectivity - Enhance and enforce standards for commercial and residential connectivity to reduce traffic on collector and arterial roadways by increasing interconnectivity between existing and proposed uses and developments.

- *The redevelopment of the site will include an access road to connect with the properties to the east and to the west without having to enter and exit S.R. 100.*

Chapter 5 Infrastructure Element

Objective 5.1.3 – Existing Facilities and Urban Sprawl - Maximize the use of existing facilities, discourage urban sprawl, and coordinate future expansion plans consistent with projected needs to accommodate development at the densities and intensities permitted in the Future Land Use Element.

- *This project (car wash) will be an accessory use within a site already developed for vehicle sales and repair. City utilities are already available and are in use at the site. The access points on to S.R. 100 already exist and will remain in the same location. The stormwater system will be redesigned and constructed with the redevelopment of the site.*

Chapter 11 Economic Development

Objective 11.1 – Robust, Diversified and Resilient Local Economic Environment

- Policy 11.1.1.4 – Maintain emphasis on the expansion of local businesses and promotion of entrepreneurs, who bring value to the City's economy and its citizens.
- C. The proposed development must not impose a significant financial liability or hardship for the City;

Staff Findings: Should the applicant be granted a Special Exception, no significant financial liability or hardship will be created for the City. The applicant is responsible for complying with applicable land development and building codes, concurrency and their proportionate fair share of costs related to improvements. The subject property is subject to Technical Site Plan review, during which time, any additional requirements can be determined and applied. Based upon the provided conceptual plan, it appears that the project should be able to meet these requirements; however, some adjustments may be necessary prior to completing the Technical Site Plan review process.

- D. The proposed development must not create an unreasonable hazard, or nuisance, or constitute a threat to the general health, welfare, or safety of the City's inhabitants;

Staff Finding: Approving a Special Exception for a car wash use on the subject property will not create an unreasonable hazard, or nuisance, or constitute a threat to the general health, welfare, or safety of the City's inhabitants

The traffic statement provided states that the redevelopment of the site will create an additional 30 PM peak hour trips. The additional trips can be accommodated since the City's roadway network has capacity in this area.

- E. The proposed development must comply with all other applicable local, state and federal laws, statutes, ordinances, regulations, or codes;

Staff Finding: This project will be subject to Technical Site Plan Review and will be required to comply with the requirements of all other applicable local, state and federal laws, statutes, ordinances, regulations and codes.

ANALYSIS BASED ON UNIFIED LAND DEVELOPMENT CODE CHAPTER 2 SECTION 2.07.03

The Unified Land Development Code, Chapter 2, Part II, Sec. 2.07.03 states: “No application for a special exception use shall be approved unless the Planning and Land Development Regulation Board finds that the request meets the findings listed in Subsection 2.05.05 and the following:

- A. Is consistent with the specific requirements for that particular use as set forth in this LDC;

Staff Finding: *The applicant must submit a Technical Site Plan application for review and approval of city staff, during which time, the applicant must demonstrate that all requirements of LDC are met.*

- B. Meets the concurrency requirements of this LDC;

Staff Finding: *The proposed development will comply with all applicable standards regarding concurrency, site design and building codes at the time of the Technical Site plan.*

- C. Is compatible with the surrounding neighborhoods and promotes the value of surrounding land, structures or buildings. Compatibility shall be reviewed in light of the following components:

<u>Criteria:</u>	<u>Staff Findings:</u>
Architectural design;	The proposed building will need to meet the requirements in the LDC Chapter 13 – Architectural Design Regulations.
Fencing and screening, landscaping;	The conceptual plan proposes buffers in compliance with the LDC. The landscaping, screening and any fencing will be further reviewed with the Technical Site Plan (TSP).
Noise reduction, sign and light control;	No noise impacts are anticipated with this use. Signage and lighting will be reviewed with the TSP and must be compliant with the LDC.
Storm drainage, sanitation collection;	The stormwater system will be redesigned with the redevelopment of this site.
Police and fire protection;	Fire standards will also be reviewed during the TSP review process. No significant fire or police risk is anticipated by this use.
On and off-site traffic control	The access points on SR 100 are already established. Additionally, the applicant is proposing an access road parallel to SR 100.
Off-street parking and loading; and	The interior vehicular design area being provided will be analyzed in further detail during the Technical Site Plan review process.

Other matters relevant to assuring that the proposed development site fosters desirable conditions and compatibility with the existing environment.

The proposed use is compatible with the existing uses within the site as well as the existing uses along SR 100.

PUBLIC PARTICIPATION

The Unified Land Development Code Chapter 2, Part II, Section 2.07 requires that the applicant notify adjacent property owners of the PLDRB meeting date 14 days in advance of the public hearing. The required letter notifications to the adjacent property owners were sent via Certified Mail on August 29, 2025, which met this requirement. The Planning Division has not received any communications from members of the public regarding this application.

RECOMMENDATION

Planning staff recommends that the Planning and Land Development Regulation Board determine this project is consistent with the City's Comprehensive Plan and Land Development Code and approve Application No. 6337 subject to the following conditions:

1. Stormwater: The existing stormwater ditch on the northern property boundary shall remain. Improvements and required easements shall be determined during the Technical Site Plan review.
2. Utilities: A 4-inch reclaim main is located at Bulldog Drive -approximately 1,200 ft to the west. City Utilities and the applicant shall evaluate the potential need and benefit of extending the 4-inch reclaim main from Bulldog Drive to service the site during the subsequent Technical Site Plan application.

Prepared By:

Reserved for Recording Information:

Community Development Department
City of Palm Coast
160 Lake Avenue – Suite 135
Palm Coast, FL 32164

Return To:
City Clerk
City of Palm Coast
160 Lake Avenue – Suite 225
Palm Coast, FL 32164

CITY OF PALM COAST
SPECIAL EXCEPTION OTHER
DEVELOPMENT ORDER APPROVAL
TOM GIBBS PARCEL B / PALM COAST IMPORTS CAR WASH

On 9/17/2025, the City of Palm Coast issued this Development Order relating to and touching and concerning the following described property:

The Easterly 5 acres of Tract 9, Block B, Section 8, Township 12 South, Range 31 East, BUNNELL DEVELOPMENT COMPANY'S ALLOTMENT, a subdivision as recorded in Plat Book 1, Page 1, of the public Records of Flagler County, Florida.

(The afore described property description has been provided to the City of Palm Coast by the owner of the afore described property.)

FINDINGS OF FACT

Property Owner:	TLG LLC 5850 E HWY 100 PALM COAST, FL 32164
Project Name:	TOM GIBBS PARCEL B / PALM COAST IMPORTS CAR WASH
Project No.:	96080153
Application Type:	SPECIAL EXCEPTION OTHER

Application No. 6337

**Requested Development Approval: SPECIAL EXCEPTION TO ALLOW A CAR WASH
IN THE GENERAL COMMERCIAL (COM-2) ZONING DISTRICT.**

Parcel Acreage: 4.96

Parcel No(s): 08-12-31-0650-000b0-0090

Property Address: 5700 STATE HWY 100 E

Zoning Classification: GENERAL COMMERCIAL (COM-2)

CONCLUSIONS OF LAW

The Development Approval sought is consistent with the *City of Palm Coast Comprehensive Plan* and will be developed consistent with and in compliance to applicable land development regulations and all other applicable regulations and ordinances as set forth in the Code of Ordinances of the City of Palm Coast.

The Owners have expressly agreed to be bound by and subject to the development conditions and commitments stated below and have covenanted and agreed to have such conditions and commitments run with, follow, and perpetually burden the afore described property.

ORDER

NOW, THEREFORE, IT IS ORDERED AND AGREED THAT:

- (1) The afore mentioned application for Development Approval is **GRANTED**.
- (2) All development of the property shall fully comply with all of the codes and ordinances in effect in the City of Palm Coast at the time of issuance of a development order and/or development permit, including but not limited to, all impact fee ordinances.
- (3) The conditions upon this development approval and the commitment made as to this development approval, which have been accepted by and agreed to by the Owner of

the property is as follows:

- a. The Development Order shall be signed by the applicant within 30 days from the date of the PLDRB meeting in which the approval occurred. Should the applicant fail to evidence the agreement to each and every condition in the Development Order by failing to sign such Development Order, then it shall become null and void. If the applicant requests a special exception in the future, applicant must file a new application in accordance with the Unified Land Development Code.**
- b. The Special Exception shall remain valid until September 17, 2026, or development commences, whichever occurs first. If the development fails to commence prior to September 17, 2026, the Land Use Administrator may extend the special exception for up to an additional 12-month period of time if the applicant can demonstrate good faith reliance. If good faith reliance is not demonstrated, the special exception will expire and the applicant shall submit for a new Special Exception request.**
- c. Special Exceptions are only use approvals. However, a development plan, which may include a floor plan, shall be submitted with the application and shall be valid only for the location and area shown. Any further required approvals, such as but not limited to signage, must be obtained pursuant to the Unified Land Development Code.**
- d. Failure to comply with any of the conditions of approval for the subject property at any time may result in revocation of the Special Exception:**
- e. A requirement of the development to conform with the standards of the Unified Land Development Code at the time of the finding of noncompliance, or the addition or modification of conditions reasonably related to the failure to comply with existing conditions, the City can refer the issue to Code Enforcement.**
- f. If the special exception use is discontinued or abandoned for 6 consecutive months, the development order approving the special exception shall expire and shall not be re-established or resumed without obtaining a Special Exception in accordance with the requirements established in the Unified Land Development Code.**
- g. Any subsequent use in the same location shall be in conformance with the Unified Land Development Code.**
- h. The Special Exception shall comply with all State requirements.**

(4) This Development Order touches and concerns the afore described property and the conditions, commitments and provisions of this Development Order shall perpetually burden, run with and follow the said property and be a servitude upon and binding upon said

property unless released in whole or in part by action of the City of Palm Coast by virtue of a document of equal dignity herewith. The Owners have expressly covenanted and agreed to this provision and all other terms and provisions of this Development Order.

(5) The terms and provisions of this Order are not severable and in the event any portion of this Development Order shall be found to be invalid or illegal then the entire Development Order shall be null and void.

Done and Ordered on the date first written above.

As approved and authorized for execution by the Planning and Land Development Regulation Board (PLDRB) of the City of Palm Coast, at their regularly scheduled meeting of September 17, 2025.

Attest:

City Of Palm Coast, Florida

Irene Schaefer, Recording Secretary

Sandra Shank, Chairperson

__Sign and Return

Development Order Affidavit

OWNER'S CONSENT AND COVENANT:

Project Name: TOM GIBBS PARCEL B / PALM COAST IMPORTS CAR WASH
Application Type: SPECIAL EXCEPTION OTHER
Application No.: 6337

COMES NOW, TLG LLC, the Owner on behalf of itself and its successors, assigns and transferees of any nature, whatsoever, and consents to and agrees with the covenants to perform and fully abide by the provisions, terms, and conditions, and commitments set forth in this Development Order. Affiant states that he/she accepts the findings, as outlined in this Development Order, and further states that he/she has neither paid nor promised any person, firm or corporation any discount, rebate, commission, or refund for the purpose of securing the said Development Order for TOM GIBBS PARCEL B / PALM COAST IMPORTS CAR WASH:

TLG LLC
5850 E HWY 100
PALM COAST, FL 32164

Authorized Signer

ACKNOWLEDGEMENT

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me, by means of _ physical presence or _ online notarization, this ____ day of _____, 2025, by _____ of TLG LLC who is personally known to me or has produced _____ (type of identification) as identification and did/did not take an oath.

WITNESS my hand and official seal in the County and State last aforesaid this ____ day of _____, 2025.

Notary Public



Distant Aerial

- Palm Coast City Limits
- Subject Property

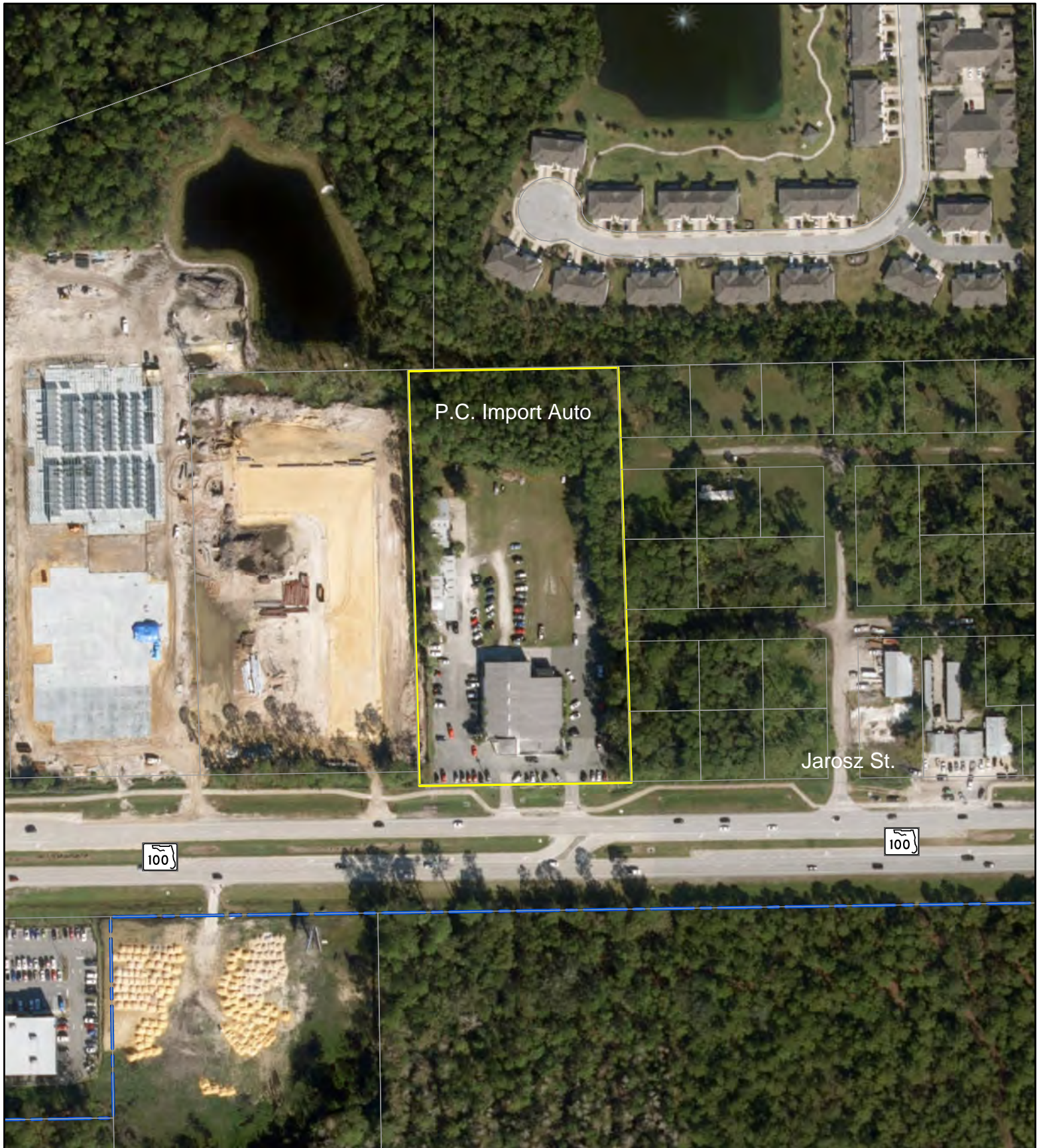


0 1,700
Feet



Map Provided by the Planning Division

Date: 9/8/2025



Close Up Aerial

- Palm Coast City Limits
- Subject Property

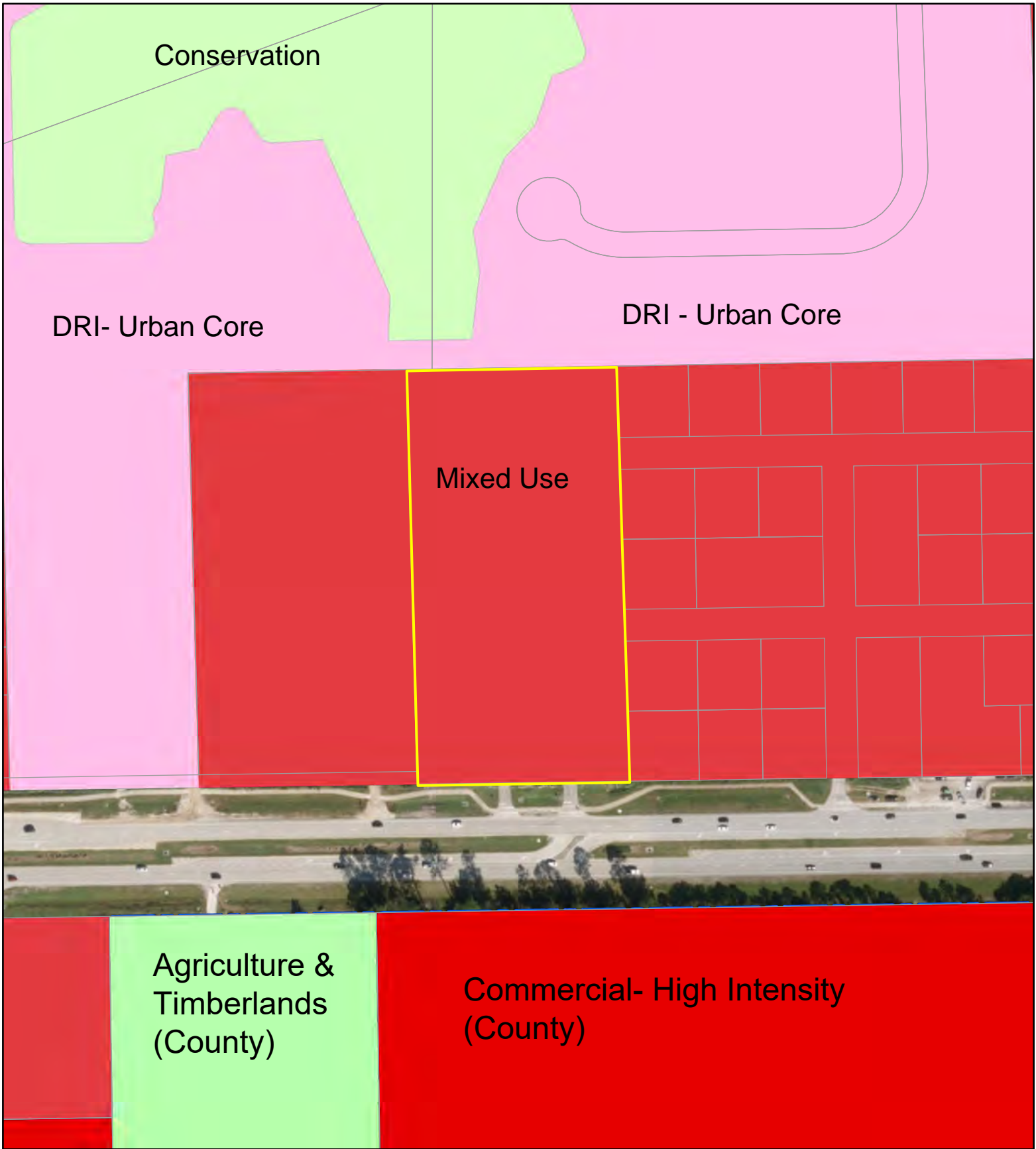


0 200
Feet



Map Provided by the Planning Division

Date: 9/8/2025



Future Land Use Map

- | | |
|------------------------|---|
| Palm Coast City Limits | Mixed Use |
| Subject Property | Unincorporated Flagler Future Land Use |
| Palm Coast FLUM | AGRICULTURE & TIMBERLANDS |
| Conservation | COMMERCIAL: HIGH INTENSITY |
| DRI-Urban Core | |

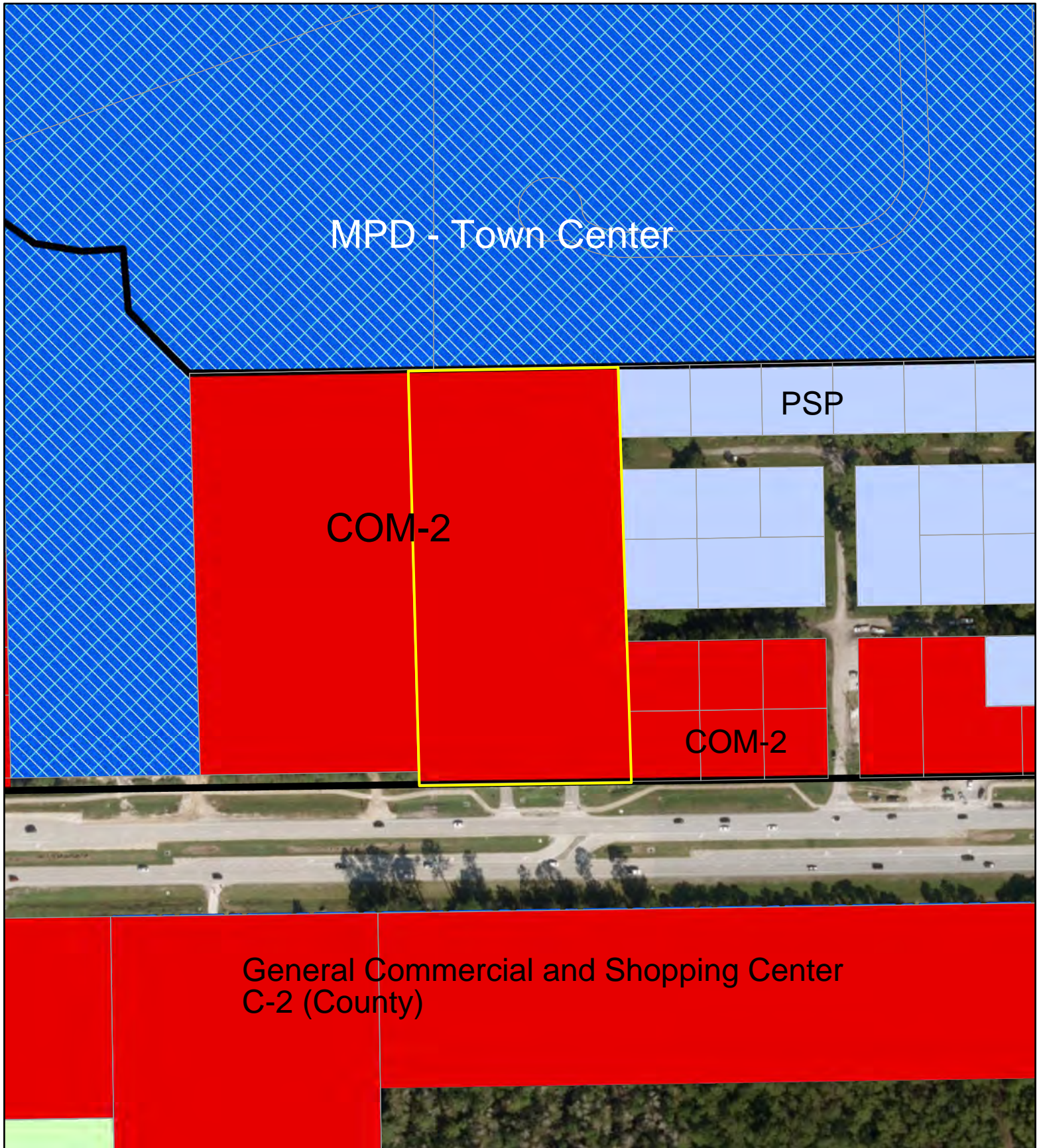


0 200 Feet



Map Provided by the Planning Division

Date: 9/8/2025



Zoning Map

- Palm Coast City Limits
- Subject Property

Palm Coast Zoning Districts

- COM-2
- PSP
- MPD, MPD post 11-16-08 designation

- MPD, MPD pre 11-16-08 designation
- Unincorporated Flagler Zoning**
- AC
- C-2

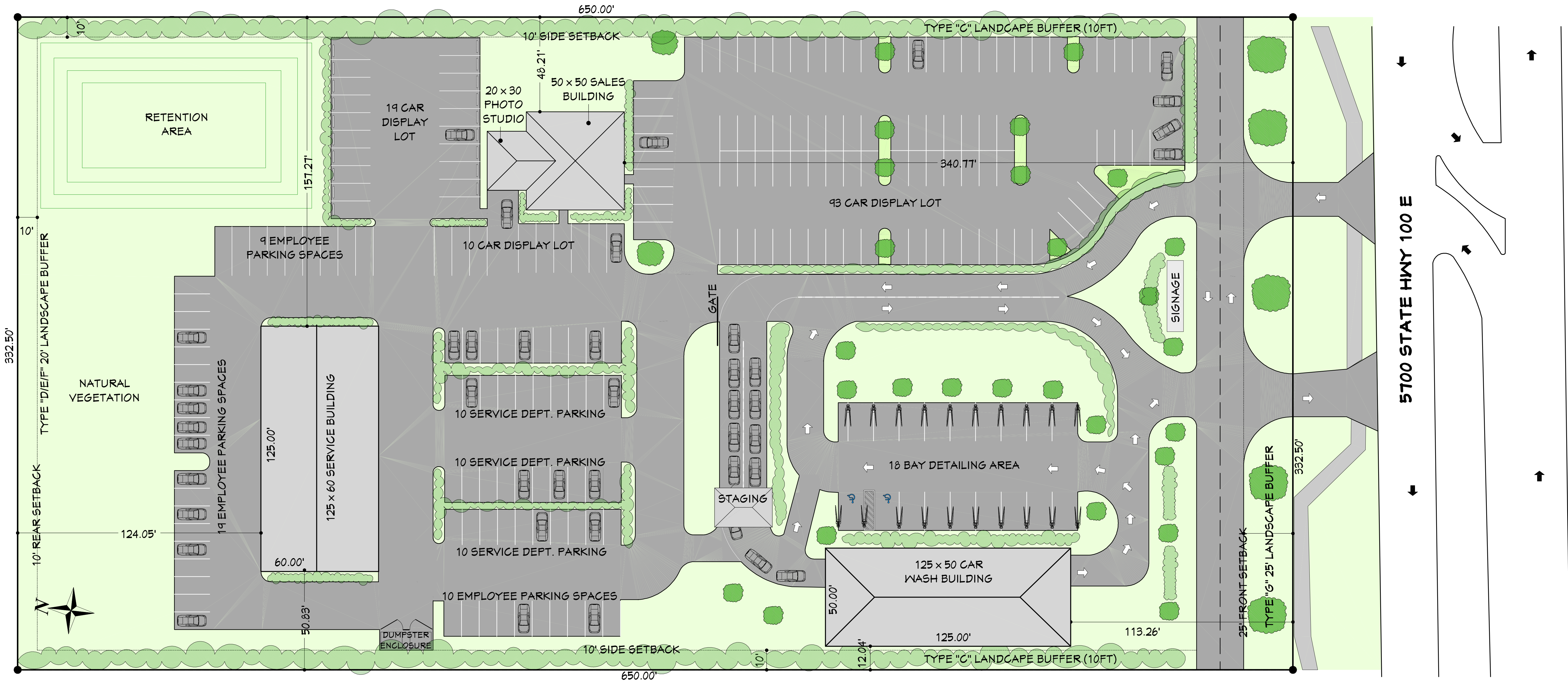


0 200
Feet



Map Provided by the Planning Division

Date: 9/8/2025



CONCEPTUAL SITE PLAN
1"=25.00'

LANDSCAPE BUFFER REQUIREMENTS		
ZONING REQUIREMENT:	REQUIRED	PROVIDED
FRONT YARD - ABUTS ROADWAY	TYPE G - 25'	TYPE G - 25'
SIDE YARD - ABUTS COM2	TYPE C - 10'	TYPE C - 10'
REAR YARD - ABUTS MFR	TYPE D/E/F	TYPE DEF
LANDSCAPE BUFFERS WILL BE FURTHER DEFINED PRIOR TO TECHNICAL SITE PLAN SUBMITTAL.		

PARKING REQUIREMENTS		
PARKING REQUIREMENT:	REQUIRED	PROVIDED
VEHICLE SALES / DEALERSHIP (1 PER 3,000 SF = 51,145 / 3,000)	20	22
REPAIR GARAGES:		
REPAIR GARAGE (3 PER BAY x 10 BAYS)	30	30
SALES/LOUNGE AREA (1 PER 250SF = 500 SF / 250 SF)	2	6
CAR WASH:		
OFFICE / LOUNGE (BASED ON ESTIMATED EMPLOYEES)	3	5
EQUIPMENT ROOM (BASED ON ESTIMATED EMPLOYEES)	3	5
TOTAL PARKING:	58	68*

BASED ON CONCEPTUAL PLAN. TECHNICAL SITE PLAN REVIEW TO FURTHER DEFINE ACTUAL DISTANCES AND AREAS - BUT MUST MEET MINIMUMS.
* WITHIN 120% PER SECTION 5.04.02 - OFF-STREET PARKING

ZONING REQUIREMENTS - COM2		
ZONING REQUIREMENT:	REQUIRED	PROVIDED
MINIMUM LOT SIZE	20,000 SF	216,166 SF
MINIMUM LOT WIDTH	100 FT	332.50 FT
MAXIMUM IMPERVIOUS SURFACE RATIO (ISR)	0.70	0.581 (125,627 SF)
MAXIMUM FLOOR AREA RATIO (FAR)	0.40	0.0425 (20,000 SF)
MAXIMUM BUILDING HEIGHT	100 FT.	30 FT.
INTERIOR SIDE & REAR SETBACK	10 FT.	10 FT.
MINIMUM SETBACKS FROM STREET:		
ARTERIAL / COLLECTOR ROAD	25 FT.	113.26'
LOCAL ROAD	20 FT.	N/A

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PALM COAST IMPORT AUTO
REDEVELOPMENT
5700 STATE HWY 100 E
PALM COAST, FLORIDA 32137

Date: 9/2/25
Project No:
Drawn By: JJA
Checked By: SRP
Phase:
CONCEPTUAL SITE PLAN

Sheet Title:
CONCEPTUAL
SITE PLAN



EXISTING CONDITIONS SITE PLAN
1"=25.00'

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**PALM COAST IMPORT AUTO
REDEVELOPMENT**
5700 STATE HWY 100 E
PALM COAST, FLORIDA 32137

Date: 9/2/25
Project No:
Drawn By: JJA
Checked By: SRP

Phase:
CONCEPTUAL SITE PLAN

Sheet Title:
**EXISTING
CONDITIONS SITE
PLAN**

C-2

July 28, 2025

Members of the City of Palm Coast
Planning and Land Development Regulation Board
City Hall
160 Lake Avenue
Palm Coast, Florida 32164

Re: Traffic Generation Report to City of Palm Coast for Special Exception
Car Wash facility at 5700 State Hwy 100 E, Application number 6337

Dear Madams/Sirs:

Per the Special Exception application, we have completed a traffic generation report for the project location. The result are tallied below:

Current Operations (Daily Trips)

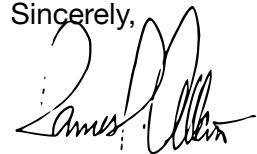
Sales:	90
<u>Bodyshop:</u>	<u>10</u>
Total Daily Trips:	100

Anticipated Future Operations (Daily Trips)

Sales:	100
<u>Car Wash:</u>	<u>200</u>
Total Daily Trips:	300

Note: This location was the former Tom Gibbs Chevrolet site until 2007. The average daily trips were 300+/- vehicles prior to the relocation of the new car dealership at 5700 State Hwy 100 E.

Sincerely,

A handwritten signature in black ink, appearing to read "James Albano", written over the word "Sincerely,".

Jim Albano



city of PALM COAST

GENERAL - APPLICATION

DATE 07/01/2025

APPLICATION TYPE SPECIAL EXCEPTION

PROJECT NAME		Palm Coast Import / Tom Gibbs			
LOCATION OF SUBJECT PROPERTY (PHYSICAL ADDRESS)		5700 STATE HWY 100 E PALM COAST FL 32164			
PROPERTY APPRAISER'S PARCEL NUMBER		08-12-31-0650-000B0-0090			
LEGAL DESCRIPTION		5.00 AC BUNNELL DEV CO SUB BLK B E 1/2 TR 9 OR 57 PG 391, OR 73 PG 207 OR 81 PG 668 & 669, OR 95 PG 393 OR 234 PG 960, OR 537 PG 1044 OR 852 PG 1046-DC FOR DAVID OR 1126 PG 714-GIBBS MARITAL TRUST OR 1188 P			
SUBDIVISION NAME					
SECTION	08	BLOCK	000B0	LOT	0090
PROPERTY ACRES		4.9625	PROPERTY SQ FT		216166
FUTURE LAND USE MAP DESIGNATION		MIXED USE		EXISTING ZONE DISTRICT COM-2	
OVERLAY DISTRICT		BULLDOG DRIVE OVERLAY			
COMMUNITY PANEL NUMBER				MAP PANEL DATE	
FLOOD ZONE		C			
PRESENT USE OF PROPERTY		COMMERCIAL - GENERAL			
DESCRIPTION OF REQUEST / PROPOSED DEVELOPMENT (MAY ATTACH ADDITIONAL SHEETS)					
Redevelopment of property to include car wash					
PROPOSED NUMBER OF LOTS				IS THERE EXISTING MORTGAGE? No	



City of PALM COAST

OWNER	APPLICANT / AGENT
Name: TLG LLC	Name: JIM ALBANO
Mailing Address: 5850 E HWY 100 PALM COAST, FL 32164	Mailing Address: 25 OLD KINGS RD. N SUITE 2B PALM COAST, FL 32137
Phone Number: (386) 503-5799	Phone Number: (386) 237-0328
E-mail Address: TGIBBS13@AOL.COM	E-mail Address: JALBANO@BESPOKEHOMESFL.COM
MORTGAGE HOLDER	ENGINEER OR PROFESSIONAL
Name:	Name:
Mailing Address:	Mailing Address:
Phone Number:	Phone Number:
E-mail Address:	E-mail Address:
ARCHITECT	TRAFFIC ENGINEER
Name:	Name:
Mailing Address:	Mailing Address:
Phone Number:	Phone Number:
E-mail Address:	E-mail Address:
SURVEYOR	LANDSCAPE ARCHITECT
Name:	Name:
Mailing Address:	Mailing Address:
Phone Number:	Phone Number:
E-mail Address:	E-mail Address:
ATTORNEY	
Name:	
Mailing Address:	
Phone Number:	
E-mail Address:	

APPLICANT / OWNER'S AFFIDAVIT: I certify that all the foregoing information is accurate and that all work will be done in compliance with all applicable laws regulating construction and zoning

APPLICANT / OWNER'S ELECTRONIC SUBMISSION STATEMENT: Under penalty of perjury, I declare that all the information contained in this development application is true and correct. By signing this Electronic Submission Form, I consent to use electronic communications, electronic records, and electronic signatures rather than paper documents for the form(s) provided on this web site. I understand that my electronic signature is legally binding, as stated by [2016 Florida Statutes Title XXXIX Chapter 668 Section 50](#)

Signature of Property Owner or Applicant

JAMES ALBANO

July 22, 2025

Members of the City of Palm Coast
Planning and Land Development Regulation Board
City Hall
160 Lake Avenue
Palm Coast, Florida 32164

Re: Enclosed Application to City of Palm Coast for Special Exception
Car Wash facility at 5700 State Hwy 100 E, Application number 6337

Dear Madams/Sirs:

We write pursuant to ss. 2.05.05 and 2.07.03 of the City of Palm Coast (City) Unified Land Development Code (LDC), to demonstrate why the project meets the relevant LDC criteria for Special Exceptions:

**ANALYSIS BASED ON CITY OF PALM COAST UNIFIED LAND DEVELOPMENT CODE,
CHAPTER 2, SECTION 2.05.05**

The LDC, at Chapter 2, Part II, Section 2.05.05, states: *When reviewing a development order application, the approval authority shall determine whether sufficient factual data was presented in order to render a decision. The decision to issue a development order shall be based upon the following, including but not limited to:*

A. The proposed development must not be in conflict with or contrary to the public interest;

The site is zoned COM-2 and designated Mixed Use on the Future Land Use Map (FLUM). The proposed car wash use is permissible in COM-2 and will be compatible with the variety of other uses that exist or are currently allowed within close proximity to the site.

B. The proposed development must be consistent with the Comprehensive Plan and the provisions of this LDC;

The request is consistent with the following policies and goal of the Comprehensive Plan:

Chapter 1 Future Land Use Element:

Goal 1.1: Preserve the character of residential communities, prevent urban sprawl and protect open space and environmental resources, while providing a mix of land uses, housing types, services, and job opportunities in mixed use centers and corridors.

The proposed location of these COM-2 uses will assist in providing a mix of non-residential land uses along the Hwy 100 corridor. They will not negatively impact residential uses located

to the north of the project, as there is a natural buffer with a minimum of 100 foot between the site and the closest single-family home community. Furthermore, the project will provide additional job opportunities.

Policy 1.1.1.4 – Promote compact and contiguous development, a mixture of land uses, and discourage urban sprawl.

Policy 1.1.4.5 – Land use patterns will be required to be efficient and not disproportionately increase the cost of providing and maintaining public facilities, as well as providing housing and transportation strategies that will foster energy conservation.

The Special Exception application would provide a full service car wash in an area that is well suited for these uses. There are many compatible and complementary businesses in either direction along State Hwy 100. The project will also further the City's goal of providing interconnectivity between parcels by the means of an access road that runs parallel to State Hwy 100.

C. The proposed development must not impose a significant financial liability or hardship for the City;

Potable water and sewer services are already available and currently serve the project site.

D. The proposed development must not create an unreasonable hazard, or nuisance, or constitute a threat to the general health, welfare, or safety of the City's inhabitants;

The proposed use will be compatible with the overall neighborhood, as it is located between Bulldog Drive and I-95, commercial uses are typical along this section of State Hwy 100, including COM-2 and High Intensity Commercial (COM-3) zoned properties, and the use is not inconsistent with the surrounding office, retail, utility, service-oriented, and institutional uses on the State Hwy 100 mixed use corridor.

E. The proposed development must comply with all other applicable local, state and federal laws, statutes, ordinances, regulations, or codes.

The site must comply with the City's LDC, Comprehensive Plan, and the requirements of all other applicable local, state and federal agencies throughout the development process.

**ANALYSIS BASED ON CITY OF PALM COAST UNIFIED LAND DEVELOPMENT CODE,
CHAPTER 2, SECTION 2.07.03**

The LDC, at Chapter 2, Part II, Section 2.07.03, states: “No application for a special exception use shall be approved unless the Planning and Land Development Regulation Board finds that the request meets the findings listed in Subsection 2.05.05 and the following”:

A. Is consistent with the specific requirements for that particular use as set forth in this LDC;

The proposed location between Bulldog Drive and I-95 would allow a new business to be constructed to offer a full service wash as well as the redevelopment of an existing business that has been locally owned and operated since 1977.

B. Meets the concurrency requirements of this LDC; and

The property is currently being operated as a vehicle sales and service facility, as well as a automotive collision center.

C. Is compatible with the surrounding neighborhoods and promotes the value of surrounding land, structures, or buildings. Compatibility shall be reviewed in light of the following components:

1. Architectural design;

The site will meet the City’s site plan requirements under Chapter 13 of the LDC.

2. Fencing and screening, landscaping;

The site will meet the City’s landscape requirements under Chapter 11 of the LDC.

3. Noise reduction, sign, and light control;

The site will meet the City’s landscape requirements under Chapter 11 of the LDC to minimize noise and control lighting. Signage will meet Chapter 12 of the LDC.

4. Storm drainage, sanitation collection;

Storm drainage will be addressed during Technical Site Plan review.

5. Police and fire protection;

The City does not provide police services. Fire standards will be reviewed as part of Technical Site Plan review.

6. On and off-site traffic control;

This will be addressed in the companion Technical Site Plan review.

7. Off-street parking and loading; and

Primary access will be off of Old Kings Road. Onsite parking will meet Chapter 5 of the LDC, and be reviewed in the companion Technical Site Plan review.

8. Other matters relevant to assuring that the proposed development site fosters desirable conditions and compatibility with the existing environment.

See Summary below. The low intensity use is consistent with the uses on either side. Additionally, the applicant has minimized the footprint to likewise minimize impact on the floodway.

SUMMARY

This section of State Hwy 100 is a suitable location for a car wash.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tom Gibbs', written in a cursive style.

Thomas L. Gibbs



Community Development Department
Planning Division

160 Lake Avenue
Palm Coast, FL 32164
386-986-3736

August 29, 2025

RE: Request for Special Exception; Application No. 6337

Dear Neighboring Property Owner,

The Community Development Department, in accordance with Section 2.05.03 of the City of Palm Coast Unified Land Development Code herein advises you that:

A request for a Special Exception to allow a Car Wash in a General Commercial (COM-2) zoning district has been made by JIM ALBANO of Palm Coast for Parcel ID No.: 08-12-31-0650-000B0-0090, located at 5850 E. Highway 100.

This Special Exception request is to be heard before the Planning and Land Development Regulation Board (PLDRB). You are hereby notified that a public hearing, required by law, will be held at the Palm Coast City Hall Jon Netts Community Wing, 160 Lake Avenue, Palm Coast, Florida, on Wednesday, September 17, 2025, beginning at 5:30 pm or as soon thereafter as possible.

You are welcome to attend and express your opinion or place concerns in writing and email them to PLDRB@palmcoastgov.com. The e-mail should indicate that they are intended for public participation and may be submitted up until 5 pm the day before the meeting. The City reserves the right to redact or reject Documentary Evidence containing obscene material or material that is confidential pursuant to state law.

Cordially,

ESTELLE LENS, A.I.C.P.
Project Manager

NOTE: Pursuant to Section 286.0105 of Florida Statutes the City of Palm Coast Community Development Department hereby notifies all interested persons that if a person decides to appeal any decision made by the PLDRB with respect to any matter considered at such meeting or hearing, he or she may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is based. In accordance with the Americans with Disabilities Act, persons needing assistance to participate in these proceedings should contact the ADA Coordinator at 386-986-2570 at least 48 hours prior to the meeting.



palmcoastgov.com

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Flagler Pines Properties LLC
4 Lambert Cove
Flagler Beach, FL 32136

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

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365 Route 59 Ste. 110
Airmont, NY 10952

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Airport Shoppes LLC
170 NW Spanish River Blvd, Suite 101
Boca Raton, FL 33431

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SKUSA Palm Coast LLC 40 Andover
180 E 52nd St 32nd Floor Properties
NEW YORK, NY 10022

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☐ Adult Signature Required \$ _____
☐ Adult Signature Restricted Delivery \$ _____

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 Total Postage and Fees
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Sent To
Town Center Commons LLC
1912 Nightfall Drive
Neptune Beach, FL 32266

PS Form 3800, April 2015 PSN 7530-02-000-9047 See Reverse for Instructions

TLG, LLC
5850 E Hwy 100
Palm Coast, FL 32164

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170 NW Spanish River Blvd
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Flagler Pines Properties LLC
4 Lambert Cove
Flagler Beach, FL 32136

TLG, LLC
5850 E Hwy 100
Palm Coast, FL 32164

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Skusa Palm Coast LLC
c/o Andover Properties LLC
150 E 52nd Street 32nd Floor
New York, NY 10022



NOTIFICATION AFFIDAVIT for VARIANCE / SPECIAL EXCEPTION

COUNTY OF FLAGLER X
STATE OF FLORIDA X

Before me this 2 day of Sept., 2025 personally appeared

Thomas Gibbs who after providing
Drivers license as identification and

who X did, ___ did not take an oath, and who being duly sworn, deposes and says as follows:

"I have read and fully understand the provisions of this instrument."

1. Each abutting property owner (as defined in the Unified Land Development Code) of the boundary lines of Application # 6337, has been mailed a letter by certified mail at least fourteen (14) calendar days before the hearing date notifying them of the date, time, and place of the _____, Planning & Land Development Regulation Board (PLDRB) hearing; and
2. No other documentation was provided in the envelope with the notification letter.

[Signature]
Signature of Responsible Party
Thomas Gibbs
Printed Name

6860 E. Hwy 100, Palm Coast, FL 32164
Mailing Address

[Signature]
Signature of Person Taking Acknowledgement
Christa Michele Bunzey Chew
Name of Acknowledger (Typed, Printed or Stamped)



This document, once executed, must be returned to a Land Development Technician in the City of Palm Coast Community Development Department at least seven (7) days prior to the hearing date. Failure to provide document by that time will result in the application not being placed on the agenda for a public hearing.

City of Palm Coast, Florida

Agenda Item

Agenda Date: September 17, 2025

Department	COMMUNITY DEVELOPMENT	Amount
Division	PLANNING	Account #
Subject: ORDINANCE 2025-XX A FUTURE LAND USE MAP (FLUM) DESIGNATION FOR 38.8+/- ACRES FROM FLAGLER COUNTY COMMERCIAL:HIGH INTENSITY AND RESIDENTIAL:HIGH DENSITY TO CITY OF PALM COAST MIXED-USE		
Presenter: Jose Papa, AICP, Senior Planner		
Attachments: <ol style="list-style-type: none"> 1. Staff Report 2. Ordinance 3. Distance Aerial 4. Close Aerial 5. FLUM-Current 6. FLUM-Proposed 7. Zoning Map, Application 		
Background: <p>This FLUM amendment has a companion zoning map amendment requesting the subject parcels to be rezoned as General Commercial (COM-2). The applicant, Jay Livingston as agent for Flagler Pines Properties, LLC is proposing a Future Land Use Map amendment for a ±38.81 acres of vacant land ½ mile west of Seminole Woods Boulevard on the southside of State Road 100 from Flagler County Commercial: High intensity and Residential: High Density to City of Palm Coast: Mixed Use. There is a companion zoning map amendment to change the zoning of the property from Flagler County General Commercial (C-2) and Multi-family Residential (R-3b) to City designation of General Commercial (COM-2).</p> <p>The proposed amendment was reviewed for the following:</p> <ul style="list-style-type: none"> • Analysis of the proposed amendment's impacts on public facilities and infrastructure. Consistent with the required analysis to compare the proposed land use designation with the existing land use designation, staff compared the current maximum potential development of the requested zoning designation. Staff used this comparison considering preliminary review of a technical site plan for the site that shows development of a commercial complex. The analysis shows net increases in impact on transportation and water demand with a slight decrease in demand on wastewater. Per the analysis, the elimination of residential uses on the property would eliminate demand for park facilities and school facilities. • Impacts on the environmental/cultural resources. The proposed amendment will not have impacts on any significant environmental or cultural resources. <ul style="list-style-type: none"> • FLUM amendment will not negatively impact the local topography or prevent the proposed development permissible within the FLUM designation. 		

- No Special Flood Hazard Area (SFHA) on the property, no negative impacts to the floodplain are anticipated.
 - Site is not within an aquifer recharge area or within a wellhead protection zone(s).
 - No impact to historic or cultural assets
 - No change on need for endangered species report
 - Will require permit for impact on moderate quality wetlands DEP, SJRWMD and Palm Coast
- **Compatibility with surrounding land uses.** The proposed FLUM designations are generally consistent with the surrounding properties.

Finally, the proposed amendment is consistent with comprehensive plan policies regarding:

- Efficient land use patterns and not increase cost of providing and maintaining public facilities
- Encourage development in areas with available public facilities, infrastructure, and services.
- Designate urban densities and intensities in areas where planned or existing capacities are available
- Optimize the utilization of the City's existing infrastructure, public services, and facilities by placing economic employment hubs in areas that are currently served by the City's infrastructure services and systems

Neighborhood Meeting

The applicant hosted a neighborhood meeting as required by Unified Land Development Code (LDC) Section 2.05.02 on April 15, 2025 from 6 p.m. to 8 p.m. A City of Palm Coast staff member attended the meeting but no member of the public attended

Recommended Action:

Staff recommends that the Planning and Land Development Regulation Board (PLDRB) find Application #6312 consistent with the Comprehensive Plan and recommend that City Council approve the proposed FLUM amendment from Flagler County Commercial: High intensity and Residential: High Density to City of Palm Coast: Mixed Use



**COMMUNITY DEVELOPMENT DEPARTMENT
COMPREHENSIVE PLAN AMENDMENT STAFF REPORT
PLANNING AND LAND DEVELOPMENT REGULATION BOARD
September 17, 2025**

OVERVIEW

Case Number: 6312

Applicant: Jay W. Livingston, Esq. on behalf of Flagler Pines Properties LLC
(Owner)

Size of subject property: 38.8+/- acres

Property Description: 38.8+/- acre parcel located on State Road 100, approximately 1/2 mile west of Seminole Woods Blvd.

Property Owner: Flagler Pines Properties LLC

Real Estate ID #: 08-12-31-0650-000B0-0070

Current FLUM Designation: Flagler County Designations – Commercial-High Intensity and Residential-High Density

Current Zoning Designation: Flagler County Designation – General Commercial (C-2) and Multi-Family Residential-3B (R-3B)

Current Use: Vacant

Requested Action: A Future Land Use Map (FLUM) amendment to change 38.8+/- acre subject area from Flagler County Designations – Commercial-High Intensity and Residential-High Density to City of Palm Coast designation of Mixed Use along.

There is a companion zoning map amendment that will change the zoning on the designated parcels to be consistent with the proposed FLUM designation of the subject property. The designation will be General Commercial (COM-2).

Recommendation: Staff recommends that the Planning and Land Development Regulation Board (PLDRB) find Application #6312 consistent with the Comprehensive Plan and recommend that City Council approve the FLUM amendment from Flagler County Residential High Density and Commercial-High Intensity to City of Palm Coast designation of Mixed Use

Project Planner: José Papa, AICP, Senior Planner

ANALYSIS

BACKGROUND

This application is for a Future Land Use Map (FLUM) amendment for a +/-38.8 acre area located approximately ½ mile west of Seminole Woods Blvd. on the southside of State Road 100. There is a companion zoning map amendment application along with an annexation petition for the subject property.

The annexation petition was approved on first reading at the February 18, 2025, City Council meeting. City Council at that time requested more information regarding the future development plans for the parcel prior to final approval. The applicant through its agent has filed a FLUM amendment and Zoning Map amendment to provide City Council with the requested information.

City Council will be required to take final action on the annexation petition prior to taking final action on the proposed FLUM amendment and the companion zoning map amendment.

Land Use History

The subject property (+/-38.8 acres) currently has a FLUM designation of Flagler County Commercial-High Intensity (10.5+/-acres) and Residential-High Density (+/-28.3 acres). The subject property is included in Flagler County Comprehensive Plan Amendment Policy A.1.1.10(7) which limits development on an 89.5 acre area to 17,166 daily trips and 1,613 peak hour trips. The policy also limits the residential development on the +/-28.3 acre parcel to 255 multi-family residential units.

Currently, the 89.5 acre area subject area has been developed into various non-residential uses which include: Cornerstone at Seminole Woods (+/-32 acres – this retail center includes BJ's, Miller Ale House, Longhorn and other outparcels) and Airport Commons-1 (+/-3.8 acres – this retail center includes Planet Fitness, Bronx Pizza, etc.). Both these developments have been annexed into the City of Palm Coast.

The proposed amendment will designate the entire +/-38.8 acre parcel as City of Palm Coast Mixed Use.

Neighborhood Meeting

The applicant hosted a neighborhood meeting as required by Unified Land Development Code (LDC) Section 2.05.02 on April 15, 2025, from 6 p.m. to 8 p.m. A City of Palm Coast staff member attended the meeting but no member of the public attended.

DENSITY/INTENSITY AND POPULATION

Note: The analysis for this future land use map amendment will take into consideration the maximum development potential as proposed by the applicant in their zoning map amendment (proposed designation of General Commercial (COM-2) with a maximum Floor to Area Ratio (FAR) of .40). It is important to note that a request to a different zoning designation as permitted under the proposed Mixed Use FLUM designation may yield a higher or lower development potential.

The application proposes to designate the entire 38.8 acre parcel as City of Palm Coast designation of Mixed Use. As previously stated, there is a companion Zoning Map Amendment application to designate the entire subject property to General Commercial (COM-2), the proposed zoning mainly permits commercial uses, however, a mixed-use project that fits within the parameters established by the “Live Local Act” under Florida statutes may be permitted. A rough analysis indicates up to 183 dwelling units may be permitted within a mixed use projects. Under the proposed request to Mixed Use and zoning of General Commercial (COM-2), there is a theoretical net increase in development potential of 493,465 sq. ft. of non-residential space.

TABLE 1 - FLUM DESIGNATION MAXIMUM DENSITY/INTENSITY ALLOWED (NON-RESIDENTIAL USE)			
	# of Acres	Maximum FAR ⁽¹⁾	Maximum Sq. Ft.
Proposed FLUM: Mixed Use	38.81	0.40	676243
Current FLUM: Commercial-High Intensity	10.49	0.40	182778
Residential-High Density	28.3	--	
NET CHANGE	28.3		493465

⁽¹⁾Analysis of proposed FLUM assumes a zoning designation of General Commercial (COM-2) which limits development to a maximum FAR of .40

PUBLIC FACILITIES AVAILABILITY /IMPACT ANALYSIS (BASED ON THEORETICAL YIELD OF MAXIMUM DEVELOPMENT POTENTIAL)

Objective 1.1.3-Evaluation of Amendments to the FLUM

Review proposed amendments to the Future Land Use Map (FLUM) based upon environmental conditions, the availability of facilities and services, school capacity, compatibility with surrounding uses, and other generally accepted land use planning principles.

Policy 1.1.3.2 - *At a minimum, infrastructure availability and capacity, specified as follows, shall be considered when evaluating proposed FLUM amendments:*

- A. *Existing and future capacity of roadways based on functional classifications and best available data for traffic modeling. For the purposes of evaluating capacity, roadway improvements programmed in the FDOT 5-year Work Plan or listed in either the City or the County 5-year Capital Improvement Program shall be considered.*
- B. *Large-scale, high-intensity commercial projects shall be concentrated at intersections of the following arterials*
- C. *Existing and future availability and capacity of central utility systems.*
- D. *Availability and capacity of receiving watercourses and drainage systems to convey design storm events.*

PUBLIC FACILITIES CAPACITY/IMPACT ANALYSIS

As previously stated, the analysis for this proposed FLUM amendment will consider the proposed zoning designation of COM-2 as proposed by the applicant on a companion application. This analysis represents the theoretical net change between the existing and proposed land use categories. It is important to note that through the planning review process leading to a building permit, additional development details will lead to refinement of a development's real impact on infrastructure.

The results of the net impact analysis are shown on Table 2, and are summarized below:

Transportation

The FLUM amendment proposes a change to the existing FLUM designation for two (2) parcels, totaling 38.81 acres, from Flagler County Commercial High Intensity (10.49 acres) and Residential High Intensity (28.31 acres) to Palm Coast Mixed Use. The traffic impact analysis will be based on maximum development potential of the existing FLU designation and the proposed FLU designation using the maximum development potential for the proposed companion zoning map designation (General Commercial (COM-2)). An actual site plan development will follow the FLU designation and Rezoning application for site development. The trip difference between the maximum development potential between the existing FLU designation and proposed FLU designation results in a 16,372 total daily trip increase, 303 am trip increase and 1,548 additional pm peak hour total trips increase. Based on maximum development potential difference and based on a ten-year window to 2035, it will have impacts on SR 100's level of service from I-95 to Palm Coast City Limits to the west and Belle Terre Pkwy from Whiteview Pkwy. to East Hampton Blvd. The analysis indicates potential roadway deficiencies that may occur due to the potential increase in traffic associated with the proposed amendment. Transportation concurrency and any mitigation strategies including proportionate share will be assessed at the time of the final site plan application.

Potable Water

The proposed FLUM amendment will have a maximum potential net increase in demand for potable water of .023 MGD. As part of the site plan/plat review process, the property owner and/or developer will need to coordinate with the City of Palm Coast Utility Department to determine the appropriate engineering requirements (size of water line, pump stations, etc.) for potable water service.

Wastewater

The proposed FLUM amendment will have a maximum potential net decrease in demand for sanitary sewer treatment of .0029 MGD. As part of the site plan/plat review process, the property owner and/or developer will need to coordinate with the City of Palm Coast Utility Department to determine the appropriate engineering requirements (size of sewer line, lift stations, etc.) for wastewater service.

Solid Waste

The proposed FLUM amendment will have a potential net decrease of 5,489 lbs. of solid waste/day. This decrease is due to the elimination of the residential use. Non-residential are subject to contracting with a provider for solid waste disposal.

Public Recreation and Open Space

The proposed FLUM amendment will have a potential net decrease in demand of 5.1 acres of park facilities. This decrease is again due to the elimination of potential residential uses on the site.

Public Schools

The proposed FLUM amendment will have a potential net decrease in demand of 54 student stations. This decrease is again due to the elimination of potential residential uses on the site.

Stormwater

Stormwater treatment facilities are reviewed for consistency with LOS during site plan review. The LOS standards for stormwater quantity and quality, at a minimum, shall be the requirement established by the SJRWMD and other applicable regulatory requirements.

Table 2 Public Facilities Impact Analysis - Assumes all Non-Residential Development

Density ⁽¹⁾	# of units or square feet of development	Transportation (PHT) ⁽²⁾	Potable Water (GPD) ⁽³⁾	Sanitary Sewer (GPD) ⁽⁴⁾	Solid Waste (lbs./day) ⁽⁵⁾	Recreation and Parks (8 acres/ 1000 pop.) ⁽⁶⁾	Public Education (students) ⁽⁷⁾	Stormwater Drainage ⁽⁸⁾
Proposed FLUM designation - 38.81 acres of Mixed Use								
Mixed Use (.40 FAR per companion zoning amendment)	676,243	2299	114961	67624	--	--	--	N/A
	Total	2299	114961	67624	0	0	0	N/A
Current FLUM designation - 10.49+/- acres of Commercial-High Intensity & 28.32+/- acres of Residential High-Density								
Residential-High Density (Policy limit of 255 multi-family units)	255	130	60563	52275	5489	5.1	54	N/A
Commercial-High Intensity (.40 FAR)	182778	621	31072	18278	--	--	--	N/A
	Total	752	91635	70553	5489	5	54	
Net Change	493465	1,548	23,327	-2,928	-5,489	-5.1	-54	N/A

Footnotes:⁽¹⁾ Calculation of Intensity: Lot Size (acre)*potential FAR, or as determined by site specific policy⁽²⁾ Transportation: Multi-family Residential - Low-Rise Attached, PM Peak Hour Trips (PHT), ITE Code 220 = 0.43(x)+20.55 Trips/Unit, ITE Trip Generation Manual, 11th Edition⁽²⁾ Transportation: Non-residential PM Peak Hour Trips (PHT), ITE Code 820: Shopping Center = 3.40/1000 sq. ft. based on equation in ITE Manual, 11th Edition⁽³⁾ Potable Water: Residential = # of units*2.5*95 gallons/capita/day⁽³⁾ Potable Water: Commercial = 17 gpd/100 sq. ft.⁽⁴⁾ Wastewater: Residential = # of units*2.5*82 gallons/capita/day⁽⁴⁾ Wastewater: Commercial = 10 gpd/100 sq. ft.⁽⁵⁾ Solid Waste: Residential Demand = # of units*2.50*8.61 lbs/capita/day⁽⁵⁾ Solid Waste: No Level of Service Requirement for Non-residential⁽⁶⁾ Recreation and Parks: Residential Demand = # of units * 2.50 *8 acres/1000 persons⁽⁶⁾ Recreation and Parks = No LOS Requirement for Non-residential⁽⁷⁾ Public Education Residential: = Based on multiplier provided by Flagler County School District.⁽⁸⁾ Stormwater/Drainage: Stormwater Treatment will be reviewed for consistency with adopted LOS, during site plan approval process.**ENVIRONMENTAL/CULTURAL RESOURCES ANALYSIS****Objective 1.1.3-Evaluation of Amendments to the FLUM**

Review proposed amendments to the Future Land Use Map (FLUM) based upon environmental conditions, the availability of facilities and services, school capacity, compatibility with surrounding uses, and other generally accepted land use planning principles.

Policy 1.1.3.1- At a minimum, the following environmental factors shall be evaluated each time FLUM amendments are proposed:

- A. Topography and soil conditions including the presence of hydric soils.*
- B. Location and extent of floodplains and the Coastal Planning Area, including areas subject to seasonal or periodic flooding.*
- C. Location and extent of wetlands, certain vegetative communities, and protected wildlife species.*
- D. Location and extent of other environmentally sensitive features.*
- E. Proximity to wellfields and aquifer recharge areas.*
- F. Impacts to potable water supply.*

The following section discusses site conditions and original application materials. Staff has evaluated this information and provides the following findings.

A. TOPOGRAPHY AND SOIL CONDITIONS

The analysis area is vacant and naturally vegetated. The site is bounded by Highway 100 to the north, Flagler Commons Phase 2 and vacant land to the west, a commercial subdivision to the east, and the Flagler Executive Airport and vacant land to the south. According to the June 2025 Environmental Resource Solutions (ERS) assessment, the land use proposal area does contain

St. Johns River Water Management District (SJRWMD) and Florida Department of Environmental Protection (FDEP) jurisdictional wetlands; the total analysis area contains 5.55 acres of uplands and 33.23 acres of wetlands. The wetlands detailed on ERS “Existing Site Conditions” Figure 3 and “Flagler Pines UMAM” Figure in the PESA Supplemental Information, reflect the boundaries that were delineated in the field pursuant to state and federal guidelines (Chapter 62-340 F.A.C. and the 1987 Corps of Engineers Wetlands Delineation Manual). Further description of these features may be found in the Flagler Pines UMAM.

As detailed within the ERS report, the *Soil Survey of Flagler County, Florida* indicates eleven (2) soil types within the property.

Analysis: There are no indicators of unique topographical reliefs or soils that would be affected by the FLUM change.

FINDING: It is not anticipated that the proposed FLUM change from Flagler County Commercial-High Intensity and Residential-High Density to City of Palm Coast Mixed Use will negatively impact the local topography or prevent the proposed development permissible within the FLUM designation.

B. FLOODPLAINS

No floodplain information was provided in the ERS report. Federal Emergency Management Agency’s (FEMA), Flood Insurance Rate Map (FIRM) source indicates that the subject property does not lie within any Special Flood Hazard Area (SFHA) and is designated as Zone X.

Analysis: There is no SFHA on the property.

FINDING: As there is no SFHA on the property, no negative impacts to the floodplain are anticipated.

C. VEGETATIVE COMMUNITIES

According to the ERS report, the assessment area is comprised of the following vegetative community types and features.

1. Pine Flatwoods (FLUCFCS 441): ± 8.52 acres
2. Wetland Forested Mixed (FLUCFCS 630): ± 30.26 acres

Analysis: There are wetlands located on the property and any impacts will need to be permitted through St. Johns River Water Management District (SJRWMD) and/or the Florida Department of Environmental Protection (FDEP).

FINDING: There are extensive wetlands on the property that classify as Moderate Quality Wetlands according to Uniform Mitigation Assessment Method (UMAM). It is staff’s opinion, and consistent with the Comprehensive Plan, that 25-foot with a 15-foot minimum for moderate to low quality will be required per 10.01.08.A of the LDC.

D. PROTECTED SPECIES DISTRIBUTION/ WILDLIFE UTILIZATION

The submitted ERS report documents that Bald Eagles, Gopher Tortoise, and Wading Birds had the possibility to utilize the property. The closest known Bald Eagle nest is located approximately 3.5 miles from the project and no Bald Eagles were observed on site. Due to the poorly drained soils and densely vegetated uplands, it is deemed unlikely for Gopher Tortoises to be present,

and no Gopher Tortoises or Burrows were observed on site. A review of FWC database of wading bird rookeries shows no known rookeries located within 1 mile of the site and habitat is not likely to support nesting activities.

Analysis: There is potential for wildlife to utilize the property as it is mostly surrounded by other vacant land. Wildlife utilization may change over time due to various factors. To ensure that the referenced species and any potentially occurring species in the future, the Unified Land Development Code (Section 10.04.03.A, LDC) requires that a listed species study is performed by a Qualified Environmental Professional (QEP) at site plan or preliminary plat. Further, a study is valid for one year for the property that was investigated to capture any changes in wildlife utilization.

FINDING: The proposed FLUM amendment will not change the need to survey and address any listed or endangered species per Federal, state, and local requirements.

E. GROUNDWATER RESOURCE PROTECTION

According to City maintained data, the nearest production well is not within 500 feet of the site. The site is not located within the Secondary Protection Zone or the Primary Protection Zone as defined by Section 10.03.02.B, LDC.

Analysis: The amendment is not within an aquifer recharge area or within a wellhead protection zone(s).

FINDING: The proposed land use change is not anticipated to impact groundwater resources.

F. HISTORICAL RESOURCES

A previous report and letter from the State Historic Preservation Officer (SHPO) was provided. There was systematic subsurface testing, metal detector surveys, probing, surface collections and historic map reviews - resulted in the discovery of no new archaeological or historical sites.

Analysis: Staff analyzed both the cultural report that was provided.

FINDING: The report was found to be in order. It is staff's determination that based on these documents the proposed FLUM amendment will have no adverse impact on historical or cultural resources.

LAND USE COMPATIBILITY ANALYSIS

Policy 1.1.3.3 – At a minimum, compatibility with proximate uses and development patterns shall be considered when evaluating proposed FLUM amendments. “Compatibility” shall be as defined in Section 163.3164(9), Florida Statutes.

A. This policy shall not be construed to mean that different categories of uses are inherently incompatible. This policy is intended to promote the use of transitional areas where densities and intensities can be appropriately scaled.

B. Buffers are encouraged as an effective means of transition between areas where there is a greater difference between densities and intensities of the existing and proposed developments.

C. Impacts to the health, safety, and welfare of surrounding residents shall be considered.

D. An analysis shall be conducted of the proposed development, and how that will interface with existing abutting development, if approval is granted.

E. Neighborhood character shall be preserved and promoted by working toward maintaining compatibility of surrounding land uses when new abutting uses are introduced.

Surrounding Future Land Use Map Designation:

North: City of Palm Coast – Mixed Use

South: Industrial (Flagler County)

East: Industrial, High Intensity Commercial (Flagler County) – portions are within City limits

West: Industrial and Agriculture (Flagler County)

Surrounding Zoning Designation:

North: General Commercial and Public/Semi-Public

South: Industrial (Flagler County designation)

East: Industrial, and General Commercial (Flagler County designation)

West: Industrial, and Agriculture & Timberlands (Flagler County designation)

Surrounding Property - Existing Uses:

North: Church, Tire Store, & Vacant Commercial lots

South: Flagler County Airport (Flagler County)

East: Retail, Restaurants, & Bank

West: Vacant Industrial, and Vacant Agriculture & Timberlands

North

The parcels to the north are designated Mixed Use with a corresponding zoning of General Commercial and Public/Semi-Public. Currently, the area to the north of the subject parcel has several developed properties or properties which are under development. Existing uses include a church, and a tire store which is under expansion. Properties under construction include a bank, and a fast food restaurant. The proposed FLUM amendment is consistent with the uses and designation found to the north of the subject property.

East

The area to the east of the subject property is commonly known as Cornerstone at Seminole Woods. This shopping center includes BJ's, a bank (under construction), sit-down restaurants, and a fast food restaurant with drive-thru (under construction). This site currently has a FLUM designation of Industrial and High Intensity Commercial (Flagler County designations). An approximately 25 acre parcel has been annexed into the City but still retains the Flagler County designation. Once the entire site has been developed, a FLUM and Zoning map amendment will be initiated to provide the site with City designations. The most likely FLUM designation for this development (Cornerstone at Seminole Woods) is likely to be Mixed Use. The zoning to the east is currently Industrial and General Commercial (Flagler County designations). As previously stated, an amendment will be initiated to change these designations to the most equivalent City designation. The proposed FLUM amendment will not have an impact on the on-going construction and operation of developed properties to the east.

South

Abutting the subject property to the south is the Flagler County Airport. The Airport has a FLUM designation of Industrial and Zoning designation of Industrial. It is located within the unincorporated area of Flagler County. The proposed FLUM amendment will not have a direct impact on Airport operations. As the subject properties are developed, there will be coordination between the developers and the Airport to avoid conflicts with airport operations and to ensure compliance with federal regulations for permitting requirements as well as construction permits adjacent to airports.

West

Finally, the parcels to the west have a FLUM designation of Industrial and Agriculture with zoning designations of Industrial and Agriculture & Timberlands. The properties are currently vacant.

Overall, staff does not find any incompatibility with the proposed FLUM designation of Mixed Use and the existing and potential uses in the vicinity of the subject property based on the following:

Policy 1.1.3.3(A) - This policy shall not be construed to mean that different categories of uses are inherently incompatible. This policy is intended to promote the use of transitional areas where densities and intensities can be appropriately scaled.

Analysis: The proposed amendment of the subject parcel to Mixed Use is consistent with the Future Land Use designations of the surrounding area and is in scale with the development intensity of the surrounding area.

Policy 1.1.3.3(B) - Buffers are encouraged as an effective means of transition between areas where there is a greater difference between densities and intensities of the existing and proposed developments.

Analysis: Although, the proposed amendment will not create a great difference in intensity between the existing and proposed developments, buffer requirements as required in the Land Development Code will still need to be provided.

Policy 1.1.3.3(C) - Impacts to the health, safety, and welfare of surrounding residents shall be considered.

Analysis: The subject parcel is along State Road 100 and abuts the Flagler County Airport as well as other non-residential uses. The potential uses in the requested FLUM designation of Mixed Use is similar and is consistent with the development patterns in the area.

Policy 1.1.3.3(D) - An analysis shall be conducted of the proposed development, and how that will interface with existing abutting development, if approval is granted.

Analysis: The subject parcel is along State Road 100 and abuts the Flagler County Airport. If the requested amendment is approved, 28.3 acres of land currently designated as Flagler County Residential-High Density will now be designated as Mixed Use. In conjunction with a companion zoning map amendment to designate the 28.3 acres with a General Commercial zoning district, the potential uses on the property become more compatible with the Flagler County Airport and the adjacent commercial uses.

Policy 1.1.3.3(E) - *Neighborhood character shall be preserved and promoted by working toward maintaining compatibility of surrounding land uses when new abutting uses are introduced.*

Analysis: The proposed amendment will not introduce uses that are not already found in the area. The potential uses in a Mixed Use designation are similar in type and intensity to those found on the surrounding properties.

CONSISTENCY WITH COMPREHENSIVE PLAN

In addition to being consistent with Objective 1.1.3 and Policy 1.1.3.3 which establishes the criteria for review of Future Land Use Map Amendments as provided in the previous section. The proposed amendment is consistent with the following policies in the Comprehensive Plan:

Policy 1.1.4.3 – *Land use patterns will be required to be efficient and not disproportionately increase the cost of providing and maintaining public facilities, as well as providing housing and transportation strategies that will foster energy conservation.*

Analysis: The subject property is located along one of the City/County's main commercial corridor - State Road 100. This arterial serves numerous commercial uses along with one of the City/County's major hospital, a high school, as well as serving as the main route to Flagler County Airport. This entire corridor is served by existing water and wastewater lines and has access to reuse water. Any extension necessary to serve the subject property will be the responsibility of the developer/owner.

Policy 1.3.1.3 - *The City shall encourage development to locate in the areas where public facilities, infrastructure, and services are available. Where there are deficiencies and where appropriate, the City shall require the developer to provide or extend the facilities as necessary to accommodate development provided such provision or extension is consistent with state law. Applicable impact fees shall be used by the City consistent with State law to offset the costs of the City providing facilities.*

Analysis: The subject properties are located along State Road 100 which is an arterial linking numerous commercial and institutional uses within the City. Utility lines are located along the corridor. Additionally, the subject site has access to reuse water line.

Policy 5.1.3.2 – *The City shall designate urban densities or intensities on the Future Land Use Map only in areas that have sufficient existing or planned capacity for potable water facilities and wastewater facilities where connection is available consistent with Policies 1.1.1.2 and 1.1.3.2. For the purposes of this Plan, any residential density exceeding one (1) dwelling unit per acre shall be deemed to be an urban density.*

Analysis: The proposed amendment to Mixed Use at this location is consistent with Comprehensive Plan policy to create urban densities or intensities in areas that have sufficient existing or planned capacity for potable water and wastewater facilities. The subject property has available central water and sewer services within its vicinity.

Policy 5.2.2.3 – *The City shall designate urban densities or intensities on the Future Land Use Map only in areas that have sufficient existing or planned capacity for sanitary sewer facilities and where connection is available as set forth in State law and City regulations. The City shall minimize the use of septic tanks in accordance with the provisions of Objective 5.2.3 and policies implementing that objective. For the purpose of this Plan, any residential density exceeding one (1) dwelling unit per acre shall be deemed to be an urban density.*

Analysis: The proposed amendment to Mixed Use land use designation is consistent with Comprehensive Plan policy above to designate urban densities or intensities in areas that have sufficient existing or planned capacity for sanitary sewer facilities. The subject property has available central water and sewer services within its vicinity.

Policy 11.1.3.2 - *Optimize the utilization of the City's existing infrastructure, public services, and facilities by placing economic employment hubs in areas that are currently served by the City's infrastructure services and systems.*

Analysis: *The subject property is located within a developing commercial corridor (State Road 100) and will take advantage of existing public infrastructure.*

RECOMMENDATION

Staff recommends that the Planning and Land Development Regulation Board (PLDRB) find Application #6312 consistent with the Comprehensive Plan and recommend that City Council approve the FLUM amendment from Flagler County Residential High Density and Commercial-High Intensity to City of Palm Coast designation of Mixed Use.

ORDINANCE 2025-XX
FLAGLER LANDINGS - COMPREHENSIVE PLAN AMENDMENT
APPLICATION NO. 6312

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PALM COAST, FLORIDA, PROVIDING FOR THE AMENDMENT OF THE CITY OF PALM COAST 2050 COMPREHENSIVE PLAN, AS PREVIOUSLY AMENDED, PURSUANT TO SECTION 163, FLORIDA STATUTES; AMENDING THE FUTURE LAND USE MAP (FLUM) DESIGNATION FOR 38.8+/- ACRES OF CERTAIN REAL PROPERTY FROM FLAGLER COUNTY DESIGNATION OF COMMERCIAL:HIGH INTENSITY AND RESIDENTIAL: HIGH DENSITY TO CITY OF PALM COAST DESIGNATION OF MIXED-USE; AS DESCRIBED IN MORE DETAIL IN THE LEGAL DESCRIPTION WHICH IS AN EXHIBIT TO THIS ORDINANCE; PROVIDING FOR SEVERABILITY, CODIFICATION, CONFLICTS, AND AN EFFECTIVE DATE

WHEREAS, the City Council of the City of Palm Coast enacted Ordinance 2025-06, adopting the *City of Palm Coast 2050 Comprehensive Plan* which includes the City of Palm Coast Future Land Use Map (FLUM), which Plan and FLUM have been amended from time-to-time; and

WHEREAS, Section 163.3161 et seq., Florida Statutes established the Community Planning Act; and

WHEREAS, Section 163.3184, Florida Statutes, establishes a process for adoption of comprehensive plans or plan amendments amending the future land use designation of property; and

WHEREAS, the City of Palm Coast is desirous of amending the future land use designation of property located within the City from Flagler County Designations of Commercial: High Intensity and Residential: High Density to City of Palm Coast Designation of Mixed-Use; and

WHEREAS, the City of Palm Coast Planning and Land Development Regulation Board (PLDRB) acting as the City's Local Planning Agency, considered the proposed map amendments at a public hearing on September 17, 2025, and voted to recommend **Approval or Denial** of the proposed Comprehensive Plan Amendment; and

WHEREAS, on _____, 2025, the City of Palm Coast City Council held public hearings on this Comprehensive Plan amendment after due public notice and

upon thorough and complete consideration and deliberation, adopted the proposed Comprehensive Plan amendment; and

WHEREAS, the Comprehensive Plan amendments adopted by this Ordinance complies with the requirements of the Community Planning Act, the State Comprehensive Plan as set forth in Chapter 187, Florida Statutes, as well as other applicable law, and is consistent with the goals, objectives, and policies and the overall land use plan of the City's *Comprehensive Plan*; and

WHEREAS, the City Council of the City of Palm Coast hereby reaffirms its commitment to the goal of enacting and implementing sound growth management practices within the City; and

WHEREAS, the City Council of the City of Palm Coast finds that this Ordinance is in the best interests of the health, safety, and welfare of the citizens of Palm Coast.

NOW, THEREFORE, IT IS HEREBY ORDAINED BY THE CITY OF PALM COAST, FLORIDA, THAT THE FUTURE LAND USE MAP IS AMENDED AS FOLLOWS:

SECTION 1. LEGISLATIVE AND ADMINISTRATIVE FINDINGS. The above recitals (whereas clauses) are hereby adopted as the legislative and administrative findings of the City Council.

SECTION 2. FUTURE LAND USE MAP AMENDED. The 38.8+/- acres subject area, generally located south of State Road 100 and .5 miles west of Seminole Woods Blvd., as depicted and legally described in "Exhibit A", attached hereto, is hereby amended from Flagler County Designations of Commercial: High Intensity and Residential: High Density to City of Palm Coast Designation of Mixed-Use.

SECTION 3. SEVERABILITY. It is hereby declared to be the intention of the City Council that the sections, paragraphs, sentences, clauses and phrases of this Ordinance are severable, and if any phrase, clause, sentence, paragraph or section of this Ordinance shall be declared unconstitutional by the valid judgment or decree of a court of competent jurisdiction, such unconstitutionality shall not affect any of the remaining phrases, clauses, sentences, paragraphs and sections of this Ordinance.

SECTION 4. CODIFICATION. It is the intention of the City Council of the City of Palm Coast, Florida, and it is hereby ordained that the provisions of this Ordinance shall become and be made a part of the Code of Ordinance of the City of Palm Coast, Florida; that the Sections of this Ordinance may be renumbered or re-lettered to accomplish such intention; that the word, “Ordinance” may be changed to Section,” “Article,” or other appropriate word.

SECTION 5. CONFLICTS. All ordinances or parts of ordinances in conflict with this Ordinance are hereby repealed

SECTION 6. EFFECTIVE DATE. The effective date of this plan amendment, if the amendment is not timely challenged, shall be 31 days after the state land planning agency notifies the local government that the plan amendment package is complete. If timely challenged, this amendment shall become effective on the date the state land planning agency or the Administration Commission enters a final order determining this adopted amendment to be in compliance. No development orders, development permits, or land uses dependent on this amendment may be issued or commence before it has become effective. If a final order of noncompliance is issued by the Administration Commission, this amendment may nevertheless be made effective by adoption of a resolution affirming its effective status, a copy of which resolution shall be sent to the state land planning agency.

APPROVED on first reading this [REDACTED] day of [REDACTED] 2025.

ADOPTED on second reading after due public notice and hearing this [REDACTED] day of [REDACTED] 2025.

ATTEST:

CITY OF PALM COAST

KALEY COOK, CITY CLERK

MICHAEL NORRIS, MAYOR

APPROVED AS TO FORM AND LEGALITY

MARCUS DUFFY, CITY ATTORNEY

Attachment:

Exhibit “A” – Legal Description of Subject Property

Exhibit “B” – Amended Future Land Use Map

EXHIBIT A
LEGAL DESCRIPTION

LEGAL DESCRIPTION:

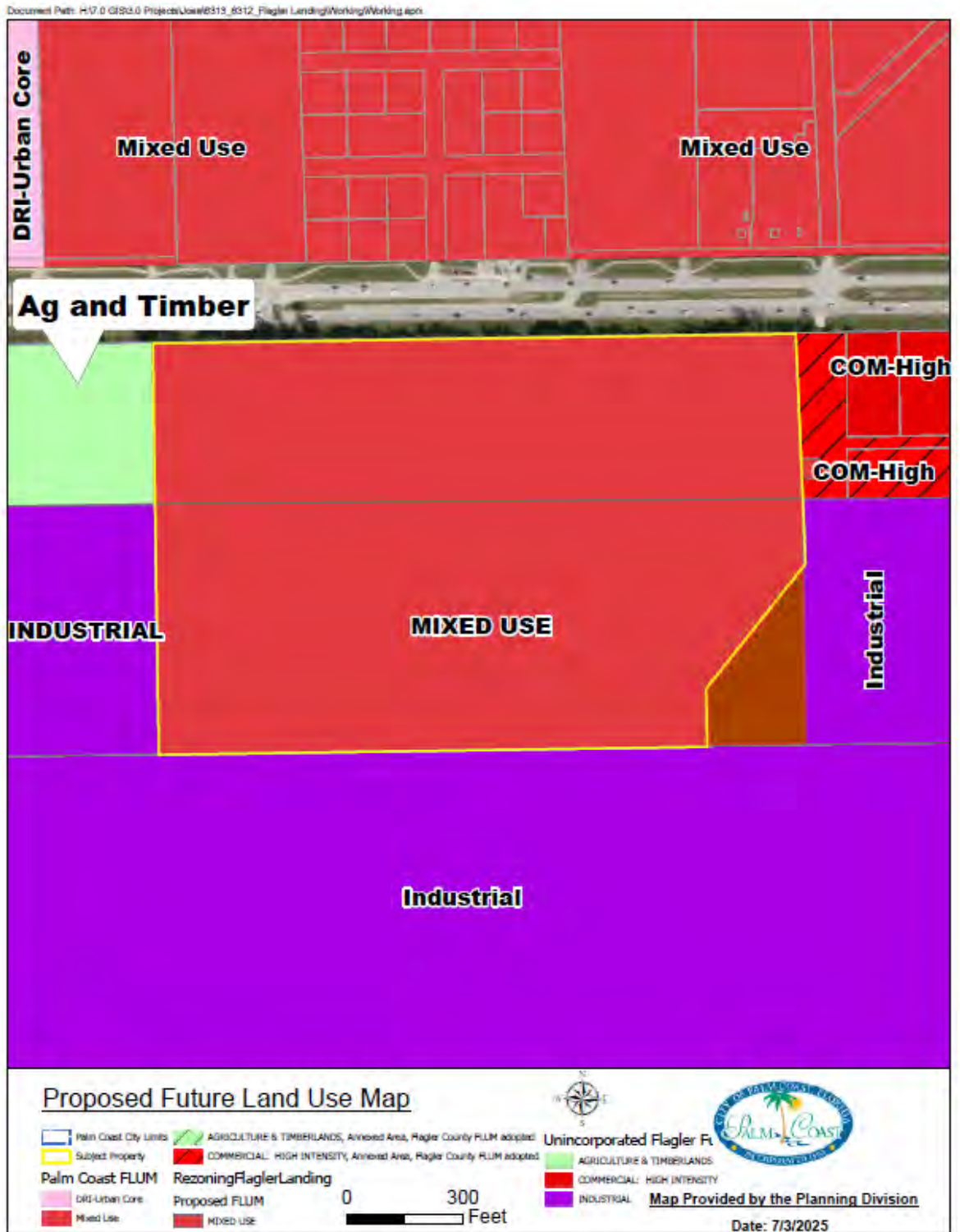
A PARCEL OF LAND IN GOVERNMENT SECTION 8, TOWNSHIP 12 SOUTH, RANGE 31 EAST, BEING A PORTION OF THE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 1387, PAGE 1869 OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

AS A POINT OF REFERENCE, COMMENCE AT THE NORTHWEST CORNER OF LOT 1, AIRPORT COMMERCE CENTER PHASE 2, AS RECORDED IN PLAT BOOK 38, PAGES 2-4, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA, SAID POINT BEING ON THE SOUTHERLY RIGHT-OF-WAY LINE OF STATE ROAD 100 (A 200' RIGHT-OF-WAY); THENCE ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF STATE ROAD 100 (A 200' RIGHT-OF-WAY) S89°09'05"W A DISTANCE OF 1223.50' FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE DEPARTING SAID RIGHT-OF-WAY LINE S02°27'01"E A DISTANCE OF 593.68 FEET; THENCE S38°32'07"W A DISTANCE OF 410.00 FEET; THENCE S00°50'03"E A DISTANCE OF 150.01 FEET; THENCE S89°09'52"W A DISTANCE OF 1414.74 FEET; THENCE N00°50'55"W A DISTANCE OF 1060.02 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF STATE ROAD 100 (A 200' RIGHT-OF-WAY); THENCE ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF STATE ROAD 100 (A 200' RIGHT-OF-WAY) N89°09'05"E A DISTANCE OF 1658.33 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION.

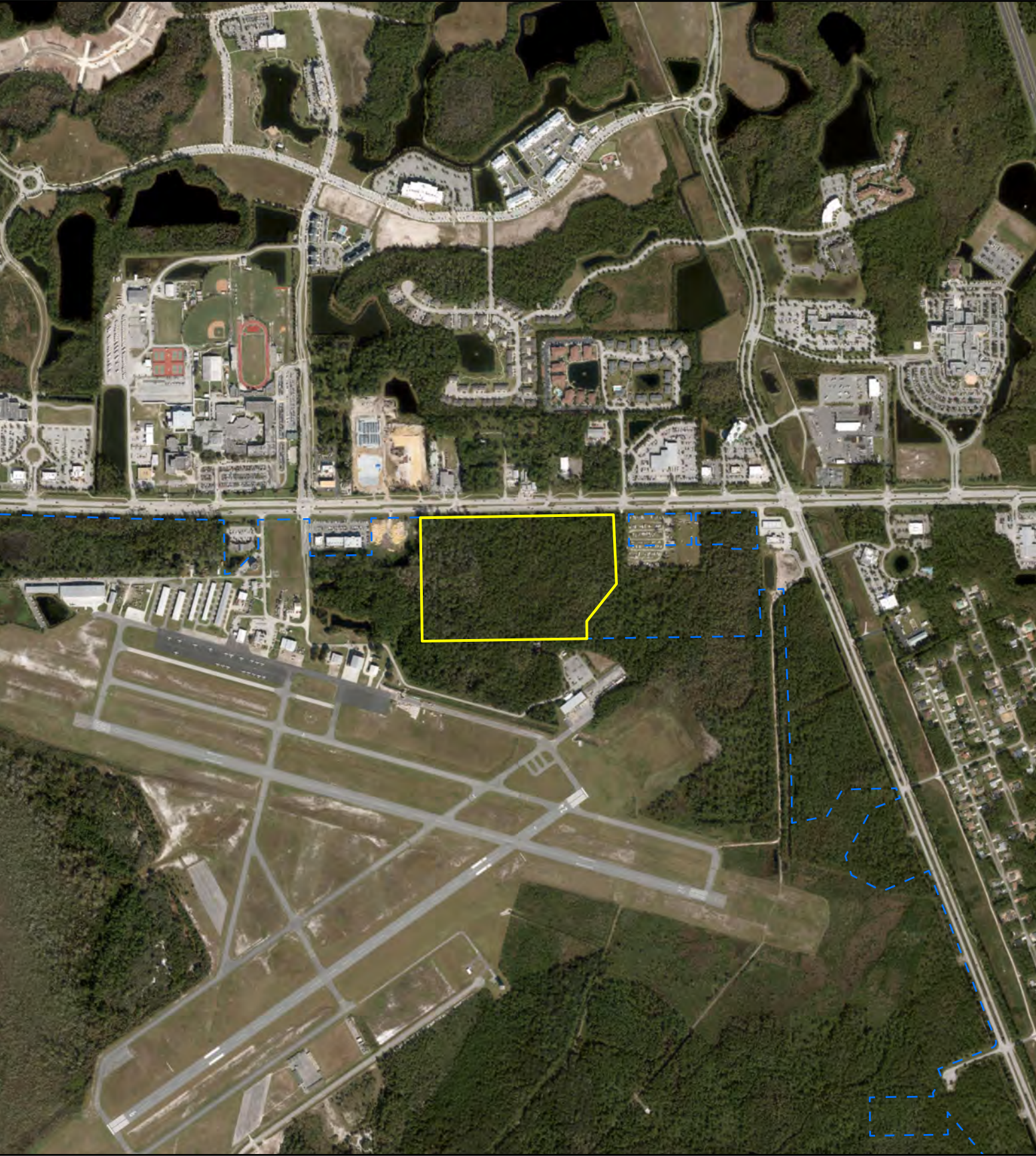
CONTAINING 38.811 ACRES, MORE OR LESS.

EXHIBIT B



AMENDED FUTURE LAND USE MAP

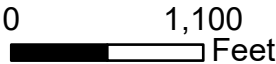


The City of Palm Coast prepares and uses this map/map data for its own purposes. This map/map data displays general boundaries and may not be appropriate for site specific uses. The City uses data believed to be accurate, however, a degree of error is inherent in all maps. This map/map data is distributed AS-IS without warranties of any kind, either expressed or implied including, but not limited to, warranties of suitability to a particular purpose or use. This map/map data is intended for use only at the published scale. Detailed on-the-ground surveys and historical analyses of sites may differ substantially from this map/map data.



Distant Aerial

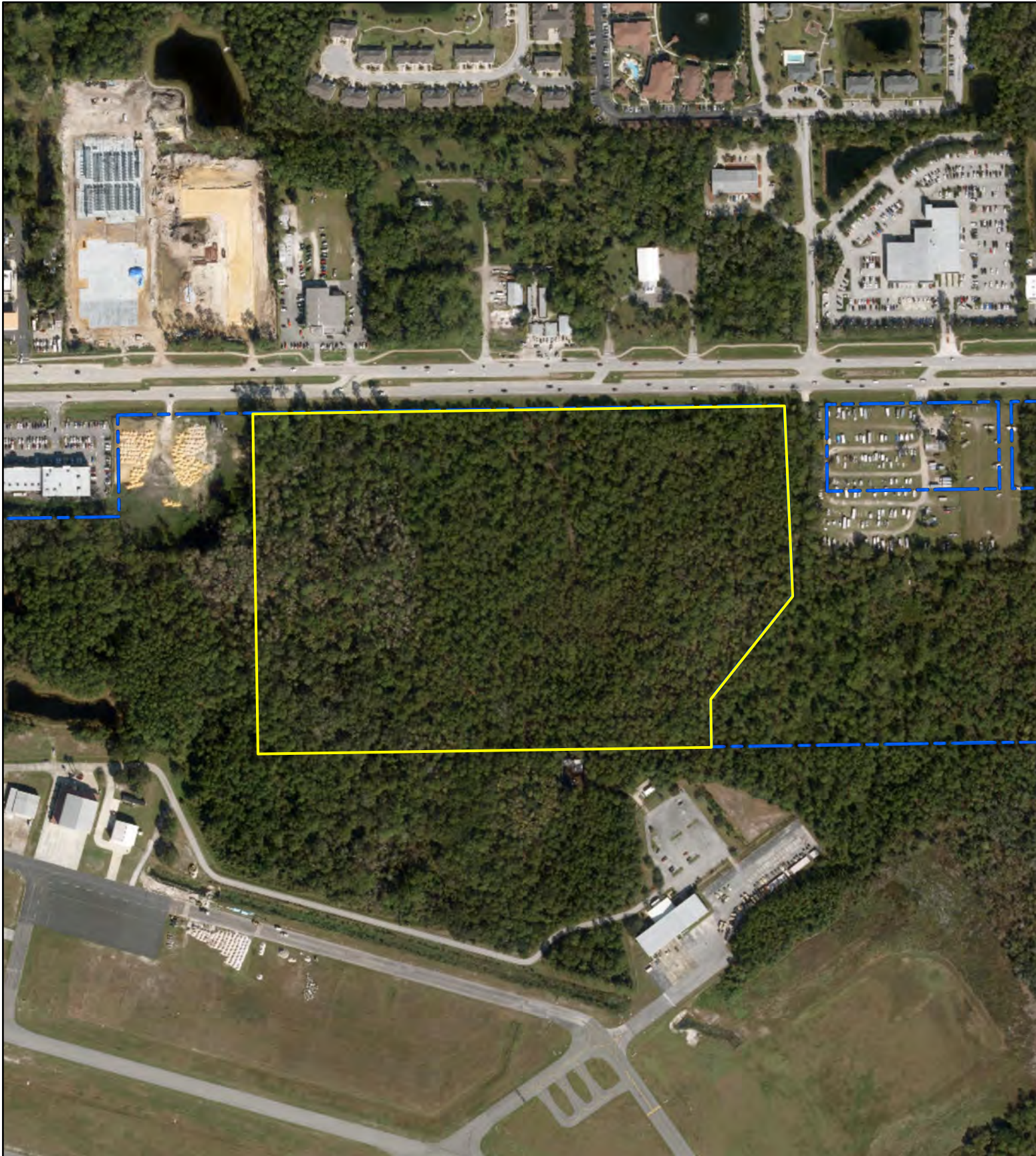
-  Palm Coast City Limits
-  Subject Property





Map Provided by the Planning Division

Date: 7/3/2025

The City of Palm Coast prepares and uses this map/map data for its own purposes. This map/map data displays general boundaries and may not be appropriate for site specific uses. The City uses data believed to be accurate; however, a degree of error is inherent in all maps. This map/map data is distributed AS-IS without warranties of any kind, either expressed or implied including, but not limited to, warranties of suitability to a particular purpose or use. This map/map data is intended for use only at the published scale. Detailed on-the-ground surveys and historical analyses of sites may differ substantially from this map/map data.



Close Up Aerial

-  Palm Coast City Limits
-  Subject Property

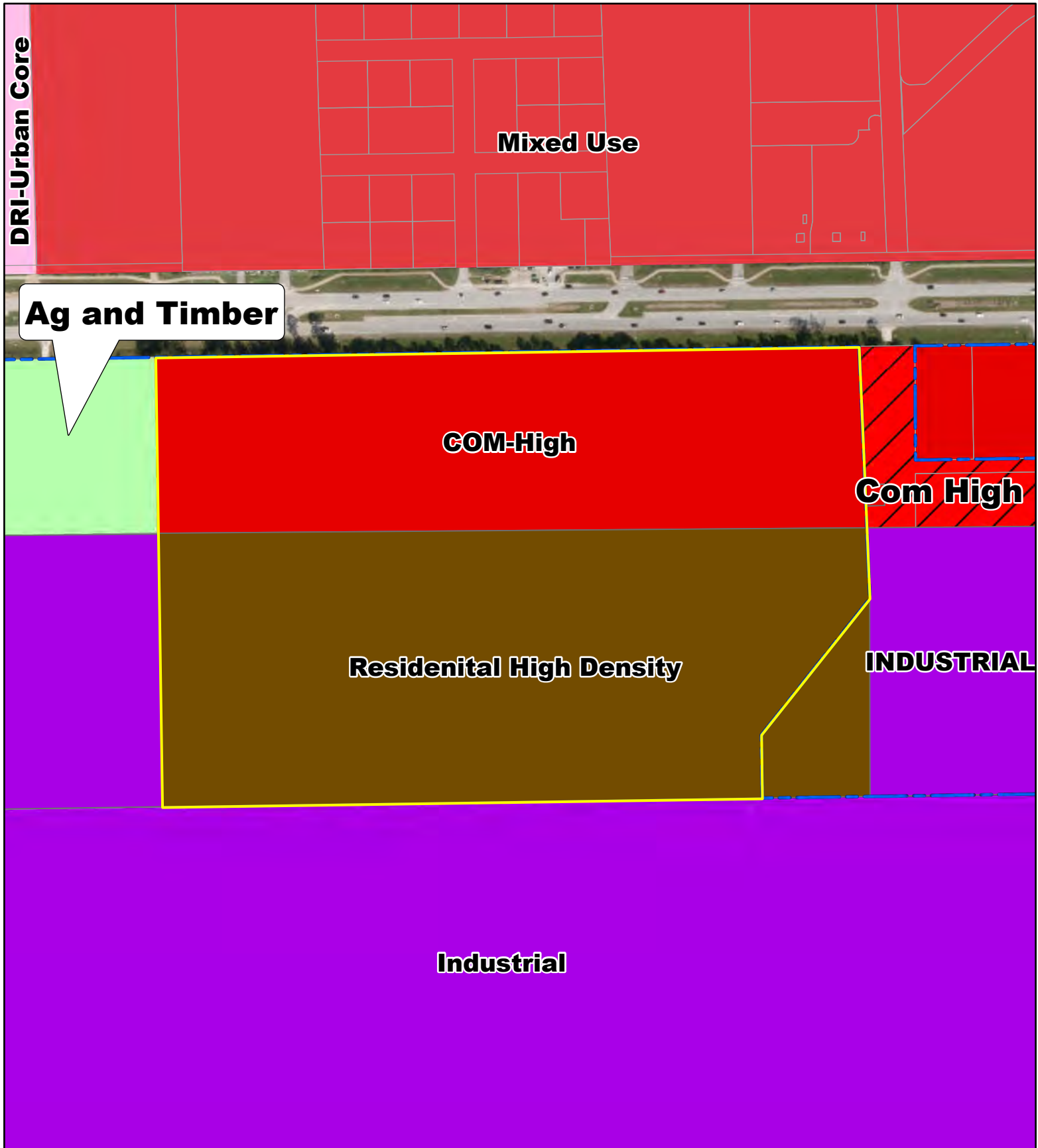


0 400
Feet



Map Provided by the Planning Division

Date: 7/3/2025



Current Future Land Use Map

0 300 Feet



Palm Coast City Limits

AGRICULTURE & TIMBERLANDS, Annexed Area, Flagler County FLUM adopted

INDUSTRIAL

Subject Property

COMMERCIAL: HIGH INTENSITY, Annexed Area, Flagler County FLUM adopted

Current FLUM

Palm Coast FLUM

Unincorporated Flagler Future Land Use

DRI-Urban Core

AGRICULTURE & TIMBERLANDS

COMMERCIAL: HIGH INTENSITY

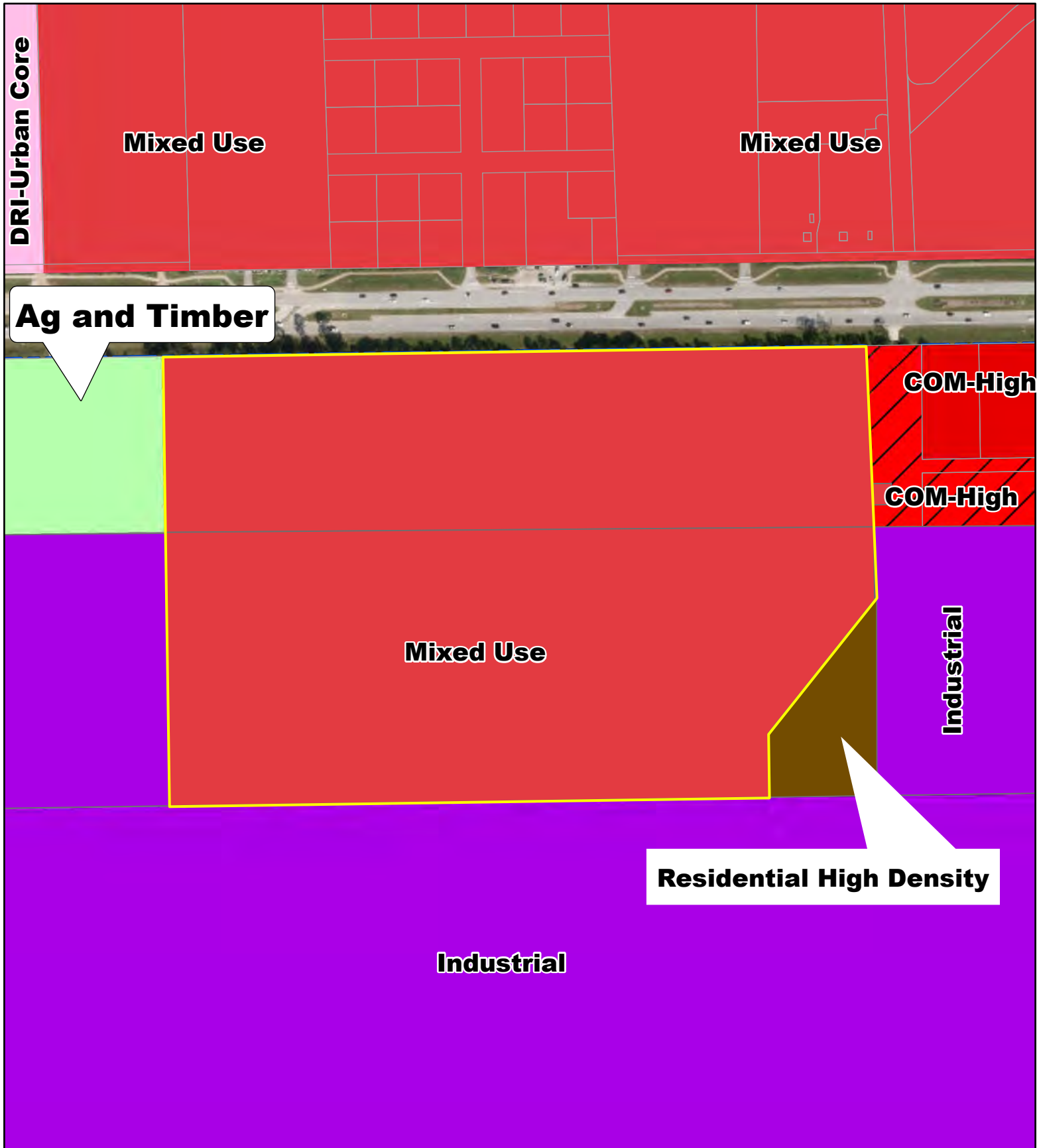
Date: 7/3/2025

Mixed Use

COMMERCIAL: HIGH INTENSITY

RESIDENTIAL: HIGH DENSITY

Map Provided by the Planning Division



Proposed Future Land Use Map

Palm Coast City Limits

Subject Property

Palm Coast FLUM

DRI-Urban Core

Mixed Use

AGRICULTURE & TIMBERLANDS, Annexed Area, Flagler County FLUM adopted

COMMERCIAL: HIGH INTENSITY, Annexed Area, Flagler County FLUM adopted

Unincorporated Flagler Future Land Use

AGRICULTURE & TIMBERLANDS

COMMERCIAL: HIGH INTENSITY

INDUSTRIAL



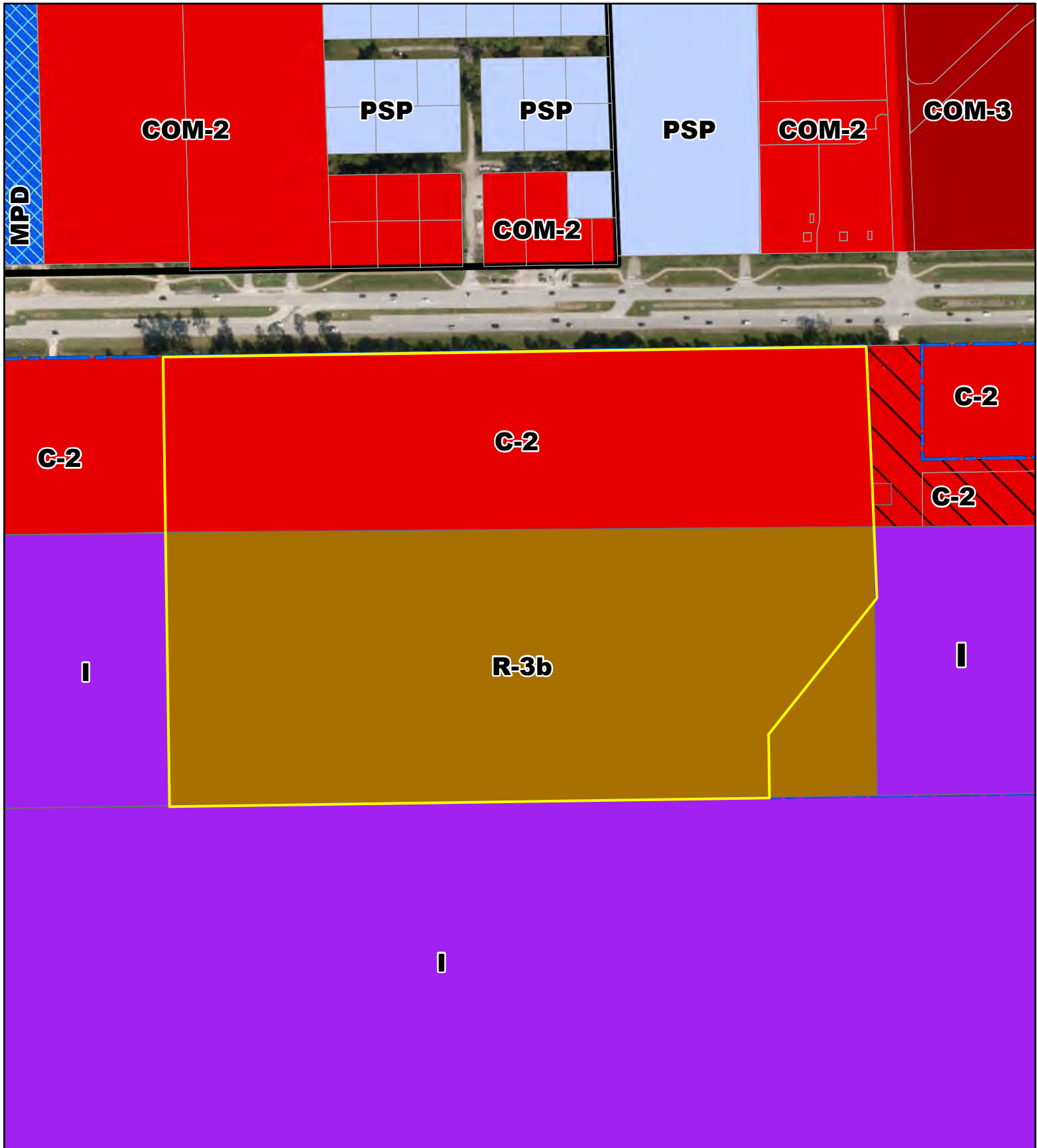
0

300

Map Provided by the Planning Division

Feet

Date: 8/18/2025 66



Current Zoning Map

Palm Coast City Limits

Subject Property

Palm Coast Zoning Districts

COM-2

COM-3

PSP

I : Annexed Area, Flagler County Zoning adopted

C-2 : Annexed Area, Flagler County Zoning adopted

MPD, MPD pre 11-16-08 designation

Flagler Zoning

AC

C-2

I

R-3B

Current Zoning

C-2

R-3b



0

300

Feet



Map Provided by the Planning Division

Date: 7/3/2025

**FLAGLER LANDING
APPLICATION
FOR
FUTURE LAND USE MAP AMENDMENT
June 17, 2025
Revised August 8, 2025**

Prepared For:

**Flagler Pines Properties, LLC
4 Lambert Cove
Flagler Beach, FL 32136**

**Atlee Development Group, Inc.
5851 Timuquana Road, Suite 301
Jacksonville, Florida 32210**

Prepared By:

**Jay W. Livingston, Esq.
Livingston & Sword, P.A.
391 Palm Coast Parkway SW #1
Palm Coast, Florida 32137
(386) 439-2945
jay.livingston314@protonmail.ch**

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Project Overview

Atlee Development Group, Inc. (“Atlee”) is under contract to purchase approximately 38.811 acres of undeveloped land from Flagler Pines Properties, LLC located north of the Flagler County Executive Airport and south of State Road 100 (the “Property”). The Property is subject to a pending voluntary petition for annexation into the City of Palm Coast and to the Future Land Use designations and zoning district as adopted by Flagler County, Florida. Approximately 10.494 acres of the Property is designated Commercial High Intensity (“Commercial Parcel”) and the remaining 28.317 acres is designated Residential High Density (“Multi-Family Parcel”) on the Flagler County Future Land Use Map. The Commercial Parcel is in the C-2 zoning district and the Multi-Family Parcel is in the R-3B zoning district pursuant to the Flagler County Official Zoning Map.

If the annexation of the Property is approved, Atlee is requesting that the City of Palm Coast designate the entire Property (i.e. both the Commercial Parcel and the Multi-Family Parcel) Mixed Use on the City of Palm Coast’s Future Land Use Map. Atlee is also requesting through a separate application that the City rezoning the Property to COM-2 (General Commercial). Atlee proposes to develop the property as a commercial center with approximately eleven (11) individual outparcels situated along State Road 100 and a large commercial parcel to the south for a large retail (big box) facility.

The following exhibits are attached:

- **EXHIBIT A** – FUTURE LAND USE MAP APPLICATION
- **EXHIBIT B** – LOCATION MAP
- **EXHIBIT C** – AERIAL PHOTOGRAPH OF PROPERTY
- **EXHIBIT D** – CONCEPT PLAN

Data and Analysis

Proof of Ownership / Property Information

- Warranty Deed recorded at Official Records Book 1387, Page 1869 of the Public Records of Flagler County, Florida is attached as **EXHIBIT E**.
- Boundary survey with legal description of the Property is attached as **EXHIBIT F**.
- Development Timetable for development of the Property is as follows:

Task	Date
FLUM/Zoning Change Submittal	June 17, 2025
Final Plat/Construction Plan Approval (Estimate)	July 2026/October 2025
Construction Start (Estimate)	November 2025
All Development Construction Complete (Estimate)	July 2026
Anticipated Buildout (Absorption Dependent)	TBD

Agent Authorization

- A signed and notarized agent authorization form signed by the owner of the Property authorizing Jay W. Livingston, Esq. of Livingston & Sword, P.A. to file the application and make binding statements and commitments regarding the amendment request is attached as **EXHIBIT G**.

Density / Intensity and Population

Density and Intensity – Existing (Flagler County)

FLU Designation	Acres	Residential Density	Dwelling Units	Population (2.50)	Non-Residential Intensity	Non-Residential Sq. Ft.
Commercial High Intensity	10.494	0	0	0	0.40	182,847
Residential: High Density	28.317	9 units per gross acre ¹	255	638	0	0
TOTAL	38.811		255	638		182,847

Density and Intensity – Proposed

FLU Designation	Acres (Includes Wetlands)	Residential Density	Dwelling Units	Population (2.50)	Non-Residential Intensity	Non-Residential Sq.Ft.
Mixed Use ²	38.811	15 units per acre	582	1455	0.55	929,834

¹ The 28.317 residential acres is subject to Policy A.1.1.10(7) of the Future Land Use Element of the Flagler County Comprehensive Plan limiting residential density to no more than 255 units or approximately 9 units per gross acre.

² Policy 1.1.1.3 of the Future Land Use Element of the City of Palm Coast Comprehensive Plan provides limits densities and intensities in the Mixed Use land use designation (on a citywide, or cumulative basis), as follows: “A maximum of 20% of the total land area within this FLUM designation (citywide) may be zoned or developed for residential use with a maximum of 33% of the residential units occurring at a density equal to or greater than 15 units per acre. A maximum of 25% of the total land area within this FLUM designation (citywide) may be zoned or developed at an intensity equal to or greater than a 0.55 Floor Area Ratio.” Density in excess of 12 units per acre and intensities in excess of 0.50 FAR are only allowed in the Master Planned Development (MPD) zoning district. See table in Policy 1.1.1.2 of the Future Land Use Element.

TOTAL	38.811		582³	1455		929,834
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Density and Intensity – Net Change

Acres	Dwelling Units	Population	Non-Residential Sq.Ft.
38.811	327	817	746,987

Public Facilities Availability

Transportation

- Flagler Landing/SR 100 Mixed Use – Comprehensive Plan Amendment (CPA) Palm Coast, FL prepared by LTG, Inc. and dated August 5, 2025 is attached as **EXHIBIT H**.

Potable Water

- Potable water will be provided by the City of Palm Coast from the water main located along SR 100. This water main is located at the east property line and is 420 feet from the west property line.
- Although the property was previously located in unincorporated Flagler County it has been and remains within the City of Palm Coast Chapter 180, F.S., service area.
- Demand:

EXISTING FLUM (COUNTY)

FLU Designation	Dwelling Units	Residential Rate gpd	Residential Demand	Non-Residential Sq.Ft.	Non-Residential Rate gpd/sf	Non-Residential Demand
Commercial High Intensity	N/A	N/A	N/A	182,847	0.17 GPD	31,084 GPD
Residential: High Density	255	237.5 GPD	60,562.50 GPD	N/A	N/A	N/A

TOTAL EXISTING DEMAND: 107,584 GPD

PROPOSED FLUM

FLU Designation	Dwelling Units	Residential Rate gpd	Residential Demand	Non-Residential Sq.Ft.	Non-Residential Rate GPD	Non-Residential Demand
Mixed Use	582	237.5	138,225 GPD	929,834	0.17	158,072 GPD

TOTAL PROPOSED DEMAND: 332,672 GPD

NET CHANGE

Residential Demand	Non-Residential Demand
77,662.5 GPD	126,988 GPD

³ No residential units are proposed for development. The accompanying application for rezoning to the COM-2 zoning district will prohibit any residential uses. The density, units and population are presented in this analysis only to show what is possible within the City's Mixed-Use future land use designation.

TOTAL NET CHANGE = 204,650 GPD

- Impact on 5 Year LOS:
The 2030 Estimated Service Population is 124,093 (Est. 49,637 residential ERCs x 2.5 people per ERC for Palm Coast Utility Department Service Territory in accordance with the City of Palm Coast Comprehensive Land Use Plan).

EXISTING FLUM: 255 UNITS / 49637 UNITS = 0.51% OF PROJECTED DEMAND

PROPOSED FLUM: 582 UNITS / 49637 UNITS = 1.17% OF PROJECTED DEMAND

FLUM AMENDMENT WILL RESULT IN A 0.66% increase.

- Potable Water Availability Worksheet: See Worksheet Attached as **EXHIBIT I**.
- Letter from Utility Department: See, Letter Attached as **EXHIBIT J**.

Wastewater

- Wastewater service will be provided by the City of Palm Coast from the force main located along SR 100. This force main is located at the property line with access to a City Municipal lift station located adjacent to the property to the east.
- Reuse water lines are not available in the area and the timeframe for the provision of such utility service is unknown.
- Demand:

EXISTING FLUM (COUNTY)

FLU Designation	Dwelling Units	Residential Rate gpd	Residential Demand gpd	Non-Residential Sq.Ft.	Non-Residential Rate gpd/sf	Non-Residential Demand
Commercial High Intensity	N/A	N/A	N/A	182,847	0.10	18,285
Residential: High Density	255	197	50,235	N/A	N/A	N/A

TOTAL EXISTING DEMAND: 68,520

PROPOSED FLUM

FLU Designation	Dwelling Units	Residential Rate gpd	Residential Demand gpd	Non-Residential Sq.Ft.	Non-Residential Rate gpd/sf	Non-Residential Demand
Mixed Use	582	197	114,654	929,834	0.10	92,983

TOTAL PROPOSED DEMAND: 207,637 GPD

NET CHANGE

Residential Demand	Non-Residential Demand
64,419 GPD	74,699 GPD

TOTAL NET CHANGE = 139,118 GPD

- Impact on 5 Year LOS
The 2030 Estimated Service is 120,619 (Est. 49,637 residential ERCs x 2.43 people per ERC for Palm Coast Utility Department Service Territory in accordance with the City of Palm Coast Comprehensive Land Use Plan).
EXISTING FLUM: 255 UNITS / 49637 UNITS = 0.51% OF PROJECTED DEMAND.
PROPOSED FLUM: 582 UNITS / 49637 UNITS = 1.17% OF PROJECTED DEMAND.

AMENDED FLUM WILL RESULT IN AN 0.66% increase.

- Letter from Utility Department: See Letter Attached as **EXHIBIT J**.

Solid Waste

EXISTING FLUM (COUNTY)

FLUM Designation	Population	LOS Standard – PPD	Residential Demand PPD
Commercial High Intensity	N/A	N/A	N/A
Residential: High Density	638	8.61	5,493
TOTAL	638		5,493

PROPOSED FLUM

FLUM Designation	Population	LOS Standard – PPD	Residential Demand PPD
Mixed Use	1455	8.61	12,528

NET CHANGE

Population	Residential Demand PPD
817	7,035

Public Recreation and Open Space⁴

- Recreational Facility's within 3 miles of the Property as required by Policy 4.1.1.1 of the Recreation and Open Space Element of the City's Comprehensive Plan.
- Demand:

EXISTING FLUM (COUNTY)

FLUM Designation	Population	LOS Standard	Residential Demand
Residential Low Density	638	8 acres per 1,000 people	5.10 acres
Conservation	N/A	N/A	N/A
TOTAL	638		5.10 acres

⁴ No residential units are proposed for development. The accompanying application for rezoning to the COM-2 zoning district will prohibit any residential uses. The residential demand for public recreation and open space is presented in this analysis only to show what is possible within the City's Mixed-Use future land use designation as required by *Applicant's Handbook: Future Land Use Map Amendment*.

PROPOSED FLUM

FLUM Designation	Population	LOS Standard	Residential Demand
Mixed Use	1455	8 acres per 1,000 people	11.64 acres

NET CHANGE

Population	Residential Demand
817	6.54 acres

Public Schools

EXISTING FLUM (COUNTY)									
Flum Designation	Population	LOS Standard				Residential Demand			
		ELEMENTARY	MIDDLE	HIGH	TOTAL	ELEMENTARY	MIDDLE	HIGH	TOTAL
Residential Low Density	638	0.082	0.051	0.08	0.213	52	33	51	136
TOTAL	638					52	33	51	136

PROPOSED FLUM									
FLUM Designation	Population	LOS Standard				Residential Demand			
		ELEMENTARY	MIDDLE	HIGH	TOTAL	ELEMENTARY	MIDDLE	HIGH	TOTAL
Mixed Use	1455	0.082	0.051	0.08	0.213	119	74	116	310
TOTAL	1455					119	74	116	310

NET CHANGE				
Residential Demand				
ELEMENTARY	MIDDLE	HIGH	TOTAL	
67	42	65	174	

Environmental and Cultural Resources (PESA)

- Environmental Report dated June 17, 2025 prepared by Carter Environmental Services is attached as **EXHIBIT K**. A UMAM assessment for onsite wetlands as approved by the St. Johns River Water Management District resulted in a score of 0.70. This classifies the onsite wetlands as “moderate” pursuant to the City of Palm Coast’s Land Development Code.
- Phase I Cultural Resource Assessment Survey of the Flagler Landing Development Property dated May 2025 prepared by Heritage Cultural Services, LLC is attached as **EXHIBIT L**.

Consistency with Comprehensive Plan

The proposed amendment to designate the Property as Mixed Use on the City’s Future Land Use Map is consistent with the Comprehensive Plan as required by Section 163.3194, Florida Statutes. Objective 1.1.3 of the Future Land Use Element of the Comprehensive Plan provides that the review of proposed amendments to the Future Land Use Map (FLUM) will be based upon environmental conditions, the availability of facilities and services, school capacity, compatibility with surrounding uses, and other generally accepted land use planning principles.

The location of and conceptual plan for the Property is consistent with the Mixed Use future land use designation as defined in Policy 1.1.1.1.A of the Comprehensive Plan. The Property will developed to provide general retail within an existing mixed use corridor and is close proximity to residential dwellings.

This will provide opportunities for the residents of Palm Coast to work and shop at a variety of retail establishments within the corridor and in reasonably close proximity to their homes.

The Preliminary Environmental Site Assessment provides a description of the environmental features and conditions of the Property as required by Policy 1.1.3.1 of the Comprehensive Plan, including, without limitation: (1) topography and soil conditions, including the presence of hydric soils; (2) the location and extent of floodplains; (3) the location and extent of wetlands, certain vegetative communities, and protected wildlife species; (4) the location and extent of other environmentally sensitive features, if any; (5) and the Property's proximity to wellfields and aquifer recharge area. The above data and analysis show the impacts the Project will have on the City's potable water supplies.

The Flagler Landing/SR 100 Mixed Use – Comprehensive Plan Amendment (CPA) traffic analysis discusses the existing and future capacity of roadways impacted by the proposed amendment to the Future Land Use Map as required by Policy 1.1.3.2.A of the Comprehensive Plan. The proposed designation to Mixed Use will allow a large-scale high intensity commercial project consistent with adjacent development. The proximity of the Property to the intersection of I-95 and SR 100 makes this pattern of development consistent with Policy 1.1.3.2.B of the Comprehensive Plan. Water and wastewater utility lines as well as a public lift station are located in close proximity to the Property consistent with Policy 1.1.3.2.C of the Comprehensive Plan. Stormwater will be collected, stored and treated on the Property and the stormwater management system will be permitted pursuant to applicable local, state and federal requirements to ensure that the capacity of any receiving watercourses and drainage systems are not adversely impacted consistent with Policy 1.1.3.2.D.

Land adjacent to the Property has been developed or is being planned to be developed for commercial and primarily retail commercial purposes. Therefore, the proposed Future Land Use Map amendment presents no compatibility issues and is consistent with Policy 1.1.3.3 of the Comprehensive Plan.

Intergovernmental Coordination Analysis

The Property will be primarily served by the City of Palm Coast. Neither the Property or the proposed Future Land Use Map amendment have unique features that would require additional intergovernmental coordination beyond what is already provided for through existing interlocal and joint use agreements.

Urban Sprawl Analysis

- This is an infill project in an urban area with available adjacent infrastructure and will not contribute to nor constitute urban sprawl.

Proof of Meeting(s) with Neighborhood and Homeowner's Associations

- A neighborhood meeting was held on April 15, 2025 from 6 to 8 pm at the Hilton Garden Inn. No members of the public attended the meeting.
- A list of adjacent owners within 500' of the project area that were notified about the neighborhood meeting is attached as **EXHIBIT M**.

EXHIBIT A
FUTURE LAND USE MAP APPLICATION

COMMUNITY DEVELOPMENT DEPARTMENT USE ONLY

Application # _____ Submittal Date _____
 Application Fee Paid ☐ Yes ☐ No Acceptance Date _____
 Application Fee Amount \$ _____ Project Manager _____
 Notes _____

PART A - REQUEST

A.1 Project Name Flagler Landing
 A.2 Future Land Use Map (FLUM) Amendment Type ☐ Large-Scale ☒ Small-Scale
 A.3 Subject Property Address 5821 STATE HWY 100 E, PALM COAST, FL 32164
 A.4 Parcel Identification Number(s) 08-12-31-0650-000B0-0070

	<u>Existing</u>	<u>Proposed</u>
A.5 Use of Property	<u>Vacant</u>	<u>Commercial</u>
A.6 FLUM Designation	<u>Commercial (Int. Property) (Int. Development) (Int. Development)</u>	<u>Mixed Use</u>
A.7 Zoning District	<u>C-2 & R-3B (County)</u>	<u>COM 2</u>

PART B - APPLICANT INFORMATION

B.1 Applicant ☐ Owner (If Checked, Skip B.2 - B.4) ☒ Authorized Agent
 B.2 Agent Name Jay W. Livingston, Esq. Title Attorney
 B.3 Agent Company Livingston & Sword, P.A.
 B.4 Agent Address 391 Palm Coast Parkway SW #1, Palm Coast, Florida 32137
 B.5 Contact Information Phone (386) 439-2945 Fax (866) 896-5573
 Email Address jay.livingston314@protonmail.ch
 B.6 Owner Name Flagler Pines Properties LLC
 B.7 Owner Address 4 Lambert Cove, Flagler Beach, Florida 32136

PART C - ADDITIONAL INFORMATION

C.1 Contract for Sale or Option to Purchase ☒ Yes ☐ No (If Checked, Skip C.2 and C.3)
 C.2 Parties Involved Atlee Development Group, Inc.
 C.3 Contract/Option ☒ Contingent ☐ Absolute
 C.4 Pre-Application Meeting Date 1/23/2025 ☐ Waived by Staff
 _____ Initials (Staff Only)
 C.5 Received and Read Applicant's Handbook ☒ Yes ☐ No

Future Land Use Map Amendment Application Form



PART D - DATA AND ANALYSIS CHECKLIST

Proof of Ownership / Property Information ☒ Original Recorded Warranty Deed
☒ Boundary Survey and Legal Description ☒ Development Timetable
☐ Sales or Option to Purchase Contract (if applicable)

Agent Authorization ☒ Signed and Notarized Authorization Form (ONLY if Agent is Applicant)

Density / Intensity and Population ☒ Density/Intensity and Population Analysis

Public Facilities Availability ☒ Traffic Data and Analysis ☒ Potable Water Data and Analysis
☒ Potable Water Availability Worksheet ☒ Wastewater Data and Analysis ☒ Letter from Utility Department
☒ Solid Waste Data and Analysis ☒ Public Recreation and Open Space Data and Analysis
☒ Public Schools Data and Analysis

Environmental and Cultural Resources ☒ Preliminary Environmental Site Assessment

Consistency with Comprehensive Plan ☒ Comprehensive Plan Consistency Analysis

Other ☒ Land Use Compatibility Analysis ☒ Intergovernmental Coordination Analysis
☒ Urban Sprawl Analysis (May be Required) ☒ List of Property Owners
☒ Proof of Meetings(s) with Neighborhood and Home Owners' Associations
☐ Letters of Support (Optional)

PART E - ACKNOWLEDGEMENTS, AUTHORIZATION, AND CERTIFICATION

By my signature hereto, I do hereby certify that the information contained in this Application is true and correct to the best of my knowledge, and understand that deliberate misrepresentation of such information will be grounds for denial or reversal of this application and/or revocation of any approval based upon this Application.


I hereby authorize City staff to enter upon my property at any reasonable time for the purposes of investigating and reviewing this request. I hereby agree to place a public notice sign (placard) on my property at a location(s) to be determined by City staff.

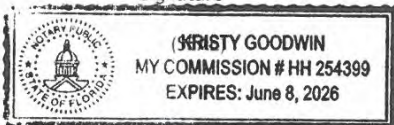
I further acknowledge that the City of Palm Coast may not defend any challenges to my proposed Future Land Use Map amendment (Comprehensive Plan Text amendment) and related development approvals, and that it may be my sole obligation to defend any and all actions and approvals, which authorize the use or development of my property. Submission of this form initiates a process and does not imply approval by the City of Palm Coast or any of its boards, commissions or staff.

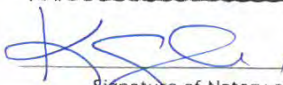
I further acknowledge that I have read the information contained in this application form pertaining to proposed amendments to the official Zoning Map, official Future Land Use Map, and/or Comprehensive Plan and have had sufficient opportunity to inquire with regard to matters set forth therein and. Accordingly, I fully understand all applicable procedures and matters relating to this Application.

I hereby represent that I have the lawful right and authority to file this Application.

APPLICANT SIGNATURE(S) AND NOTARIZATION (if applicant is the property owner, all property owners must sign & signatures notarized) - PLEASE USE BLUE INK

 _____ Signature	Jay W. Livingston _____ Type or Print Name	6/2/2025 _____ Date
_____ Signature	_____ Type or Print Name	_____ Date
_____ Signature	_____ Type or Print Name	_____ Date





 Signature of Notary of Public

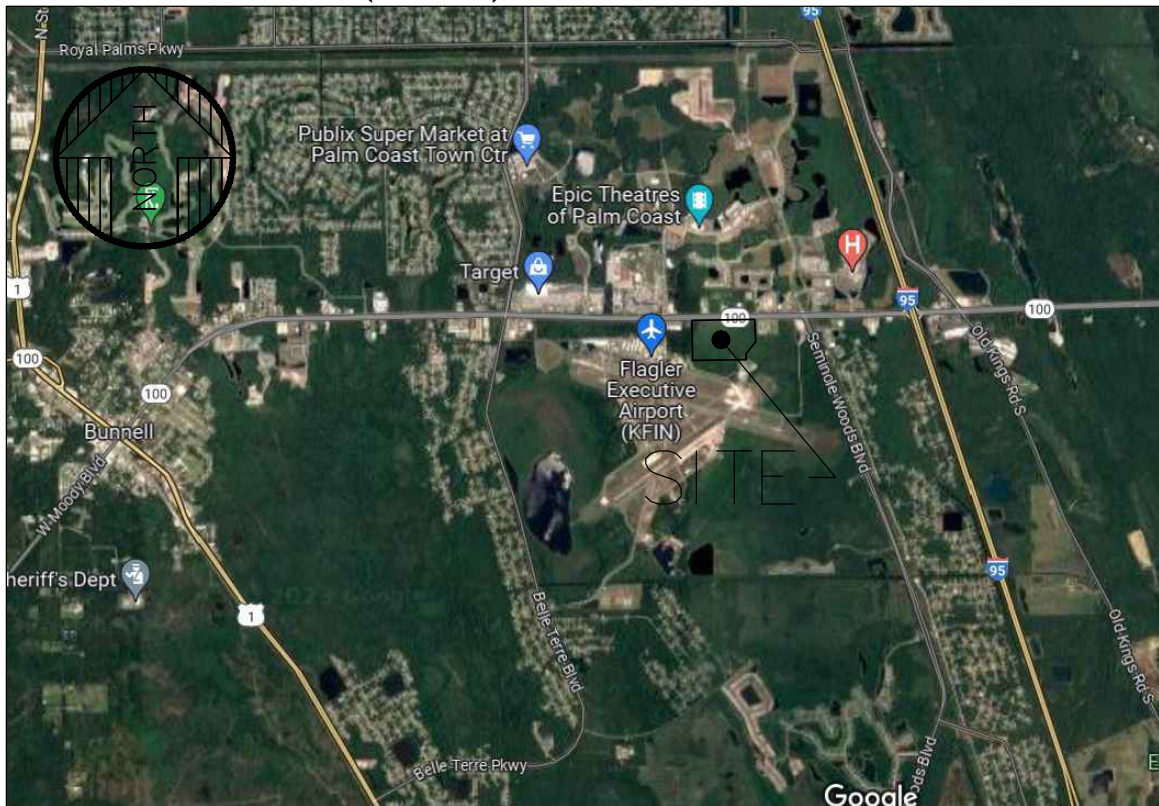
State of FLORIDA County of FLAHLER
 The foregoing application as acknowledge before me this 2nd day of June, 2025 by Jay W. Livingston, who
 _____, who
 is/are personally known to me, or who has/have produced
 _____ as identification.

Future Land Use Map Amendment Application Form



EXHIBIT B
LOCATION MAP

LOCATION MAP (N.T.S.)



TAX PARCEL ID NUMBER: 08-12-31-0650-000B0-0070

EXHIBIT C
AERIAL PHOTOGRAPH OF PROPERTY



ALANN ENGINEERING
 GROUP INC.
 CERTIFICATE NO. 186479
 113
 GRAND BEACH, FL 32174
 PHONE: (386) 673-3927
 FAX: (386) 673-3927

FLAGLER LANDING
PALM COAST, FLORIDA
AERIAL EXHIBIT

DESIGNER	KAB	DATE	04/14/2021
DRAWN BY	CTR	PROJECT	22131
SCALE	AS NOTED		

NO.	DATE	REVISION	BY

EXHIBIT B

EXHIBIT D
CONCEPTUAL PLAN



EXHIBIT E
RECORDED WARRANTY DEED

➔ PREPARED BY AND RETURN TO:
Michael D. Chiumento, Esquire
Chiumento & Associates, P.A.
4 Old Kings Road North
Palm Coast, Florida 32137
Attn: Kelly DeVore

Property Appraisers Parcel
Identification Numbers
081231-0650-000B0-0070;

WARRANTY DEED

THIS INDENTURE, Made this 18 day of January, 2006, **Florida Landmark Communities, Inc., a Florida corporation, successor by merger to Palm Coast Holdings, Inc.**, 1 Corporate Drive, Suite 3A, Palm Coast, FL 32137-4715, hereinafter called the Grantor, to **Flagler Pines Properties, L.L.C., a Florida limited liability company**, whose post office address is 5 Montilla Place, Palm Coast, FL 32137, hereinafter called the Grantee:

WITNESSETH, That said Grantor, for and in consideration of the sum of \$10.00 and other good and valuable consideration to said Grantor in hand paid by said Grantee, the receipt whereof is hereby acknowledged, by these presents does grant, bargain, sell, alien, remise, release, convey and confirm unto the grantee, all that certain land situate in Flagler County, Florida, to-wit:

See attached Exhibit "A"

TOGETHER with all the tenements, hereditament and appurtenances thereto belonging or in anywise appertaining.

TO HAVE AND TO HOLD, the same in fee simple forever.

SUBJECT TO taxes for the year 2006 and subsequent years; Assessments or Owner Association, Covenants, Restrictions, Easements, Reservations and Limitations of Record, if any.

AND the Grantor hereby covenants with said Grantee that the Grantor is lawfully seized of said land in fee simple; that Grantor has good right and lawful authority to sell and convey said land; that the Grantor hereby fully warrants the title to said land and will defend the same against the lawful claims of all persons whomsoever; and that said land is free of all encumbrances, except taxes accruing subsequent to December 31, 2005.

IN WITNESS WHEREOF, the Grantor has signed sealed these presents the day and year first above written.

Signed, sealed and delivered in the presence of:

Eileen L. Linchan
Witness Name: Eileen L. Linchan

Danielle M. Dahl
Witness Name: Danielle M. Dahl

Florida Landmark Communities, Inc., a Florida corporation, successor by merger to Palm Coast Holdings, Inc.

By: William I. Livingston
William I. Livingston, Division President

(Corporate Seal)

State of Florida
County of Flagler

The foregoing instrument was acknowledged before me this 18 day of January, 2006 by William I. Livingston, Division President of Florida Landmark Communities, Inc., a Florida corporation, on behalf of the corporation. He/she [X] is personally known to me or [] has produced a driver's license as identification.

[Notary Seal]

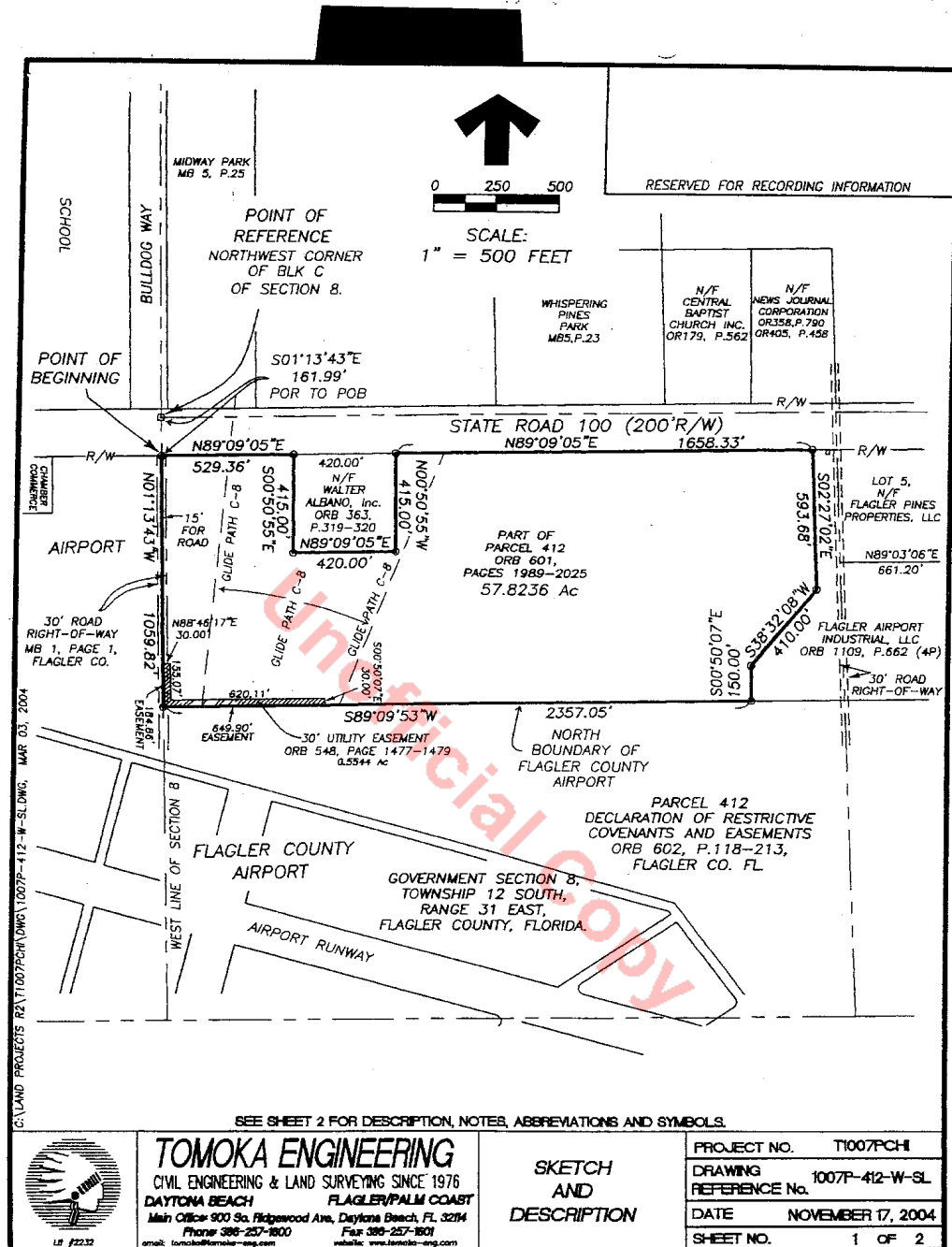


DANIELLE M. DAHL
MY COMMISSION # DD 471402
EXPIRES: January 13, 2010
Bonded Thru Budget Notary Services

Danielle M. Dahl
Notary Public

Printed Name: Danielle M. Dahl

My Commission Expires: _____



<u>SKETCH AND DESCRIPTION</u>		RESERVED FOR RECORDING INFORMATION									
<p>LEGAL DESCRIPTION</p> <p>A PARCEL OF LAND IN GOVERNMENT SECTION 8, TOWNSHIP 12 SOUTH, RANGE 31 EAST, BEING A PORTION OF PARCEL 412 RECORDED IN OFFICIAL RECORDS BOOK 801, PAGES 1989 THROUGH 2025, OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA, FLAGLER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:</p> <p>A POINT OF REFERENCE BEING THE WEST QUARTER CORNER OF SAID SECTION 8, TOWNSHIP 12 SOUTH, RANGE 31 EAST, THENCE SOUTH 01°13'43" EAST ALONG THE WEST LINE OF SECTION 8 A DISTANCE OF 161.99 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF STATE ROAD 100, SAID POINT BEING THE POINT OF BEGINNING OF THIS DESCRIPTION, THENCE DEPARTING SAID WEST LINE OF SECTION 8 RUN NORTH 89°09'05" EAST ALONG THE SOUTH RIGHT-OF-WAY LINE OF STATE ROAD 100 A DISTANCE OF 529.36 FEET TO THE NORTHWEST CORNER OF ALBANO'S PARCEL RECORDED IN OFFICIAL RECORDS BOOK 363, PAGES 319 AND 320, OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA, THENCE SOUTH 00°50'55" EAST A DISTANCE OF 415.00 FEET, THENCE NORTH 89°09'05" EAST ALONG THE SOUTH LINE OF ALBANO'S PARCEL A DISTANCE OF 420.00 FEET, THENCE NORTH 00°50'55" WEST A DISTANCE OF 415.00 FEET TO THE NORTHEAST CORNER OF ALBANO'S PARCEL, SAID CORNER BEING ON THE SOUTH RIGHT-OF-WAY LINE OF STATE ROAD 100, THENCE DEPARTING ALBANO'S PARCEL RUN NORTH 89°09'05" EAST ALONG THE SOUTH RIGHT-OF-WAY LINE OF STATE ROAD 100 A DISTANCE OF 1658.33 FEET TO A POINT BEING THE NORTHWEST CORNER OF LAND RECORDED IN OFFICIAL RECORDS BOOK 1109, PAGE 662, OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA, THENCE DEPARTING STATE ROAD 100 RUN SOUTH 02°27'02" EAST ALONG THE WESTERLY BOUNDARY OF SAID LAND RECORDED IN BOOK 1109, PAGE 662, A DISTANCE OF 593.68 FEET, THENCE SOUTH 38°32'08" WEST A DISTANCE OF 410.00 FEET, THENCE SOUTH 00°50'07" EAST ALONG THE WESTERLY BOUNDARY OF SAID LAND RECORDED IN BOOK 1109, PAGE 662, A DISTANCE OF 150.00 FEET TO A POINT ON THE NORTH BOUNDARY LINE OF THE FLAGLER COUNTY AIRPORT, THENCE DEPARTING SAID LAND RECORDED IN BOOK 1109, PAGE 662, RUN SOUTH 89°09'53" WEST ALONG THE NORTH BOUNDARY LINE OF THE FLAGLER COUNTY AIRPORT A DISTANCE OF 2357.05 FEET, THENCE NORTH 01°13'43" WEST ALONG THE AIRPORT BOUNDARY A DISTANCE OF 1059.82 FEET TO THE POINT OF BEGINNING, PARCEL CONTAINING 57.8236 ACRES MORE OR LESS.</p> <p>SUBJECT TO A 30' WIDE EASEMENT RECORDED IN OFFICIAL RECORDS BOOK 548, PAGES 1477 THROUGH 1479, OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA.</p> <p>SUBJECT TO A 15 FOOT WIDE EASEMENT FOR PUBLIC ROAD ALONG EACH SIDE OF ALL SECTION AND HALF SECTION LINES ACCORDING TO PLAT OF BUNNELL DEVELOPMENT COMPANY'S LAND AT BUNNELL FLORIDA, MAP BOOK 1, PAGE 1, FLAGLER COUNTY, RECORDS.</p> <p>SUBJECT TO GLIDE PATH EASEMENT C-8, FLAGLER COUNTY AIRPORT.</p>											
<p>SURVEYOR'S NOTES:</p> <ol style="list-style-type: none"> 1. BEARINGS BASED ON THE SOUTHERLY RIGHT-OF-WAY LINE OF STATE ROAD 100 IN THE VICINITY OF THE DESCRIBED PARCEL, BEING NORTH 89°09'05" EAST. 2. THERE MAY BE ADDITIONAL EASEMENTS, RESTRICTIONS AND/OR OTHER MATTERS NOT SHOWN ON THIS DRAWING WHICH MAY BE FOUND IN THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA. 3. THIS IS NOT A BOUNDARY SURVEY. 											
<table style="width: 100%; border: none;"> <tr> <td colspan="4" style="text-align: center; border-bottom: 1px solid black;">ABBREVIATIONS</td> </tr> <tr> <td style="width: 25%; vertical-align: top; border: none;"> D=DELTA R=RADIUS L=LENGTH CH=CHORD CB=CHORD BEARING </td> <td style="width: 25%; vertical-align: top; border: none;"> MB=MAP BOOK PG=PAGE R/W=RIGHT OF WAY CL=CENTER LINE </td> <td style="width: 25%; vertical-align: top; border: none;"> PC=POINT OF CURVE PT=POINT OF TANGENCY POB=POINT OF BEGINNING </td> <td style="width: 25%; vertical-align: top; border: none;"> N/F=NOW OR FORMERLY PCP=PERMANENT CONTROL POINT PRM=PERMANENT REFERENCE MONUMENT ORB=OFFICIAL RECORD BOOK </td> </tr> </table>			ABBREVIATIONS				D=DELTA R=RADIUS L=LENGTH CH=CHORD CB=CHORD BEARING	MB=MAP BOOK PG=PAGE R/W=RIGHT OF WAY CL=CENTER LINE	PC=POINT OF CURVE PT=POINT OF TANGENCY POB=POINT OF BEGINNING	N/F=NOW OR FORMERLY PCP=PERMANENT CONTROL POINT PRM=PERMANENT REFERENCE MONUMENT ORB=OFFICIAL RECORD BOOK	
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<div style="display: flex; align-items: center;"> <div> <p style="margin: 0;">TOMOKA ENGINEERING</p> <p style="margin: 0; font-size: small;">CIVIL ENGINEERING & LAND SURVEYING SINCE 1976</p> <p style="margin: 0; font-size: small;">DAYTONA BEACH FLAGLER/PALM COAST</p> <p style="margin: 0; font-size: x-small;">Main Office 900 So. Ridgewood Ave., Daytona Beach, FL 32114 Phone 386-257-1600 Fax 386-257-1601 email: tomoka@tomoka-eng.com website: www.tomoka-eng.com</p> </div> </div>		<p style="margin: 0;">SKETCH AND DESCRIPTION</p>									
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DATE	NOVEMBER 16, 2004										
SHEET NO.	2 OF 2										

EXHIBIT F
BOUNDARY SURVEY

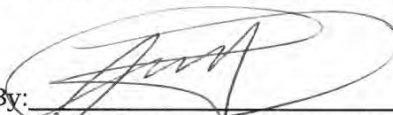
EXHIBIT G
AGENT AUTHORIZATION

PROPERTY OWNER LETTER OF AUTHORIZATION

Dear Chief Development Officer:

I, James E. Gardner, Jr., the Managing Member of FLAGLER PINES PROPERTIES, LLC ("FLAGLER PINES"), a Florida Limited Liability Company, being the current property owner of the real property described as Parcel Number 08-12-31-0650-000B0-0070 and also legally described in the attached **EXHIBIT "A"** ("Property"), does hereby designate and authorize Atlee Development Group, Inc., a Florida corporation and Jay W. Livingston, Esq. of Livingston & Sword, P.A., to act as FLAGLER PINES authorized agents and to file applications to the City of Palm Coast: (1) to amend the Comprehensive Plan, Future Land Use Map designation for the Property and (2) to rezone the Property, and to make binding statements and commitments regarding the applications.

FLAGLER PINES PROPERTIES, LLC
A Florida Limited Liability Company

By: 
James E. Gardner, Jr., Managing
Member

STATE OF FLORIDA
COUNTY OF FLAGLER

The foregoing instrument was acknowledged before me by means of X physical presence or online notarization this 24 day of JANUARY, 2025, by James E. Gardner, Jr., who is the Managing Member of Flagler Pines Properties, LLC, a Florida Limited Liability Company, on behalf of the company. He is ✓ personally known to me or produced as identification.



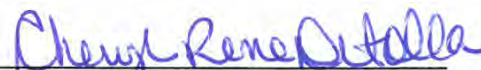

NOTARY PUBLIC

EXHIBIT "A"

A PARCEL OF LAND IN GOVERNMENT SECTION 8, TOWNSHIP 12 SOUTH, RANGE 31 EAST, BEING A PORTION OF THE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 1387, PAGE 1869 OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

AS A POINT OF REFERENCE, COMMENCE AT THE NORTHWEST CORNER OF LOT 1, AIRPORT COMMERCE CENTER PHASE 2, AS RECORDED IN PLAT BOOK 38, PAGES 2-4, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA, SAID POINT BEING ON THE SOUTHERLY RIGHT-OF-WAY LINE OF STATE ROAD 100 (A 200' RIGHT-OF-WAY); THENCE ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF STATE ROAD 100 (A 200' RIGHT-OF-WAY) S89°09'05"W A DISTANCE OF 1223.50 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE DEPARTING SAID RIGHT-OF-WAY LINE S02°27'01"E A DISTANCE OF 593.68 FEET; THENCE S38°32'07"W A DISTANCE OF 410.00 FEET; THENCE S00°50'03"E A DISTANCE OF 150.01 FEET; THENCE S89°09'52"W A DISTANCE OF 1414.74 FEET; THENCE N00°50'55"W A DISTANCE OF 1060.02 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF STATE ROAD 100 (A 200' RIGHT-OF-WAY); THENCE ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF STATE ROAD 100 (A 200' RIGHT-OF-WAY) N89°09'05"E A DISTANCE OF 1658.33 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION.

THE ABOVE-DESCRIBED PARCEL OF LAND CONTAINING 38.811 ACRES, MORE OR LESS.

AFFIDAVIT OF CORPORATE IDENTITY/AUTHORITY

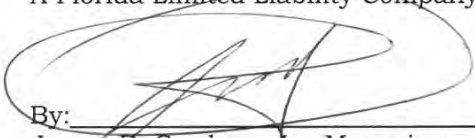
STATE OF FLORIDA

COUNTY OF FLAGLER

COMES NOW, James E. Gardner, Jr., being first duly sworn, who deposes and says:

- (1) That he is the Managing Member of FLAGLER PINES PROPERTIES, LLC, a Florida Limited Liability Company ("Company").
- (2) That he is authorized to execute the following deeds or instruments on behalf of the Company relating to the following described real property: 08-12-31-0650-000B0-0070 and also legally described in the attached **EXHIBIT "A"**.
- (3) That this affidavit is made to induce the City of Palm Coast to accept the above-described property.

FLAGLER PINES PROPERTIES, LLC
A Florida Limited Liability Company

By: 
James E. Gardner, Jr., Managing
Member

The foregoing instrument was acknowledged before me by means of x physical presence or ___ online notarization this 24 day of January, 2025, by James E. Gardner, Jr., the Managing Member of FLAGLER PINES PROPERTIES, LLC, a Florida Limited Liability Company, on behalf of the Company. He is ✓ personally known to me or ___ produced ___ as identification.



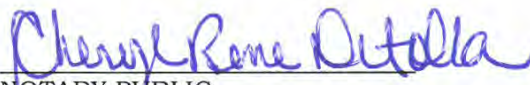

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THE ABOVE-DESCRIBED PARCEL OF LAND CONTAINING 38.811 ACRES, MORE OR LESS.

EXHIBIT H
FUTURE LAND USE AMENDMENT TRAFFIC ANALYSIS

Via email: ken@atleegroup.net

Ref: 5964.09

TECHNICAL MEMORANDUM

To: Ken Atlee – Flagler Landing, LLC

From: Kady L. Dearing, PE

Subject: Flagler Landing/SR 100 Mixed Use – Comprehensive Plan Amendment (CPA)
Palm Coast, FL

Date: August 5, 2025

INTRODUCTION

LTG, Inc. (LTG) has been retained by Flagler Landing, LLC to conduct traffic engineering and transportation planning services on behalf of the proposed Future Land Use (FLU) Amendment for the project known as SR 100 Mixed Use (Tidelands). The subject property is located south of SR 100, west of Seminole Woods Boulevard, in Palm Coast, Florida. **Figure 1** depicts the location of the development in relation to the roadway network.

The FLU comprehensive plan amendment (CPA) proposes an annexation to the City of Palm Coast from the existing FLU designation of two (2) parcels, a total of 38.811 acres, from Flagler County Commercial high intensity (10.494 acres) and Residential High Density (28.317 acres) to Palm Coast Mixed Use. The proposed CPA is accompanied by a related rezoning application which is addressed under separate cover. A conceptual site plan is shown in **Exhibit A**.

As stated in the Flagler County Land Development Code (LDC), the City of Palm Coast LDC, and the Volusia Flagler Transportation Planning Organization (VFTPO) guidelines, the transportation impacts will be assessed for roadway segments within a two-mile radius of the property for the difference in trips between the pre-and post- maximum development scenarios. The impact of the trip difference will be assessed through a segment analysis for the year 2029 and year 2035 when the trip differential is over a 10% increase. Please note that the development scenarios are based on maximum development potential of the existing FLU and the proposed FLU and may not reflect the final development plan proposed for the site. If/when the Applicant decides to file for transportation concurrency, a Traffic Impact Analysis (TIA) will be conducted and submitted during the site plan approval process.

TRIP GENERATION FOR EXISTING VS. PROPOSED FLU DESIGNATION

The maximum potential trip generation, under daily and p.m. peak hour conditions, was calculated using the Institute of Transportation Engineers (ITE) document, *Trip Generation Manual, 11th Edition*. The existing County designation of Commercial High Intensity and Residential High Density were examined. Commercial High intensity allows for a maximum floor area ratio (FAR) of 0.4, resulting in 182,847 square-foot of general retail land use. Residential High Density has an allowable density of ten (10) dwelling units (DU) per acre, resulting in a maximum development program of approximately 283 multifamily residential dwelling units. Shopping Center (ITE LUC 820) and Multifamily Residential (Low-Rise) (ITE LUC 220) were utilized as the highest trip-generating uses for the existing FLU. The daily, a.m. and p.m. peak-hour trip generation are shown in **Table 1**.



Tidelands
Mixed Use



Project Location Map

Project No.: 5964.09

Figure 1



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Table 1
Existing FLU Trip Generation
SR 100 Mixed Use – CPA

Time Period	FLU Designation	Land Use	ITE LUC	Trip Rate Equation	Quantity (X)	Percent Enter	Percent Exit	Trips Entering	Trips Exiting	Total Trips (T)	
Daily	Commercial High Intensity	Shopping Center	820	T=37.01(X)	182.847	KSF	50%	50%	3,383	3,384	6,767
	Residential High Density	Multifamily Housing (Low-Rise)	220	T=6.41(X)+75.31	283	DU	50%	50%	944	945	1,889
	Total:								4,327	4,329	8,656
AM Peak Hour	Commercial High Intensity	Shopping Center	820	T=0.84(X)	182.847	KSF	62%	38%	95	59	154
	Residential High Density	Multifamily Housing (Low-Rise)	220	T=0.31(X)+22.85	283	DU	24%	76%	27	84	111
	Total:								122	143	265
PM Peak Hour	Commercial High Intensity	Shopping Center	820	T=3.4(X)	182.847	KSF	48%	52%	299	324	622
	Residential High Density	Multifamily Housing (Low-Rise)	220	T=0.43(X)+20.55	283	DU	63%	37%	89	53	142
	Total:								388	377	764

The development potential of the requested Palm Coast Mixed Use FLU designation allows a maximum intensity of 0.55 FAR, therefore, 929,834 square-feet of general retail is permitted on 38.811 total acres. Shopping Center (ITE LUC 820) was utilized as the highest trip-generating uses for the proposed FLU. The daily, a.m., and p.m. peak-hour trip generation are shown in **Table 2**.

Table 2
Proposed FLU Trip Generation
SR 100 Mixed Use – CPA

Time Period	FLU Designation	Land Use	ITE LUC	Trip Rate Equation	Quantity (X)		Percent Enter	Percent Exit	Trips Entering	Trips Exiting	Total Trips (T)
Daily	Mixed Use	Shopping Center (>150K)	820	T=37.01(X)	929.834	KSF	50%	50%	17,206	17,207	34,413
AM Peak Hour				T=0.84(X)			62%	38%	484	297	781
PM Peak Hour				T=3.4(X)			48%	52%	1,517	1,644	3,161

The trip difference between the existing FLU and proposed FLU results in a 25,757 total daily trip increase, 516 a.m. trip increase and 2,397 additional p.m. peak hour total trips. The trip comparison summary is shown in **Table 3**. Due to the potential trip increase between the existing and proposed FLU designations, a five year and horizon year 2035 (current date of the comprehensive plan) segment analysis is required to determine the potential impacts associated with the proposed change.

Table 3
Trip Comparison Summary
SR 100 Mixed Use – CPA

Condition	Daily	AM Peak Hour	PM Peak Hour
Existing FLU	8,656	265	764
Proposed FLU	34,413	781	3,161
Increase	25,757 (+297.56%)	516 (+194.72%)	2,397 (+313.74%)

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PROJECT TRIP DISTRIBUTION

The process of determining the directional flow of traffic associated with a new development is called trip distribution. The Central Florida Regional Planning Model (CFRPM7) was used to estimate the travel patterns associated with the proposed development. The resulting trip distribution used in the assessment is shown in **Figure 2**.

SIGNIFICANCE TEST & STUDY AREA

Using the difference in p.m. peak hour trips from the existing and proposed FLU and the CFRPM7 project trip distribution, the increase in potential project trips were assigned to the roadway segments where the potential trip differential consumes 3% or more of the roadway capacity from the site location. The existing peak hour two-way capacities of the segments are based on the Palm Coast Transportation Facility Status Report where applicable. The resulting analysis segments, the number of lanes, adopted Level of Service (LOS), and corresponding peak hour two-way capacity are summarized in **Table 4**.

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Table 4
Study Area Significance Test
SR 100 Mixed Use - CPA

Roadway	Limits		No. of Lanes	Jurisdiction	Adopted LOS	Peak-Hour Two-Way Capacity at Adopted LOS ¹	Build Out Project Distribution	PM Peak-Hour Two-Way		
	From	To						Project Trip Differential	Impact of LOS	3% Significant?
SR 100	A1A/Ocean Shore Blvd	Flagler Ave	4	FDOT	D	3,580	3.5%	84	2.35%	No
	Flagler Ave	John Anderson Dr	4	FDOT	D	3,580	6.4%	153	4.27%	Yes
	John Anderson Dr	Colbert Ln	4	FDOT	D	3,580	7.6%	182	5.08%	Yes
	Colbert Ln	Tuscany Blvd	4	FDOT	D	3,580	8.0%	192	5.36%	Yes
	Tuscany Blvd	Old Kings Rd	4	FDOT	D	3,580	11.6%	278	7.77%	Yes
	Old Kings Rd	I-95	4	FDOT	D	3,580	17.5%	419	11.70%	Yes
	I-95	Memorial Medical Pkwy	4	FDOT	D	3,580	41.9%	1004	28.04%	Yes
	Memorial Medical Pkwy	Seminole Woods Pkwy	4	FDOT	D	3,580	41.9%	1004	28.04%	Yes
	Seminole Woods Pkwy	Bulldog Dr	4	FDOT	D	3,580	100.0%	2397	66.96%	Yes
	Bulldog Dr	Landings Blvd	4	FDOT	D	3,580	45.7%	1095	30.59%	Yes
	Landings Blvd	Belle Terre Pkwy	4	FDOT	D	3,580	45.7%	1095	30.59%	Yes
	Belle Terre Pkwy	Palm Coast City Limits	4	FDOT	D	3,580	10.2%	244	6.82%	Yes
	Palm Coast City Limits	Old Moody Blvd	4	FDOT	D	3,580	9.8%	235	6.56%	Yes
	Old Moody Blvd	Chapel St	2	FDOT	D	1,710	9.5%	228	13.33%	Yes
	Chapel St	US 1	2	FDOT	D	1,710	8.1%	194	11.35%	Yes
Belle Terre Pkwy	Cypress Point Pkwy	Pine Lakes Pkwy	4	Palm Coast	D	3,580	2.8%	67	1.87%	No
	Pine Lakes Pkwy	Parkview Dr	4	Palm Coast	D	3,580	4.9%	117	3.27%	Yes
	Parkview Dr	White View Pkwy	4	Palm Coast	D	3,580	8.7%	209	5.84%	Yes
	White View Pkwy	Rymfire Dr	4	Palm Coast	D	3,580	16.6%	398	11.12%	Yes
	Rymfire Dr	Royal Palms Pkwy	4	Palm Coast	D	3,580	21.9%	525	14.66%	Yes
	Royal Palms Pkwy	East Hampton Blvd	4	Palm Coast	D	3,580	29.2%	700	19.55%	Yes
	East Hampton Blvd	SR 100	4	Palm Coast	D	3,580	32.0%	767	21.42%	Yes
Belle Terre Blvd	SR 100	Zebulas Tr	2	Palm Coast	D	2,990	3.5%	84	2.81%	No
Town Center Blvd	Hospital Dr	SR 100	4	Palm Coast	D	5,900	1.3%	31	0.53%	No
Seminole Woods Blvd	SR 100	Ulatum Pl	4	Palm Coast	D	5,900	9.1%	218	3.69%	Yes
	Ulatum Pl	Citation Pkwy	4	Palm Coast	D	5,900	8.4%	201	3.41%	Yes
	Citation Pkwy	Sesame Blvd	2	Palm Coast	D	2,170	4.6%	110	5.07%	Yes
	Sesame Blvd	US 1	2	Palm Coast	D	2,170	2.2%	53	2.44%	No

¹ Per the Palm Coast Transportation Facility Status Report (2023)

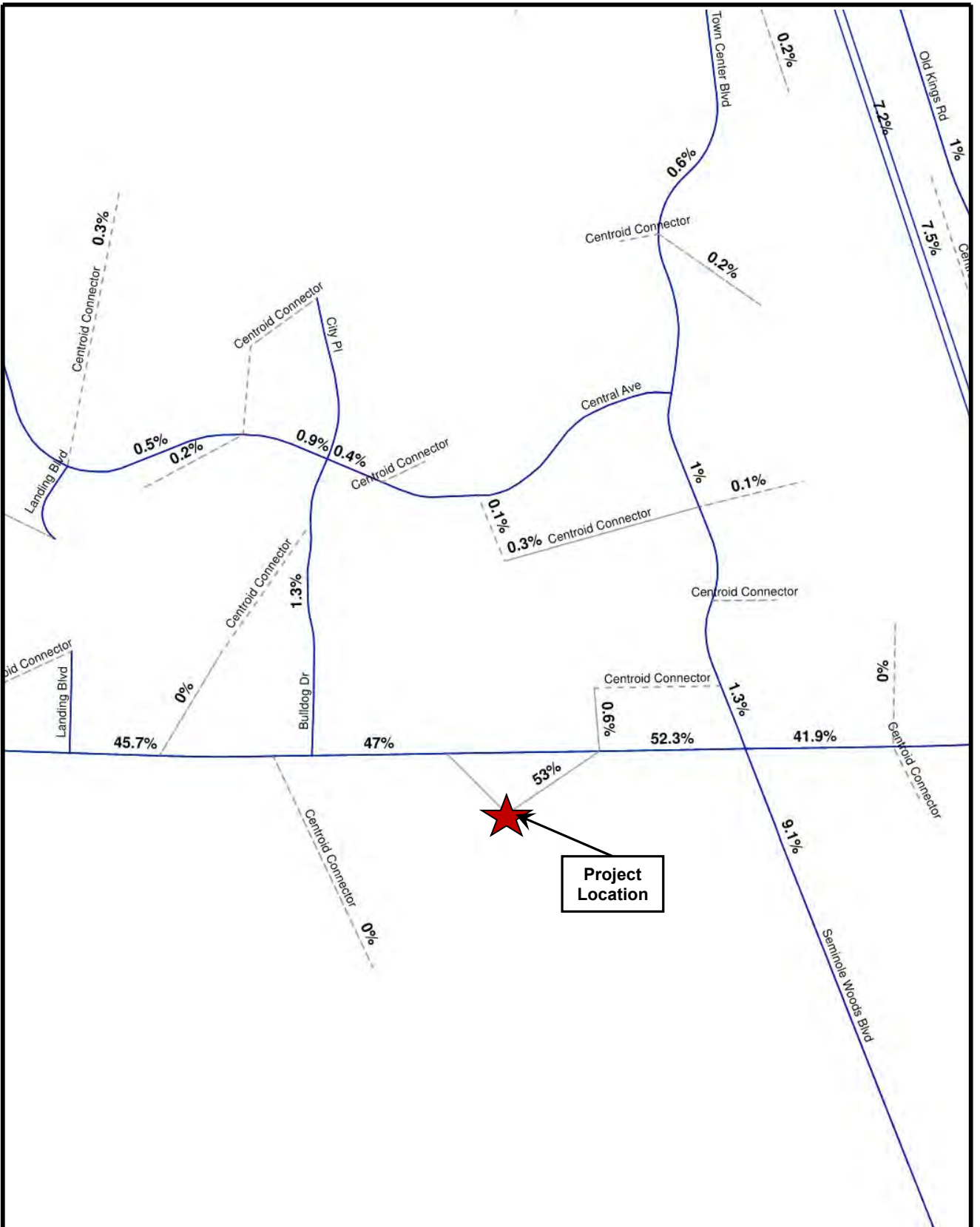
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Table 4 (continued)
Study Area Significance Test
SR 100 Mixed Use - CPA

Roadway	Limits		No. of Lanes	Jurisdiction	Adopted LOS	Peak-Hour Two-Way Capacity at Adopted LOS ¹	Build Out Project Distribution	PM Peak-Hour Two-Way		
	From	To						Project Trip Differential	Impact of LOS	3% Significant?
Central Ave	Belle Terre Pkwy	Market Ave	4	Palm Coast	D	3,040	0.2%	5	0.16%	No
	Market Ave	Lake Ave	4	Palm Coast	D	3,040	0.2%	5	0.16%	No
	Lake Ave	Landing Blvd	4	Palm Coast	D	3,040	0.2%	5	0.16%	No
	Landing Blvd	Park St	2	Palm Coast	D	1,410	0.5%	12	0.85%	No
	Park St	Bulldog Dr	2	Palm Coast	D	1,410	0.9%	22	1.56%	No
	Bulldog Dr	Brookhaven Dr	2	Palm Coast	D	1,410	0.4%	10	0.71%	No
	Brookhaven Dr	Town Center Blvd	2	Palm Coast	D	1,410	0.4%	10	0.71%	No
Bulldog Dr	SR 100	Central Ave	2	Palm Coast	D	1,410	1.3%	31	2.20%	No
Old Kings Rd	Town Center Blvd	SR 100	4	Palm Coast	D	5,900	2.2%	53	0.90%	No
	SR 100	Palm Coast City Limit	2	Palm Coast	D	2,170	3.5%	84	3.87%	Yes
I-95	Palm Coast City Limits	Palm Coast Pkwy	6	FDOT	D	10,060	7.3%	175	1.74%	No
	Palm Coast Pkwy	SR 100	6	FDOT	D	10,060	14.7%	352	3.50%	Yes
	SR 100	Old Dixie Hwy	6	FDOT	D	10,060	9.8%	235	2.34%	No

¹ Per the Palm Coast Transportation Facility Status Report (2023)



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NTS

Project Trip Distribution

Project No.: 5964.09

Figure 4



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EXISTING SEGMENT ANALYSIS

The existing peak hour two-way operating conditions of the segments included in the study area were examined to determine whether any existing deficiencies are currently present using the latest Average Annual Daily Traffic (AADT) counts collected by the local agencies. The results of the analysis are summarized in **Table 5**.

Table 5
Study Area Segment Analysis – Existing Conditions
SR 100 Mixed Use – CPA

Roadway	Segment		Jurisdiction	No. of Lanes	Adopted LOS	Peak-Hour Two-Way Capacity at Adopted LOS ¹	2023 AADT ²	Existing PM Peak-Hour Two-Way Volume ³	Existing PM Volume Exceed Adopted LOS?
SR 100	Flagler Ave	John Anderson Dr	FDOT	4	D	3,580	18,000 ⁴	1,620	No
	John Anderson Dr	Colbert Ln	FDOT	4	D	3,580	23,062	2,076	No
	Colbert Ln	Tuscany Blvd	FDOT	4	D	3,580	24,630	2,217	No
	Tuscany Blvd	Old Kings Rd	FDOT	4	D	3,580	24,346	2,191	No
	Old Kings Rd	I-95	FDOT	4	D	3,580	27,565	2,481	No
	I-95	Memorial Medical Pkwy	FDOT	4	D	3,580	37,732	3,396	No
	Memorial Medical Pkwy	Seminole Woods Pkwy	FDOT	4	D	3,580	34,523	3,107	No
	Seminole Woods Pkwy	Bulldog Dr	FDOT	4	D	3,580	34,279	3,085	No
	Bulldog Dr	Landings Blvd	FDOT	4	D	3,580	32,283	2,905	No
	Landings Blvd	Belle Terre Pkwy	FDOT	4	D	3,580	28,600	2,574	No
	Belle Terre Pkwy	Palm Coast City Limits	FDOT	4	D	3,580	32,025	2,882	No
	Palm Coast City Limits	Old Moody Blvd	FDOT	4	D	3,580	14,300 ⁴	1,287	No
	Old Moody Blvd	Chapel St	FDOT	2	D	1,710	14,300 ⁴	1,287	No
	Chapel St	US 1	FDOT	2	D	1,710	14,300 ⁴	1,287	No
Belle Terre Pkwy	Pine Lakes Pkwy	Parkview Dr	Palm Coast	4	D	3,580	31,904	2,871	No
	Parkview Dr	White View Pkwy	Palm Coast	4	D	3,580	27,740	2,497	No
	White View Pkwy	Rymfire Dr	Palm Coast	4	D	3,580	28,101	2,529	No
	Rymfire Dr	Royal Palms Pkwy	Palm Coast	4	D	3,580	30,109	2,710	No
	Royal Palms Pkwy	East Hampton Blvd	Palm Coast	4	D	3,580	30,628	2,757	No
	East Hampton Blvd	SR 100	Palm Coast	4	D	3,580	25,394	2,285	No
Seminole Woods Blvd	SR 100	Ulaturn Pl	Palm Coast	4	D	5,900	14,303	1,287	No
	Ulaturn Pl	Citation Pkwy	Palm Coast	4	D	5,900	12,272	1,104	No
	Citation Pkwy	Sesame Blvd	Palm Coast	2	D	2,170	4,536	408	No
Old Kings Rd	SR 100	Palm Coast City Limit	Palm Coast	2	D	2,170	9,422	848	No
I-95	Palm Coast Pkwy	SR 100	Palm Coast	6	D	10,060	78,040	7,024	No

¹Adopted LOS and capacity obtained from the 2023 Palm coast Transportation Facility Status Report

²Existing AADT obtained from 2023 Palm Coast Historical AADT Spreadsheet

³Existing PM Peak-Hour Two-Way Volume obtained by multiplying AADT by k-factor (0.09)

⁴2024 AADT obtained from Florida Traffic Online (2024) Historical AADT reports

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FUTURE BACKGROUND GROWTH

The historical annual growth rates for the study area roadway segments were determined using 5-years and 10-years of historical AADT and FDOT *Traffic Trends* software using the best fitted regression analysis. A minimum of 2% growth was applied when historical growth is less than 2.00% or the R² value is less than 70.0%.

The applied growth used for each analysis year is provided in **Table 6** and **Table 7**. The FDOT *Traffic Trends* analysis worksheets are located in **Exhibit B**.

BUILD-OUT ROADWAY SEGMENT ANALYSIS

The p.m. peak hour trip generation difference between the existing and proposed FLU designations was added to the future background traffic to determine build-out traffic anticipated as a result of the project for two future year conditions; five-year growth, year 2029 and the year of the comprehensive plan, year 2035. The 2029 future year segment analysis and the 2035 future year analysis are summarized in **Table 8** and **Table 9**, respectively.

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Table 6
2029 Growth Rates
SR100 Mixed Use - CPA

Roadway	Segment		Historical Average Annual Growth Rate		
			5 Year		Applied Growth Rate
			R ²	Growth	
SR 100	Flagler Ave	John Anderson Dr	5.60%	0.44%	2.00%
	John Anderson Dr	Colbert Ln	84.48%	2.19%	2.19%
	Colbert Ln	Tuscany Blvd	89.90%	4.89%	4.89%
	Tuscany Blvd	Old Kings Rd	18.20%	4.38%	2.00%
	Old Kings Rd	I-95	8.90%	-3.79%	2.00%
	I-95	Memorial Medical Pkwy	69.70%	6.11%	2.00%
	Memorial Medical Pkwy	Seminole Woods Pkwy	94.40%	4.51%	4.51%
	Seminole Woods Pkwy	Bulldog Dr	77.20%	4.35%	4.35%
	Bulldog Dr	Landings Blvd	100.00%	4.18%	4.18%
	Landings Blvd	Belle Terre Pkwy	100.00%	2.45%	2.45%
	Belle Terre Pkwy	Palm Coast City Limits	98.00%	11.86%	11.86%
	Palm Coast City Limits	Old Moody Blvd	78.50%	3.97%	3.97%
	Old Moody Blvd	Chapel St	78.50%	3.97%	3.97%
	Chapel St	US 1	78.50%	3.97%	3.97%
Belle Terre Pkwy	Pine Lakes Pkwy	Parkview Dr	95.10%	4.46%	4.46%
	Parkview Dr	White View Pkwy	55.30%	4.21%	2.00%
	White View Pkwy	Rymfire Dr	66.30%	3.92%	2.00%
	Rymfire Dr	Royal Palms Pkwy	76.90%	3.60%	3.60%
	Royal Palms Pkwy	East Hampton Blvd	70.02%	4.08%	4.08%
	East Hampton Blvd	SR 100	26.20%	3.09%	2.00%
Seminole Woods Blvd	SR 100	Ulaturn Pl	99.00%	7.29%	7.29%
	Ulaturn Pl	Citation Pkwy	83.10%	8.19%	8.19%
	Citation Pkwy	Sesame Blvd	93.80%	-3.62%	2.00%
Old Kings Rd	SR 100	Palm Coast City Limit	82.60%	12.98%	12.98%
I-95	Palm Coast Pkwy	SR 100	12.10%	-2.47%	2.00%

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Table 7
2035 Growth Rates
SR 100 Mixed Use – CPA

Roadway	Segment		Historical Average Annual Growth Rate		
			10 Year		Applied Growth Rate
			R ²	Growth	
SR 100	Flagler Ave	John Anderson Dr	0.10%	0.05%	2.00%
	John Anderson Dr	Colbert Ln	77.60%	1.40%	2.00%
	Colbert Ln	Tuscany Blvd	55.30%	1.74%	2.00%
	Tuscany Blvd	Old Kings Rd	4.10%	-0.88%	2.00%
	Old Kings Rd	I-95	19.30%	-2.38%	2.00%
	I-95	Memorial Medical Pkwy	53.00%	2.89%	2.00%
	Memorial Medical Pkwy	Seminole Woods Pkwy	65.00%	1.82%	2.00%
	Seminole Woods Pkwy	Bulldog Dr	80.80%	2.48%	2.48%
	Bulldog Dr	Landings Blvd	38.70%	1.74%	2.00%
	Landings Blvd	Belle Terre Pkwy	59.30%	1.74%	2.00%
	Belle Terre Pkwy	Palm Coast City Limits	53.60%	4.07%	2.00%
	Palm Coast City Limits	Old Moody Blvd	18.60%	0.81%	2.00%
	Old Moody Blvd	Chapel St	18.60%	0.81%	2.00%
	Chapel St	US 1	18.60%	0.81%	2.00%
Belle Terre Pkwy	Pine Lakes Pkwy	Parkview Dr	85.00%	2.29%	2.29%
	Parkview Dr	White View Pkwy	45.30%	1.98%	2.00%
	White View Pkwy	Rymfire Dr	73.70%	2.39%	2.39%
	Rymfire Dr	Royal Palms Pkwy	79.70%	2.13%	2.13%
	Royal Palms Pkwy	East Hampton Blvd	82.30%	2.52%	2.52%
	East Hampton Blvd	SR 100	45.40%	2.09%	2.00%
Seminole Woods Blvd	SR 100	Ulaturn Pl	93.40%	4.62%	4.62%
	Ulaturn Pl	Citation Pkwy	80.10%	4.36%	4.36%
	Citation Pkwy	Sesame Blvd	5.00%	-0.34%	2.00%
Old Kings Rd	SR 100	Palm Coast City Limit	7.20%	-2.21%	2.00%
I-95	Palm Coast Pkwy	SR 100	20.20%	1.39%	2.00%

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Table 8
Study Area Segment Analysis – 2029 Future Conditions
SR 100 Mixed Use – CPA

Roadway	Segment	Jurisdiction	No. of Lanes	Adopted LOS	Peak-Hour Two-Way Capacity at Adopted LOS	Existing PM Peak-Hour Two-Way Volume	Applied Growth Rate	Vested Trips	2029 Total Background Volume	Background PM Volume Exceed Adopted LOS?	Project Distribution	Peak Hour Trip Differential	2029 Total Build-Out Volume	2029 Build-Out Volume Exceed Adopted LOS?	
SR 100	Flagler Ave	John Anderson Dr	FDOT	4	D	3,580	1,620	2.00%	0	1,782	No	6.4%	153	1,935	No
	John Anderson Dr	Colbert Ln	FDOT	4	D	3,580	2,076	2.19%	232	2,580	No	7.6%	182	2,762	No
	Colbert Ln	Tuscany Blvd	FDOT	4	D	3,580	2,217	4.89%	252	3,119	No	8.0%	192	3,311	No
	Tuscany Blvd	Old Kings Rd	FDOT	4	D	3,580	2,191	2.00%	252	2,706	No	11.6%	278	2,984	No
	Old Kings Rd	I-95	FDOT	4	D	3,580	2,481	2.00%	408	3,187	No	17.5%	419	3,606	Yes
	I-95	Memorial Medical Pkwy	FDOT	4	D	3,580	3,396	2.00%	747	4,550	Yes	41.9%	1,004	5,554	Yes
	Memorial Medical Pkwy	Seminole Woods Pkwy	FDOT	4	D	3,580	3,107	4.51%	745	4,693	Yes	41.9%	1,004	5,697	Yes
	Seminole Woods Pkwy	Bulldog Dr	FDOT	4	D	3,580	3,085	4.35%	249	4,139	Yes	100.0%	2,397	6,536	Yes
	Bulldog Dr	Landings Blvd	FDOT	4	D	3,580	2,905	4.18%	232	3,866	Yes	45.7%	1,095	4,961	Yes
	Landings Blvd	Belle Terre Pkwy	FDOT	4	D	3,580	2,574	2.45%	232	3,184	No	45.7%	1,095	4,279	Yes
	Belle Terre Pkwy	Palm Coast City Limits	FDOT	4	D	3,580	2,882	11.86%	236	5,169	Yes	10.2%	244	5,413	Yes
	Palm Coast City Limits	Old Moody Blvd	FDOT	4	D	3,580	1,287	3.97%	0	1,542	No	9.8%	235	1,777	No
	Old Moody Blvd	Chapel St	FDOT	2	D	1,710	1,287	3.97%	0	1,542	No	9.5%	228	1,770	Yes
Chapel St	US 1	FDOT	2	D	1,710	1,287	3.97%	0	1,542	No	8.1%	194	1,736	Yes	
Belle Terre Pkwy	Pine Lakes Pkwy	Parkview Dr	Palm Coast	4	D	3,580	2,871	4.46%	353	3,993	Yes	4.9%	117	4,110	Yes
	Parkview Dr	White View Pkwy	Palm Coast	4	D	3,580	2,497	2.00%	375	3,171	No	8.7%	209	3,380	No
	White View Pkwy	Rymfire Dr	Palm Coast	4	D	3,580	2,529	2.00%	428	3,261	No	16.6%	398	3,659	Yes
	Rymfire Dr	Royal Palms Pkwy	Palm Coast	4	D	3,580	2,710	3.60%	412	3,707	Yes	21.9%	525	4,232	Yes
	Royal Palms Pkwy	East Hampton Blvd	Palm Coast	4	D	3,580	2,757	4.08%	384	3,815	Yes	29.2%	700	4,515	Yes
	East Hampton Blvd	SR 100	Palm Coast	4	D	3,580	2,285	2.00%	269	2,829	No	32.0%	767	3,596	Yes
Seminole Woods Blvd	SR 100	Ulaturn Pl	Palm Coast	4	D	5,900	1,287	7.29%	384	2,234	No	9.1%	218	2,452	No
	Ulaturn Pl	Citation Pkwy	Palm Coast	4	D	5,900	1,104	8.19%	381	2,028	No	8.4%	201	2,229	No
	Citation Pkwy	Sesame Blvd	Palm Coast	2	D	2,170	408	2.00%	306	763	No	4.6%	110	873	No
Old Kings Rd	SR 100	Palm Coast City Limit	Palm Coast	2	D	2,170	848	12.98%	88	1,596	No	3.5%	84	1,680	No
I-95	Palm Coast Pkwy	SR 100	Palm Coast	6	D	10,060	7,024	2.00%	329	8,195	No	14.7%	352	8,547	No

TECHNICAL MEMORANDUM

Ken Atlee
August 5, 2025
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Table 9
Study Area Segment Analysis – 2035 Future Conditions
SR 100 Mixed Use - CPA

Roadway	Segment	FDOT	No. of Lanes	Adopted LOS	Peak-Hour Two-Way Capacity at Adopted LOS	Existing PM Peak-Hour Two-Way Volume	Applied Growth Rate	Vested Trips	2035 Total Background Volume	Background PM Volume Exceed Adopted LOS?	Project Distribution	Peak Hour Trip Differential	2035 Total Build-Out Volume	2035 Build-Out Volume Exceed Adopted LOS?	
SR 100	Flagler Ave	John Anderson Dr	FDOT	4	D	3,580	1,620	2.00%	0	1,976	No	6.4%	153	2,129	No
	John Anderson Dr	Colbert Ln	FDOT	4	D	3,580	2,076	2.00%	232	2,806	No	7.6%	182	2,988	No
	Colbert Ln	Tuscany Blvd	FDOT	4	D	3,580	2,217	2.00%	252	3,001	No	8.0%	192	3,193	No
	Tuscany Blvd	Old Kings Rd	FDOT	4	D	3,580	2,191	2.00%	252	2,969	No	11.6%	278	3,247	No
	Old Kings Rd	I-95	FDOT	4	D	3,580	2,481	2.00%	408	3,484	No	17.5%	419	3,903	Yes
	I-95	Memorial Medical Pkwy	FDOT	4	D	3,580	3,396	2.00%	747	4,958	Yes	41.9%	1,004	5,962	Yes
	Memorial Medical Pkwy	Seminole Woods Pkwy	FDOT	4	D	3,580	3,107	2.00%	745	4,598	Yes	41.9%	1,004	5,602	Yes
	Seminole Woods Pkwy	Bulldog Dr	FDOT	4	D	3,580	3,085	2.48%	249	4,252	Yes	100.0%	2,397	6,649	Yes
	Bulldog Dr	Landings Blvd	FDOT	4	D	3,580	2,905	2.00%	232	3,835	Yes	45.7%	1,095	4,930	Yes
	Landings Blvd	Belle Terre Pkwy	FDOT	4	D	3,580	2,574	2.00%	232	3,424	No	45.7%	1,095	4,519	Yes
	Belle Terre Pkwy	Palm Coast City Limits	FDOT	4	D	3,580	2,882	2.00%	236	3,810	Yes	10.2%	244	4,054	Yes
	Palm Coast City Limits	Old Moody Blvd	FDOT	4	D	3,580	1,287	2.00%	0	1,570	No	9.8%	235	1,805	No
	Old Moody Blvd	Chapel St	FDOT	2	D	1,710	1,287	2.00%	0	1,570	No	9.5%	228	1,798	Yes
Belle Terre Pkwy	Chapel St	US 1	FDOT	2	D	1,710	1,287	2.00%	0	1,570	No	8.1%	194	1,764	Yes
	Pine Lakes Pkwy	Parkview Dr	Palm Coast	4	D	3,580	2,871	2.29%	353	4,013	Yes	4.9%	117	4,130	Yes
	Parkview Dr	White View Pkwy	Palm Coast	4	D	3,580	2,497	2.00%	375	3,471	No	8.7%	209	3,680	Yes
	White View Pkwy	Rymfire Dr	Palm Coast	4	D	3,580	2,529	2.39%	428	3,682	Yes	16.6%	398	4,080	Yes
	Rymfire Dr	Royal Palms Pkwy	Palm Coast	4	D	3,580	2,710	2.13%	412	3,814	Yes	21.9%	525	4,339	Yes
	Royal Palms Pkwy	East Hampton Blvd	Palm Coast	4	D	3,580	2,757	2.52%	384	3,974	Yes	29.2%	700	4,674	Yes
Seminole Woods Blvd	East Hampton Blvd	SR 100	Palm Coast	4	D	3,580	2,285	2.00%	269	3,103	No	32.0%	767	3,870	Yes
	SR 100	Ulaturn Pl	Palm Coast	4	D	5,900	1,287	4.62%	384	2,385	No	9.1%	218	2,603	No
	Ulaturn Pl	Citation Pkwy	Palm Coast	4	D	5,900	1,104	4.36%	381	2,063	No	8.4%	201	2,264	No
	Citation Pkwy	Sesame Blvd	Palm Coast	2	D	2,170	408	2.00%	306	812	No	4.6%	110	922	No
Old Kings Rd	SR 100	Palm Coast City Limit	Palm Coast	2	D	2,170	848	2.00%	88	1,139	No	3.5%	84	1,223	No
I-95	Palm Coast Pkwy	SR 100	Palm Coast	6	D	10,060	7,024	2.00%	329	9,038	No	14.7%	352	9,390	No

TECHNICAL MEMORANDUM

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CONCLUSION

This traffic analysis was conducted to evaluate the impact of the proposed change to the FLU designation from Flagler County Commercial High Intensity (10.494 acres) and Residential High Density (28.317 acres) to Palm Coast Mixed Use. The existing and proposed FLU for the property was evaluated using allowable maximum development criteria under each designation. The proposed FLU would result in a potential daily trip increase of 25,757 daily trips, 516 a.m. peak hour trips and 2,397 total p.m. peak hour trips.

Based on the roadway segment analysis under year 2029, the following roadway segments are expected to operate outside of the adopted LOS due to project related traffic:

- SR 100 from Old Kings Road to Palm Coast City Limits
- SR 100 from Old Moody Boulevard to US 1
- Belle Terre Parkway from Pine Lakes Parkway to Parkview Drive
- Belle Terre Parkway from White View Parkway to SR 100

Based on the roadway segment analysis under year 2035, the following roadway segments are expected to operate outside of the adopted LOS due to project related traffic:

- SR 100 from Old Kings Road to Palm Coast City Limits
- SR 100 from Old Moody Boulevard to US 1
- Belle Terre Parkway from Pine Lakes Parkway to SR 100

This analysis indicates potential roadway deficiencies that may occur due to the potential increase in traffic associated with the proposed FLU designation. However, transportation concurrency and any mitigation strategies required to offset anticipated impacts due to buildout of the project will be assessed at the time of the final site plan application.

Attachments:

Exhibit A – Conceptual Site Plan

Exhibit B – 2029 & 2035 Traffic Trends

I affirm, by affixing my signature below, that the findings contained herein are, to my knowledge, accurate and truthful and were developed using current procedures standard to the practice of professional planning.

Name : Kady L. Dearing, PE

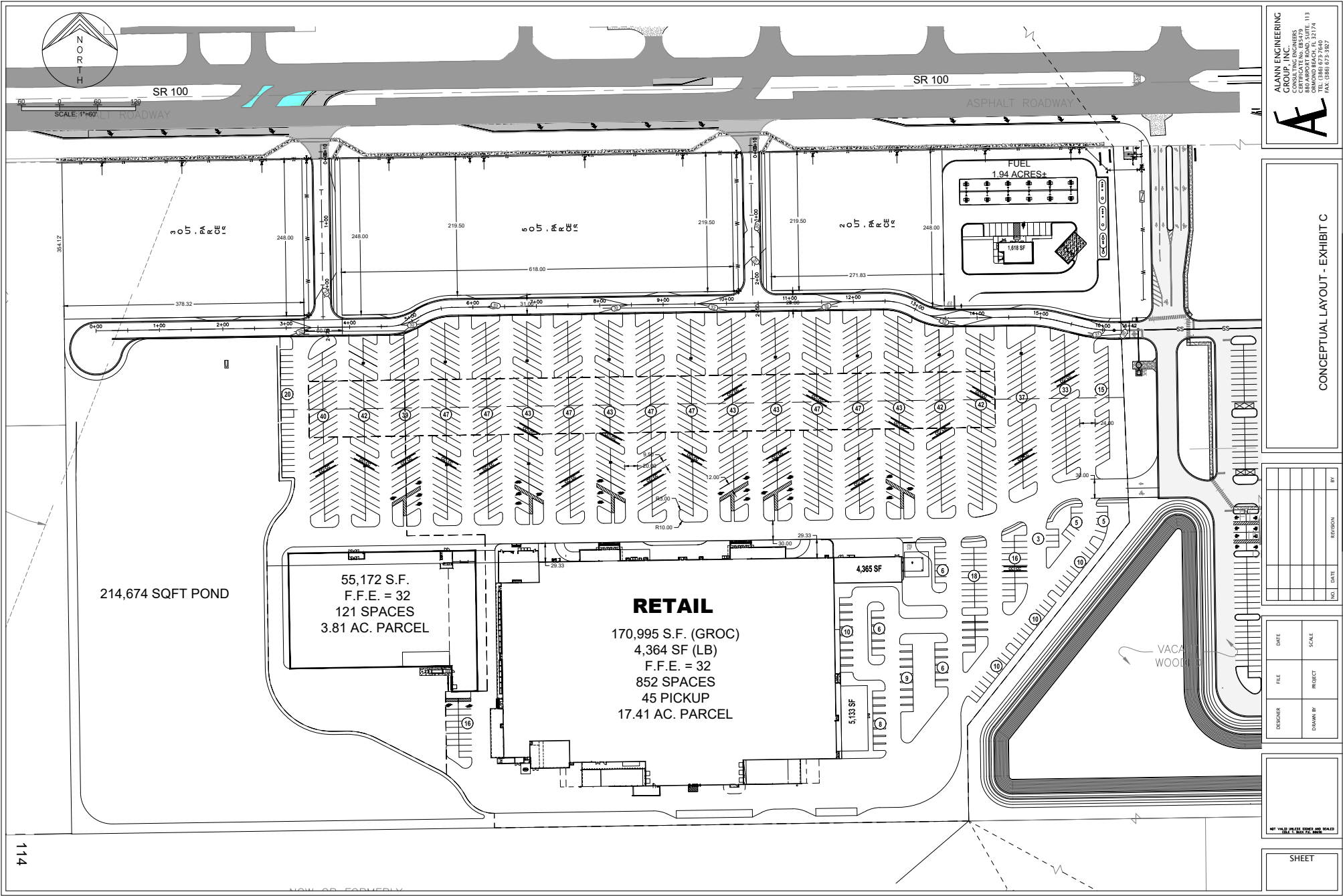
Signature: _____

Date: August 5, 2025



EXHIBIT A

Conceptual Site Plan



ALANN ENGINEERING
GROUP, INC.
REGISTERED PROFESSIONAL ENGINEER
CERTIFICATE NO. BB579
880 AIRPORT ROAD, SUITE 113
FARMINGTON, CT 06030-3174
TEL: (860) 673-2440
FAX: (860) 673-1927

CONCEPT LAYOUT - EXHIBIT C

NO.	DATE	REVISION	BY

DESIGNER	FILE	DATE	SCALE
DRAWN BY	PROJECT		

NET VALUE PLATES SHOWN ARE BASED ON
SHEET NO. 114 OF 114

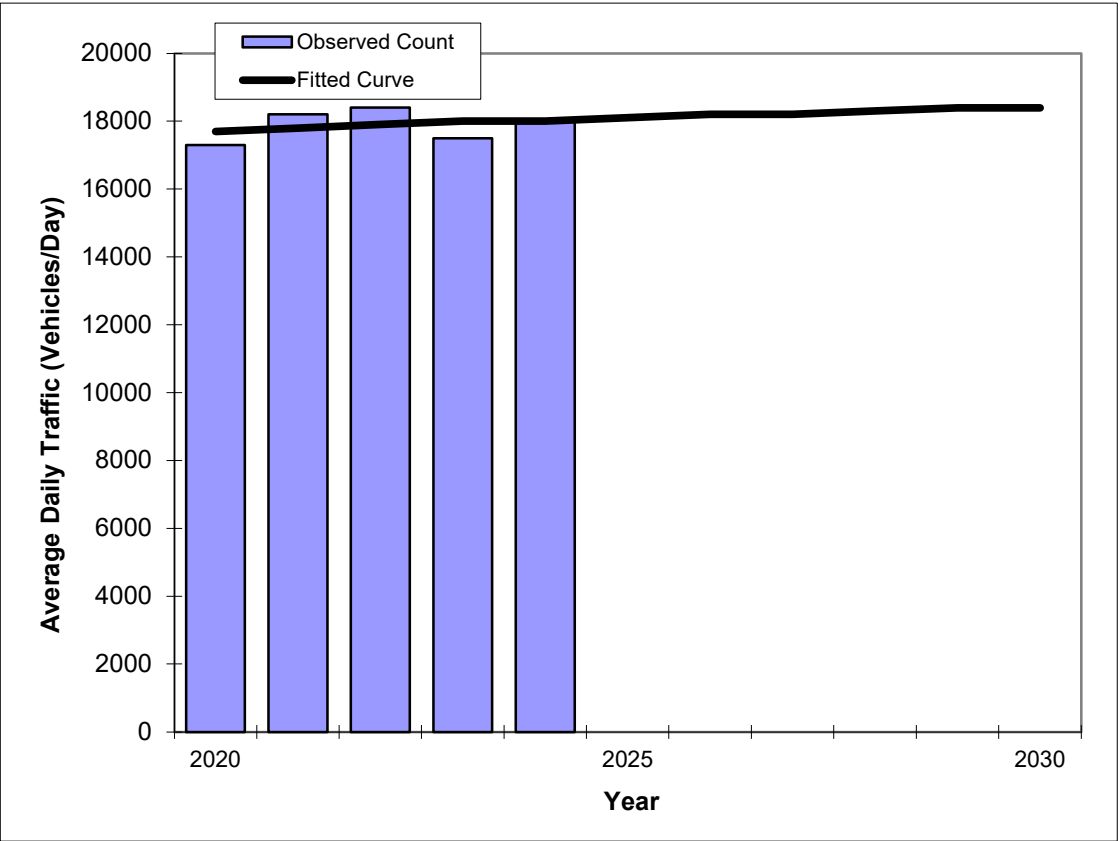
SHEET

EXHIBIT B

2029 and 2035 Traffic Trends

TRAFFIC TRENDS **SR 100 -- Flagler to John Anderson**

County:	Flagler
Station #:	1000
Highway:	SR 100



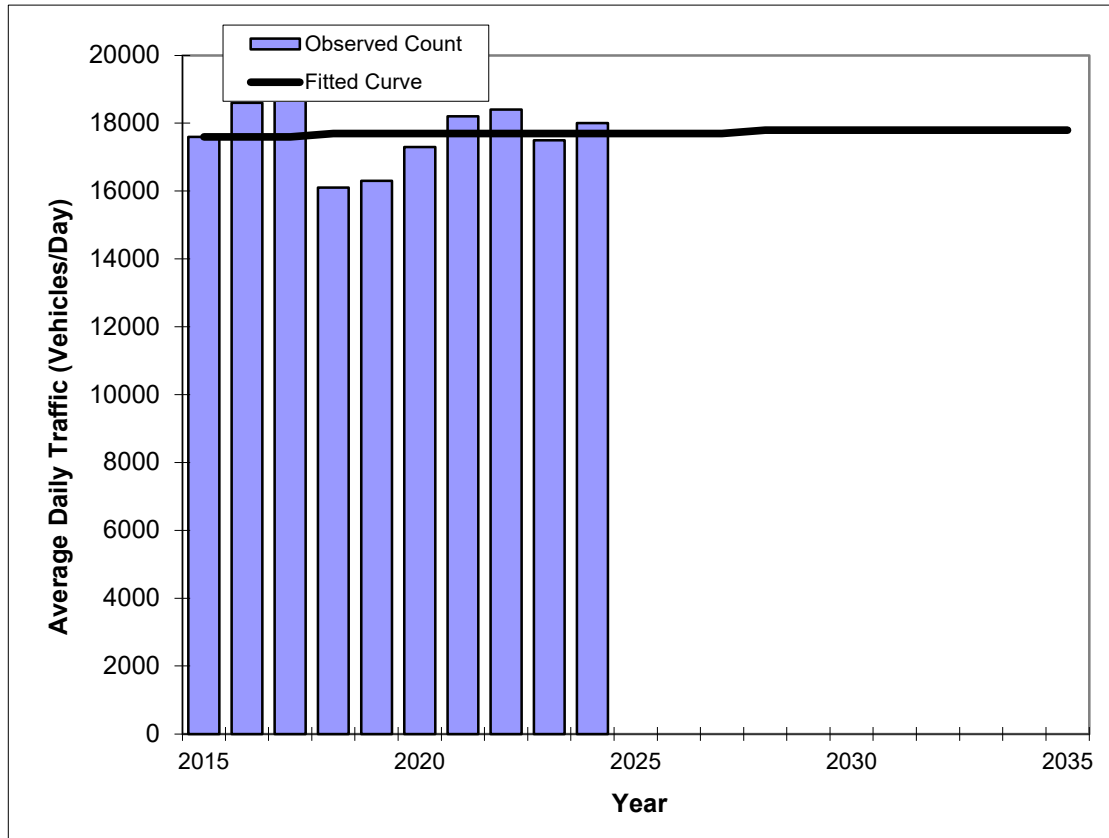
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2020	17300	17700
2021	18200	17800
2022	18400	17900
2023	17500	18000
2024	18000	18000
2025 Opening Year Trend		
2025	N/A	18100
2027 Mid-Year Trend		
2027	N/A	18200
2029 Design Year Trend		
2029	N/A	18400
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	70
Trend R-squared:	5.6%
Trend Annual Historic Growth Rate:	0.42%
Trend Growth Rate (2024 to Design Year):	0.44%
Printed:	4-Aug-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS **sr 100 -- Flagler to John Anderson**

County:	Flagler
Station #:	1000
Highway:	sr 100



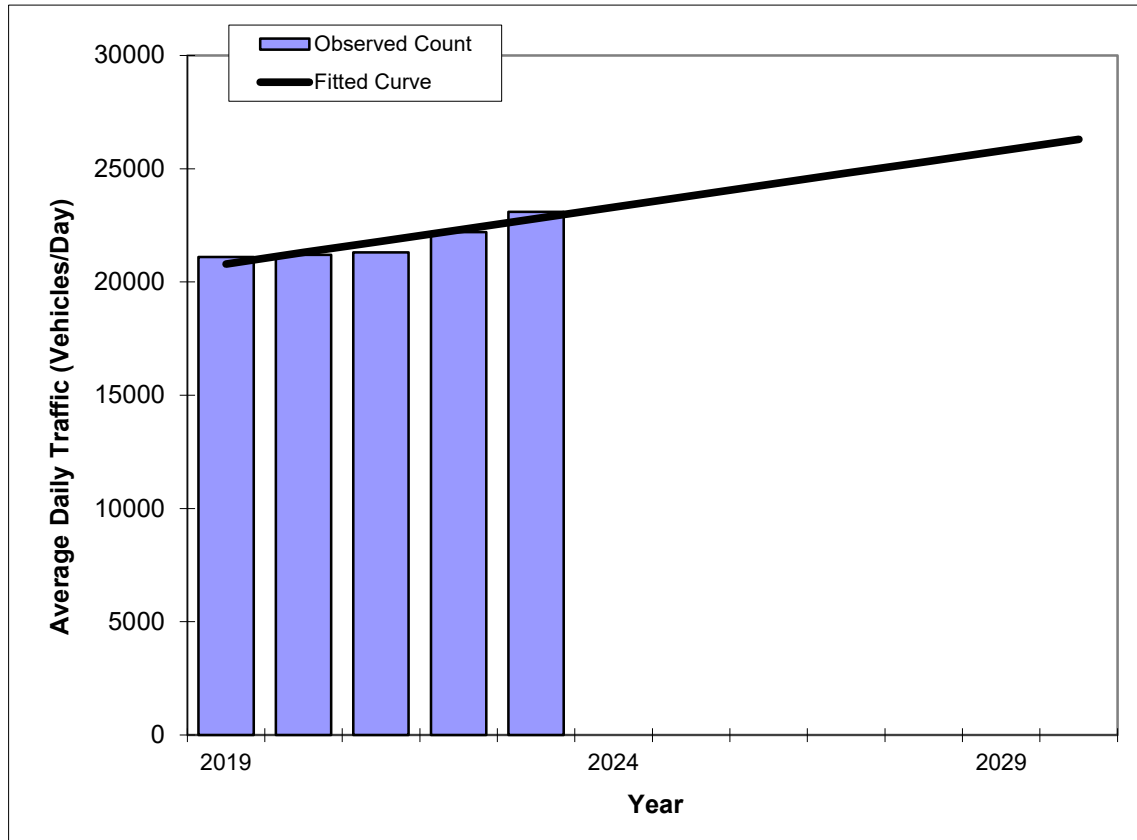
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	17600	17600
2016	18600	17600
2017	18700	17600
2018	16100	17700
2019	16300	17700
2020	17300	17700
2021	18200	17700
2022	18400	17700
2023	17500	17700
2024	18000	17700
2025 Opening Year Trend		
2025	N/A	17700
2030 Mid-Year Trend		
2030	N/A	17800
2035 Design Year Trend		
2035	N/A	17800
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	10
Trend R-squared:	0.1%
Trend Annual Historic Growth Rate:	0.06%
Trend Growth Rate (2024 to Design Year):	0.05%
Printed:	4-Aug-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS **SR 100 -- John Anderson to Colbert**

County:	Flagler
Station #:	1000
Highway:	SR 100



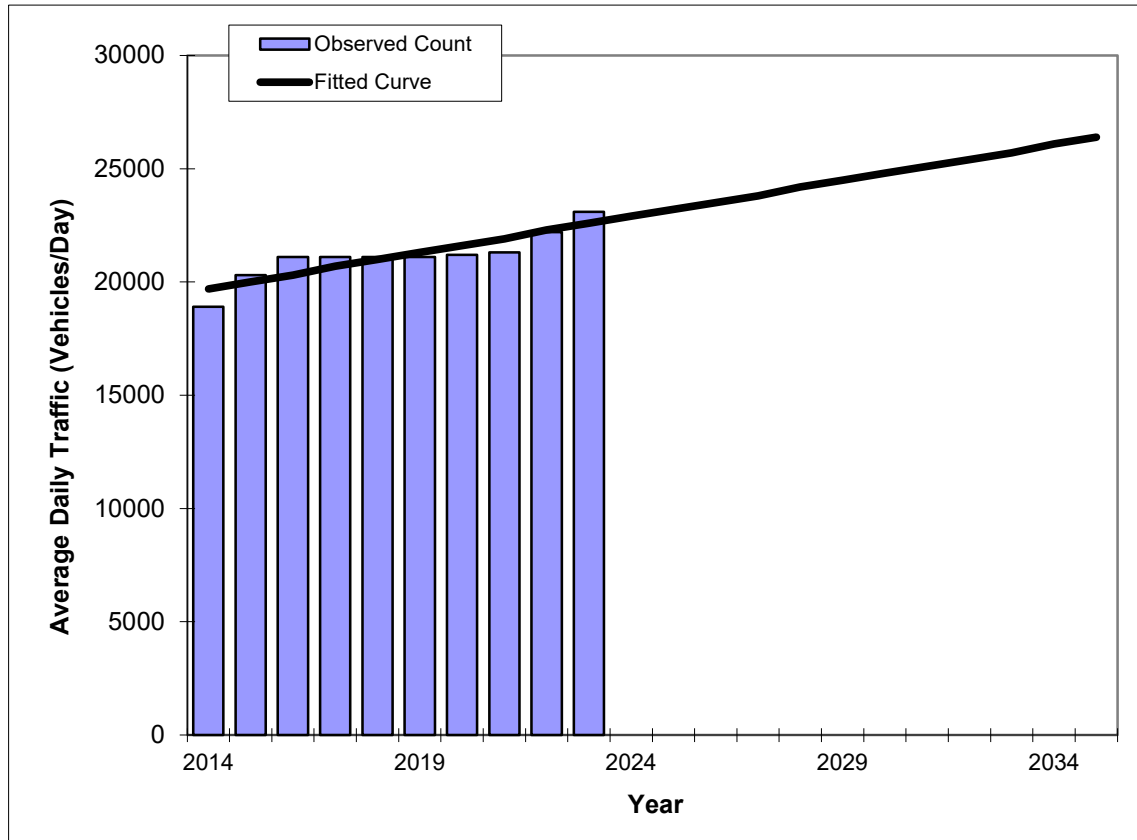
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	21100	20800
2020	21200	21300
2021	21300	21800
2022	22200	22300
2023	23100	22800
2025 Opening Year Trend		
2025	N/A	23800
2027 Mid-Year Trend		
2027	N/A	24800
2029 Design Year Trend		
2029	N/A	25800
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	500
Trend R-squared:	84.8%
Trend Annual Historic Growth Rate:	2.40%
Trend Growth Rate (2023 to Design Year):	2.19%
Printed:	15-May-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS **SR 100 -- John Anderson to Colbert**

County:	Flagler
Station #:	1000
Highway:	SR 100



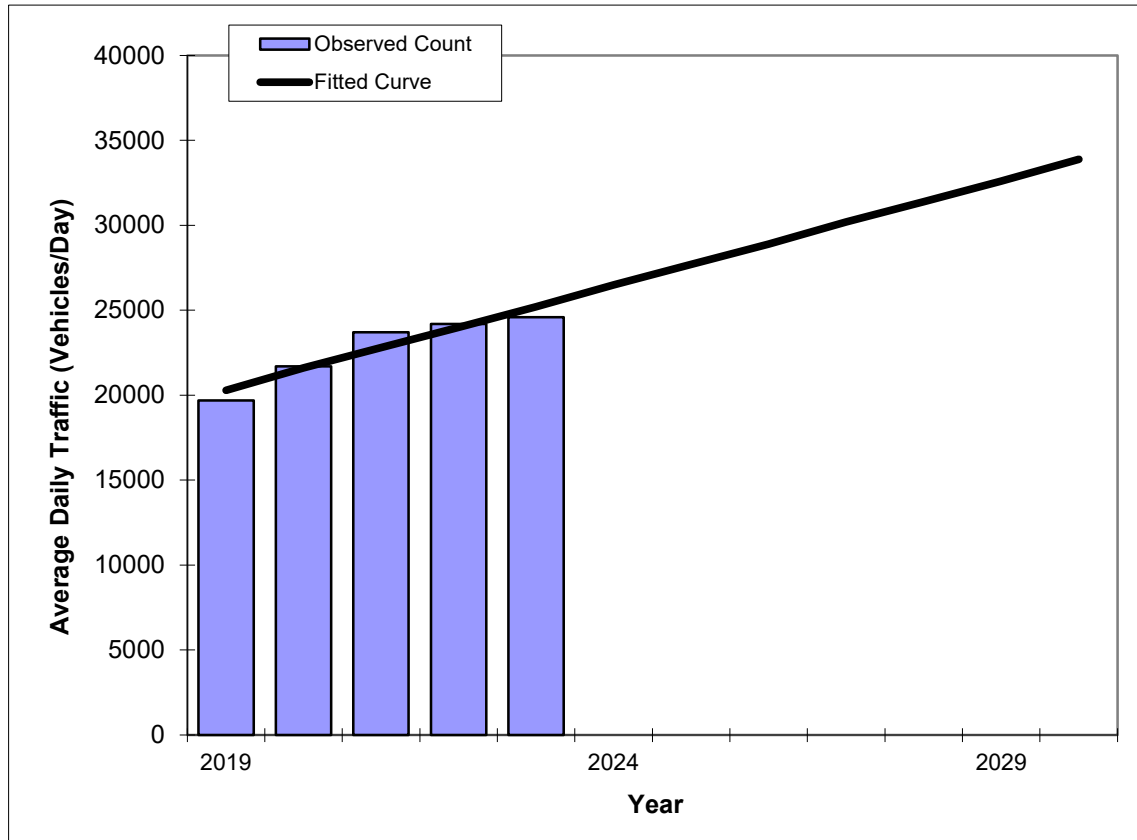
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	18900	19700
2015	20300	20000
2016	21100	20300
2017	21100	20700
2018	21100	21000
2019	21100	21300
2020	21200	21600
2021	21300	21900
2022	22200	22300
2023	23100	22600
2025 Opening Year Trend		
2025	N/A	23200
2030 Mid-Year Trend		
2030	N/A	24800
2035 Design Year Trend		
2035	N/A	26400
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	318
Trend R-squared:	77.6%
Trend Annual Historic Growth Rate:	1.64%
Trend Growth Rate (2023 to Design Year):	1.40%
Printed:	15-May-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS **SR 100 -- Colbert to Tuscany**

County:	Flagler
Station #:	1000
Highway:	SR 100



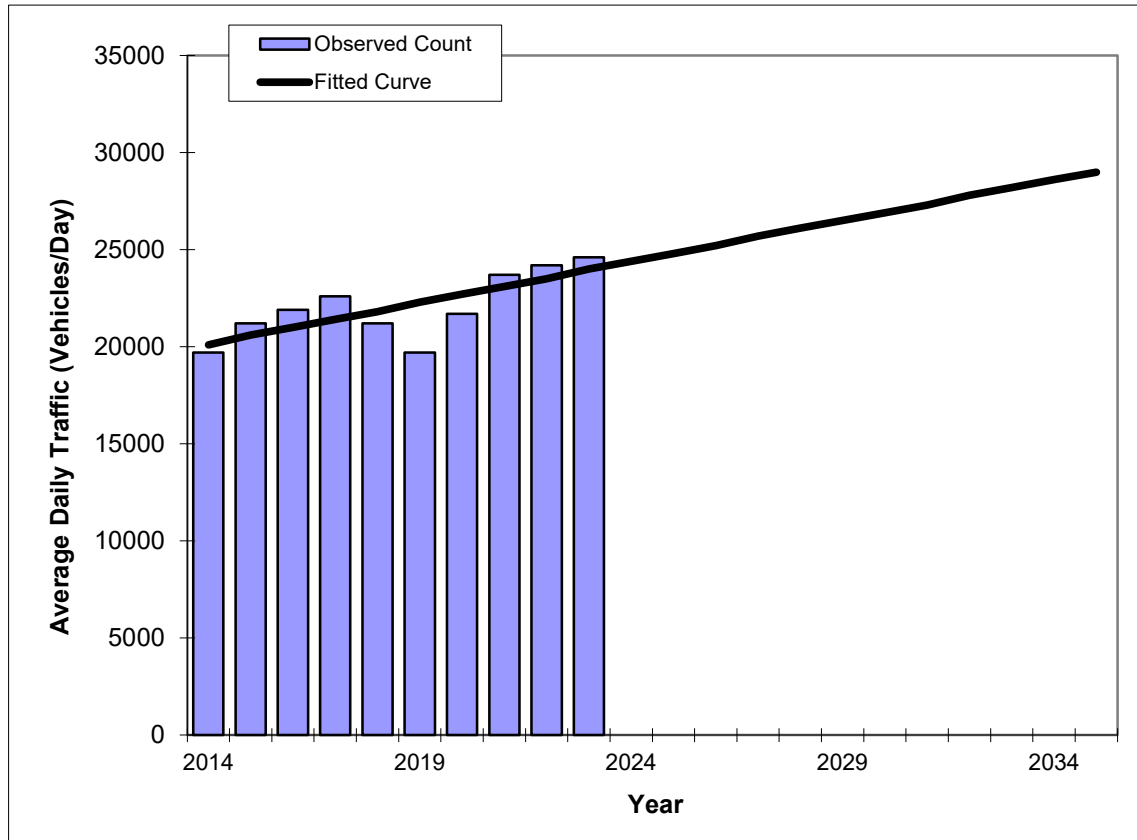
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	19700	20300
2020	21700	21600
2021	23700	22800
2022	24200	24000
2023	24600	25200
2025 Opening Year Trend		
2025	N/A	27700
2027 Mid-Year Trend		
2027	N/A	30200
2029 Design Year Trend		
2029	N/A	32600
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	1,230
Trend R-squared:	89.9%
Trend Annual Historic Growth Rate:	6.03%
Trend Growth Rate (2023 to Design Year):	4.89%
Printed:	15-May-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS **SR 100 -- Colbert to Tuscany**

County:	Flagler
Station #:	1000
Highway:	SR 100



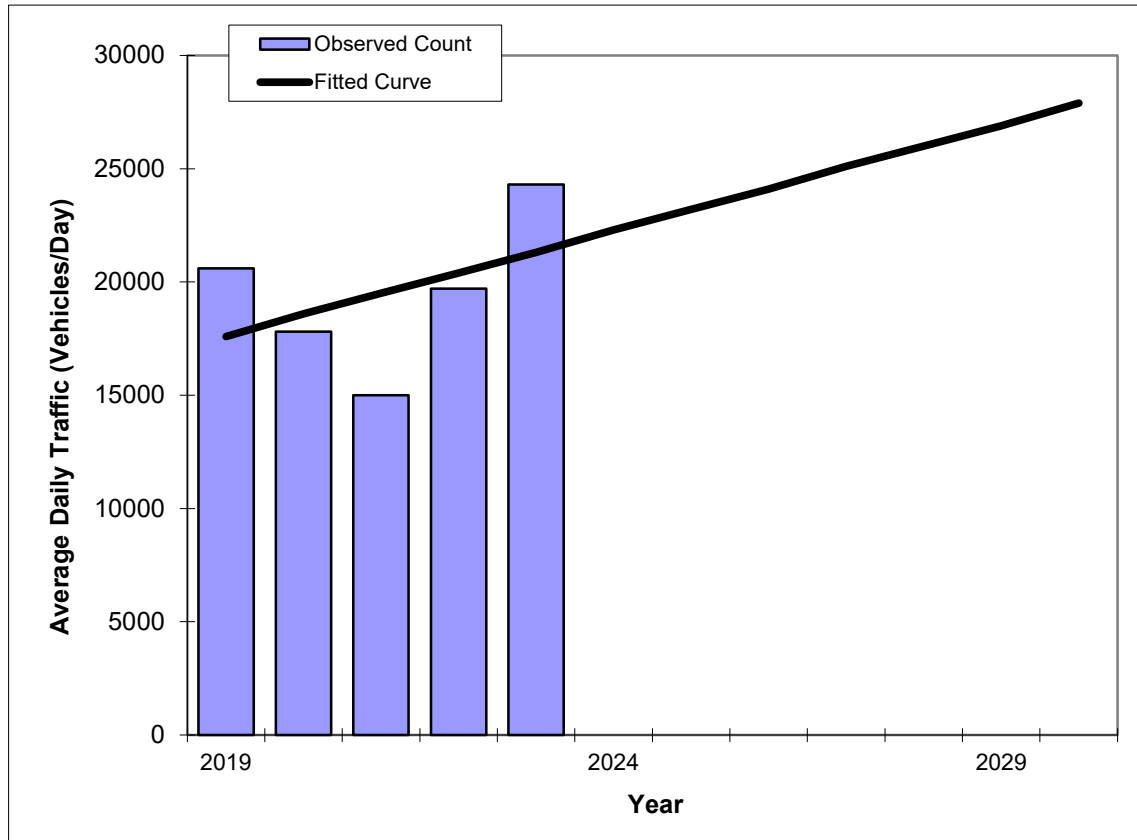
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	19700	20100
2015	21200	20600
2016	21900	21000
2017	22600	21400
2018	21200	21800
2019	19700	22300
2020	21700	22700
2021	23700	23100
2022	24200	23500
2023	24600	24000
2025 Opening Year Trend		
2025	N/A	24800
2030 Mid-Year Trend		
2030	N/A	26900
2035 Design Year Trend		
2035	N/A	29000
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	424
Trend R-squared:	55.3%
Trend Annual Historic Growth Rate:	2.16%
Trend Growth Rate (2023 to Design Year):	1.74%
Printed:	15-May-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS **SR 100 -- Tuscany to Old Kings**

County:	Flagler
Station #:	1000
Highway:	SR 100



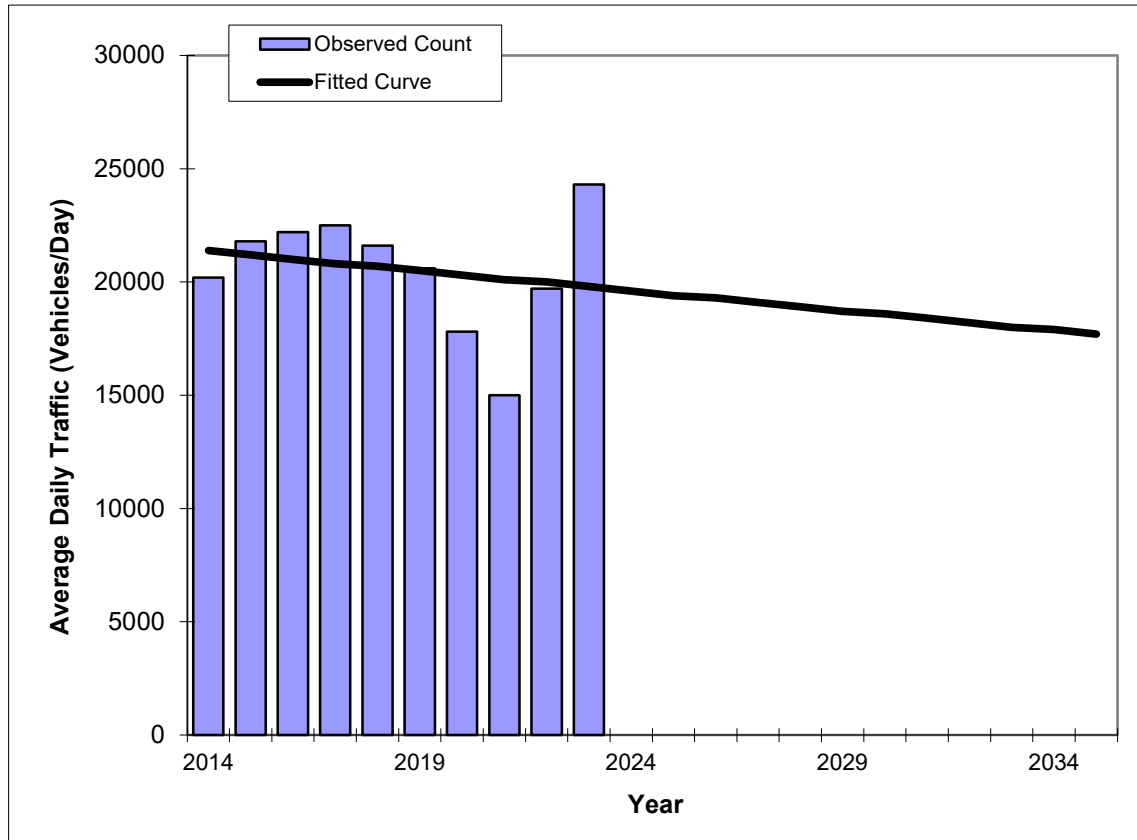
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	20600	17600
2020	17800	18600
2021	15000	19500
2022	19700	20400
2023	24300	21300
2025 Opening Year Trend		
2025	N/A	23200
2027 Mid-Year Trend		
2027	N/A	25100
2029 Design Year Trend		
2029	N/A	26900
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	930
Trend R-squared:	18.2%
Trend Annual Historic Growth Rate:	5.26%
Trend Growth Rate (2023 to Design Year):	4.38%
Printed:	15-May-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS **SR 100 -- Tuscany to Old Kings**

County:	Flagler
Station #:	1000
Highway:	SR 100



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	20200	21400
2015	21800	21200
2016	22200	21000
2017	22500	20800
2018	21600	20700
2019	20600	20500
2020	17800	20300
2021	15000	20100
2022	19700	20000
2023	24300	19800
2025 Opening Year Trend		
2025	N/A	19400
2030 Mid-Year Trend		
2030	N/A	18600
2035 Design Year Trend		
2035	N/A	17700
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-175
Trend R-squared:	4.1%
Trend Annual Historic Growth Rate:	-0.83%
Trend Growth Rate (2023 to Design Year):	-0.88%
Printed:	15-May-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS

SR 100 -- OKR to I95

County:

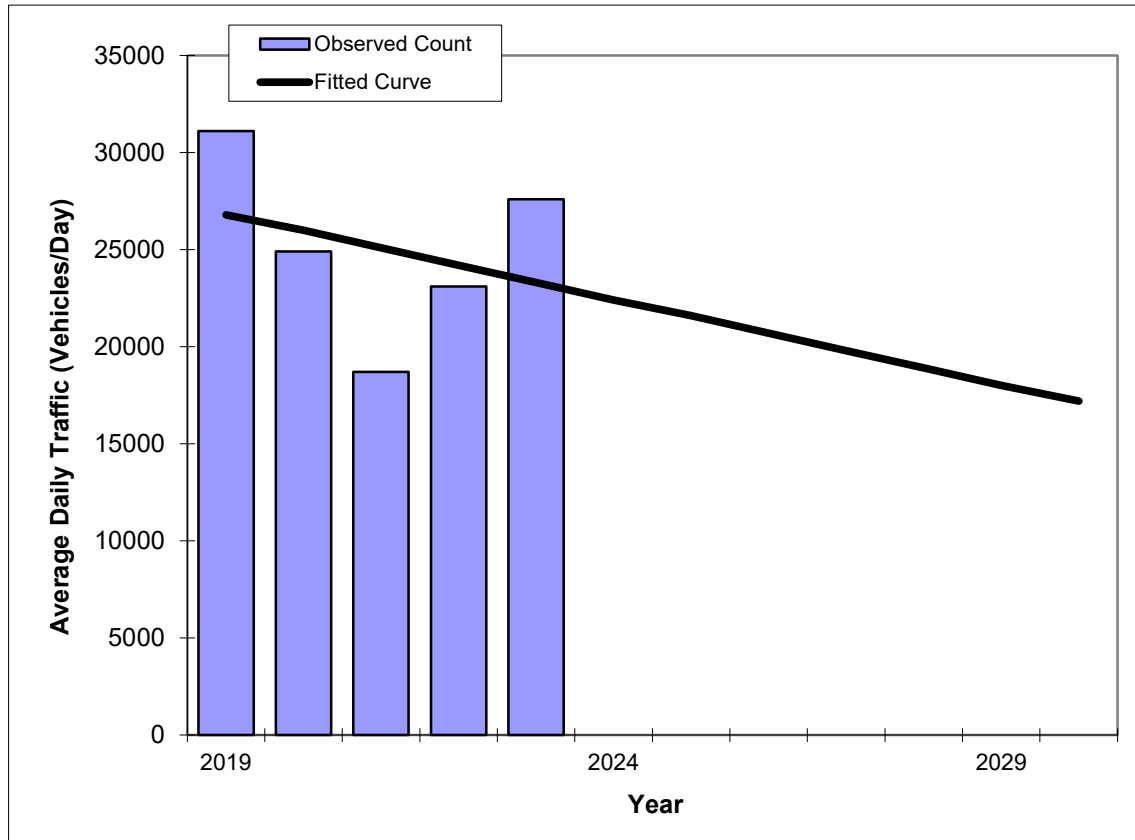
Flagler

Station #:

1000

Highway:

SR 100



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	31100	26800
2020	24900	26000
2021	18700	25100
2022	23100	24200
2023	27600	23300
2025 Opening Year Trend		
2025	N/A	21600
2027 Mid-Year Trend		
2027	N/A	19800
2029 Design Year Trend		
2029	N/A	18000
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:** -880
Trend R-squared: 8.9%
Trend Annual Historic Growth Rate: -3.26%
Trend Growth Rate (2023 to Design Year): -3.79%
Printed: 15-May-25

Straight Line Growth Option

*Axle-Adjusted

TRAFFIC TRENDS

SR 100 -- OKR to I95

County:

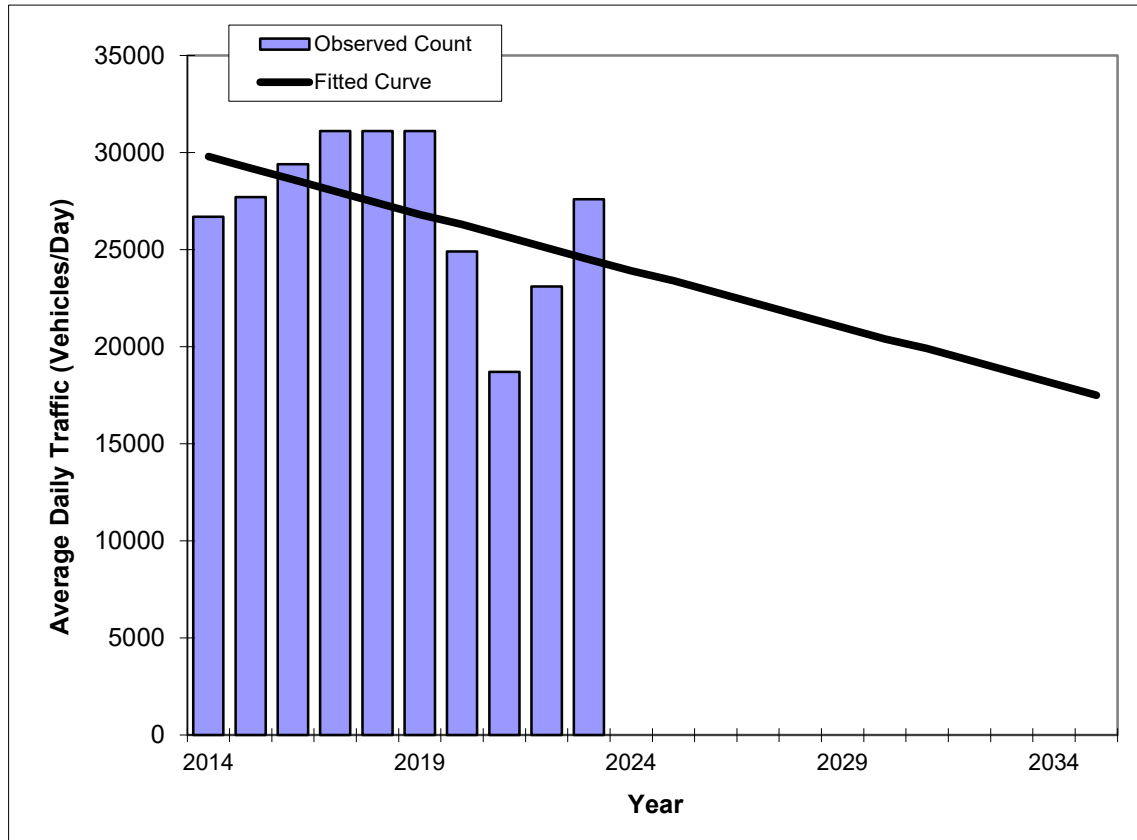
Flagler

Station #:

1000

Highway:

SR 100



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	26700	29800
2015	27700	29200
2016	29400	28600
2017	31100	28000
2018	31100	27400
2019	31100	26800
2020	24900	26300
2021	18700	25700
2022	23100	25100
2023	27600	24500
2025 Opening Year Trend		
2025	N/A	23400
2030 Mid-Year Trend		
2030	N/A	20400
2035 Design Year Trend		
2035	N/A	17500
TRANPLAN Forecasts/Trends		

** Annual Trend Increase: -583

Trend R-squared: 19.3%

Trend Annual Historic Growth Rate: -1.98%

Trend Growth Rate (2023 to Design Year): -2.38%

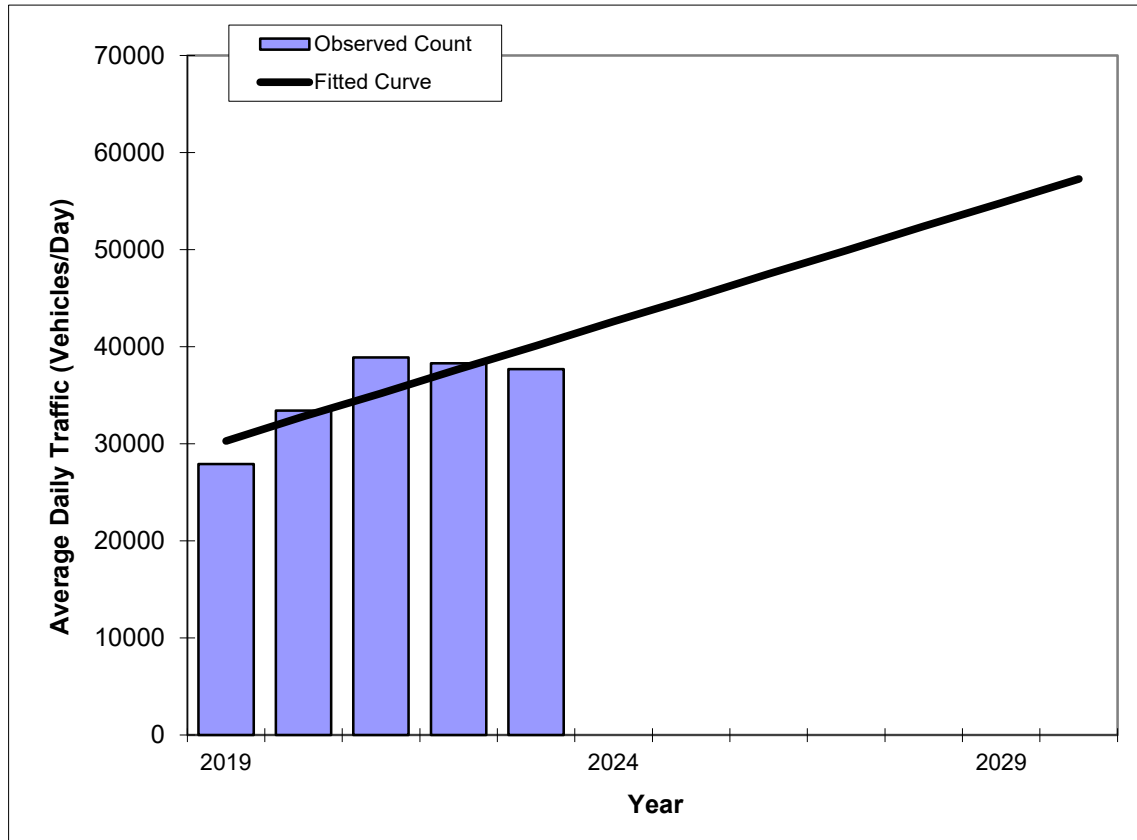
Printed: 15-May-25

Straight Line Growth Option

*Axle-Adjusted

TRAFFIC TRENDS **SR 100 -- OKR to I95**

County:	Flagler
Station #:	1000
Highway:	SR 100



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	27900	30300
2020	33400	32800
2021	38900	35200
2022	38300	37700
2023	37700	40100
2025 Opening Year Trend		
2025	N/A	45000
2027 Mid-Year Trend		
2027	N/A	49900
2029 Design Year Trend		
2029	N/A	54800
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	2,450
Trend R-squared:	69.7%
Trend Annual Historic Growth Rate:	8.09%
Trend Growth Rate (2023 to Design Year):	6.11%
Printed:	15-May-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS

SR 100 -- I95 to MMR

County:

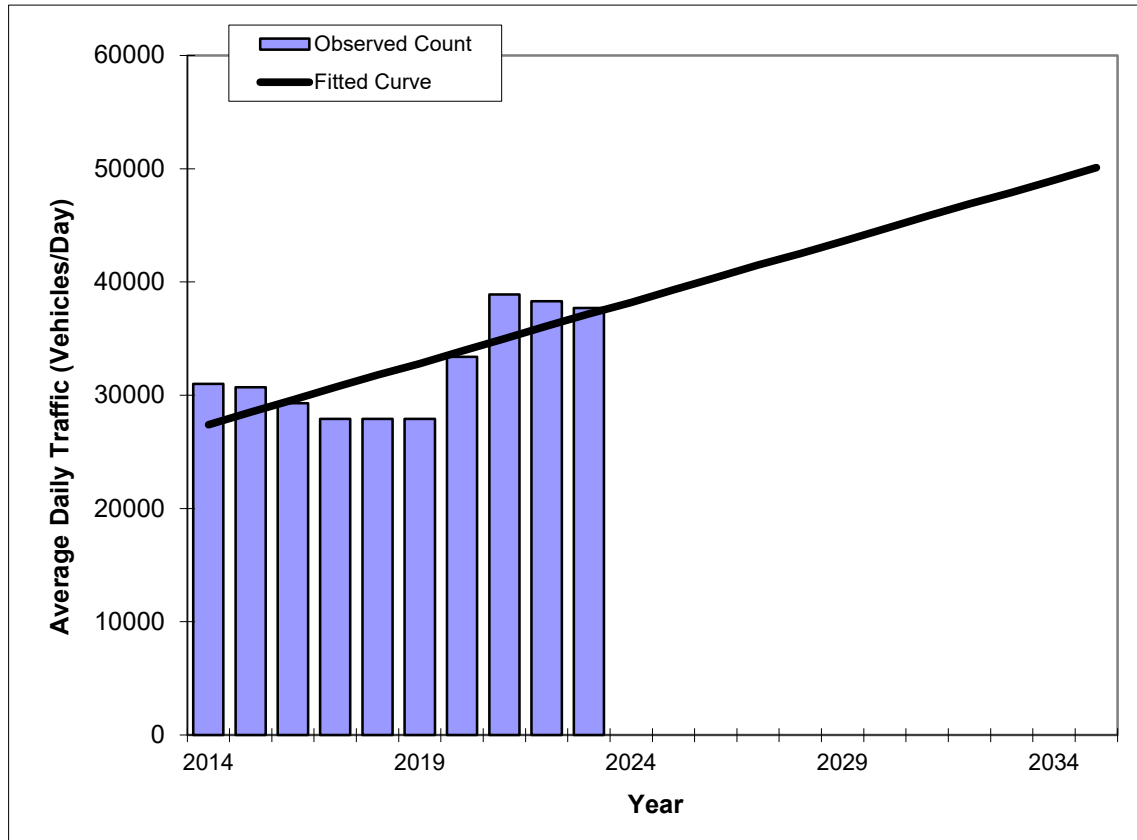
Flagler

Station #:

1000

Highway:

SR 100



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	31000	27400
2015	30700	28500
2016	29300	29600
2017	27900	30700
2018	27900	31800
2019	27900	32800
2020	33400	33900
2021	38900	35000
2022	38300	36100
2023	37700	37200
2025 Opening Year Trend		
2025	N/A	39300
2030 Mid-Year Trend		
2030	N/A	44700
2035 Design Year Trend		
2035	N/A	50100
TRANPLAN Forecasts/Trends		

** Annual Trend Increase: 1,079

Trend R-squared: 53.0%

Trend Annual Historic Growth Rate: 3.97%

Trend Growth Rate (2023 to Design Year): 2.89%

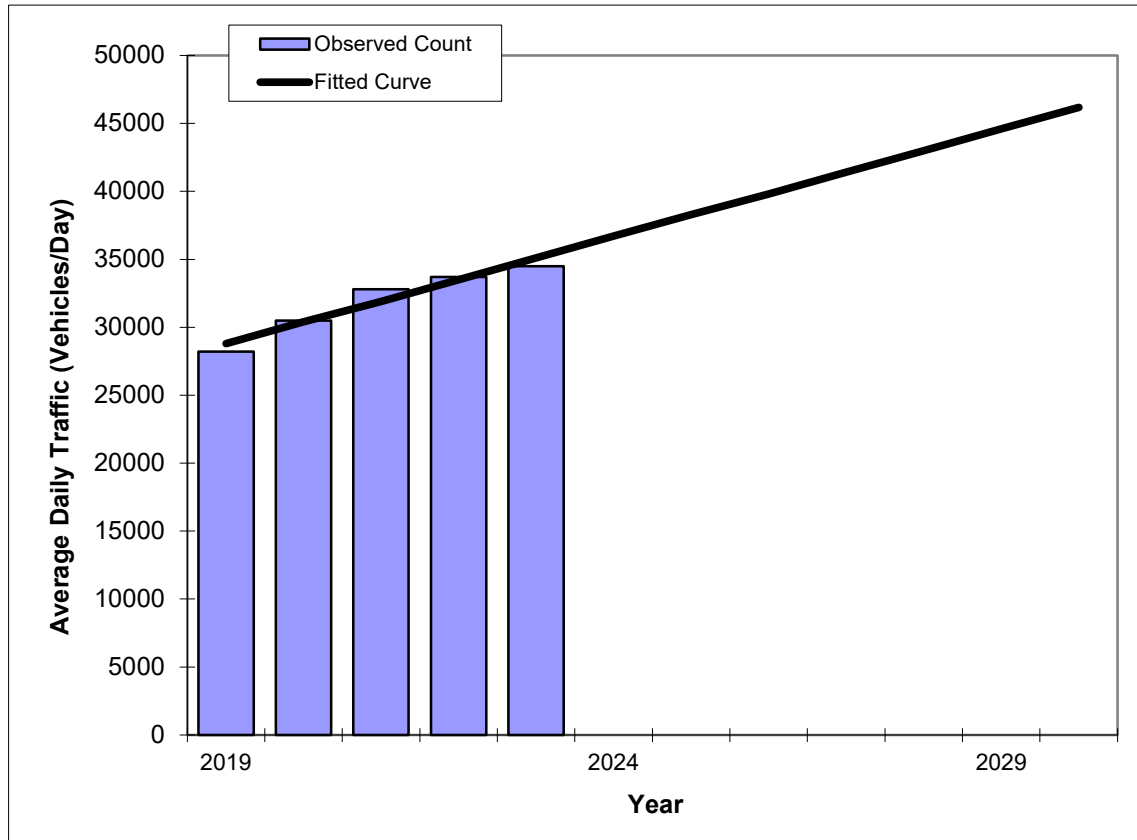
Printed: 15-May-25

Straight Line Growth Option

*Axle-Adjusted

TRAFFIC TRENDS **SR 100 -- MMP to Seminole Woods**

County:	Flagler
Station #:	1000
Highway:	SR 100



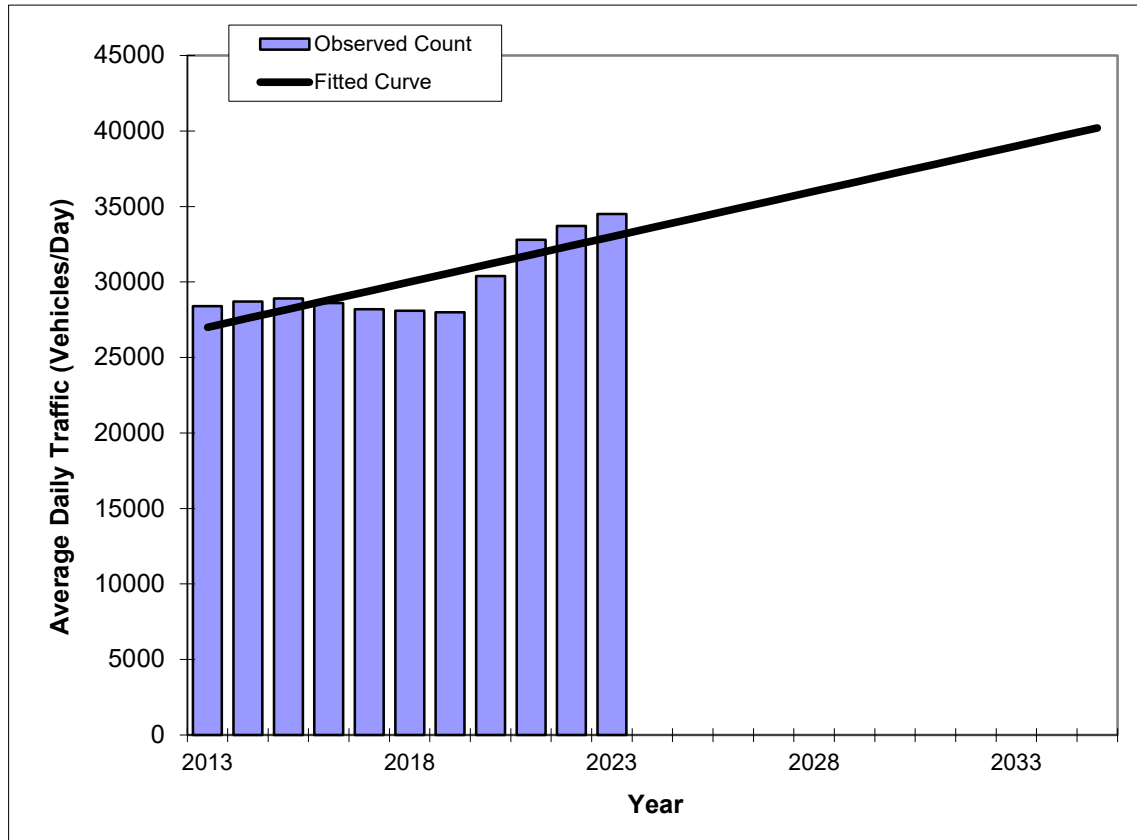
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	28200	28800
2020	30500	30400
2021	32800	31900
2022	33700	33500
2023	34500	35100
2025 Opening Year Trend		
2025	N/A	38300
2027 Mid-Year Trend		
2027	N/A	41400
2029 Design Year Trend		
2029	N/A	44600
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	1,580
Trend R-squared:	94.4%
Trend Annual Historic Growth Rate:	5.47%
Trend Growth Rate (2023 to Design Year):	4.51%
Printed:	15-May-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS **SR 100 -- MMP to Seminole Woods**

County:	Flagler
Station #:	1000
Highway:	SR 100



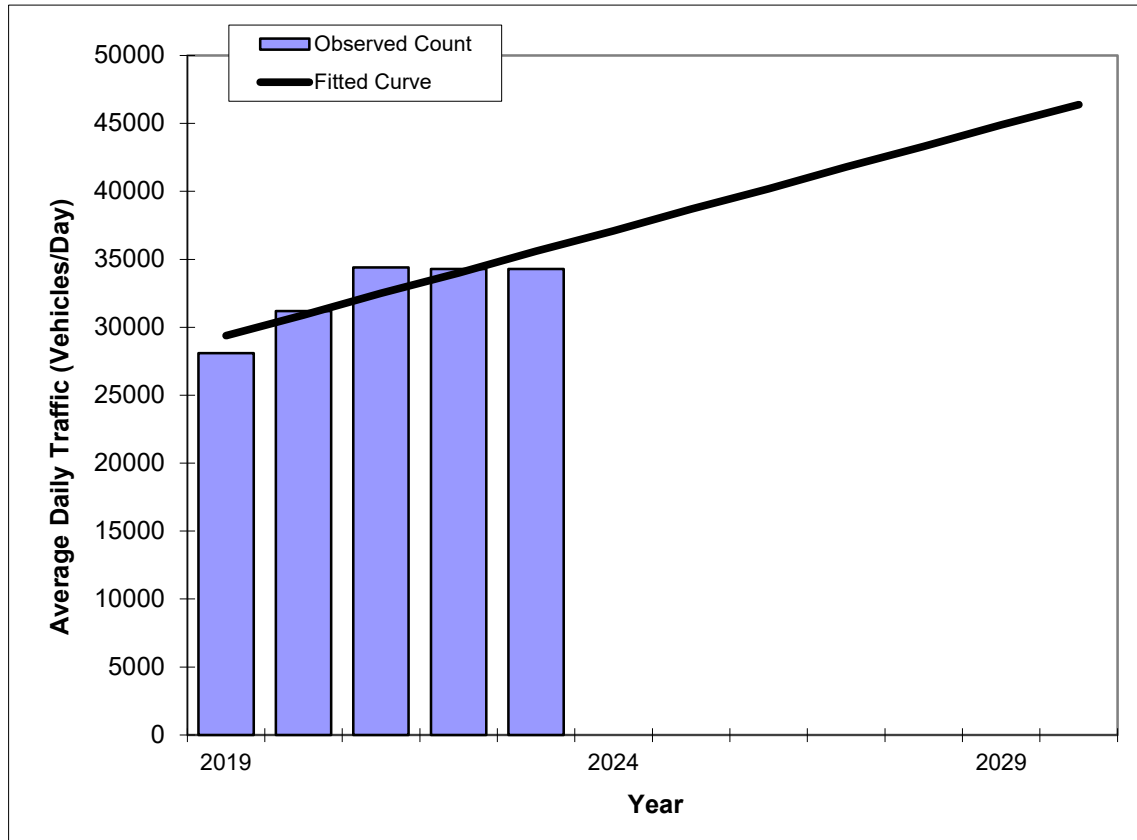
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2013	28400	27000
2014	28700	27600
2015	28900	28200
2016	28600	28800
2017	28200	29400
2018	28100	30000
2019	28000	30600
2020	30400	31200
2021	32800	31800
2022	33700	32400
2023	34500	33000
2025 Opening Year Trend		
2025	N/A	34200
2030 Mid-Year Trend		
2030	N/A	37200
2035 Design Year Trend		
2035	N/A	40200
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	596
Trend R-squared:	65.0%
Trend Annual Historic Growth Rate:	2.22%
Trend Growth Rate (2023 to Design Year):	1.82%
Printed:	15-May-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS **SR 100 -- Seminole to Bulldog**

County:	Flagler
Station #:	1000
Highway:	SR 100



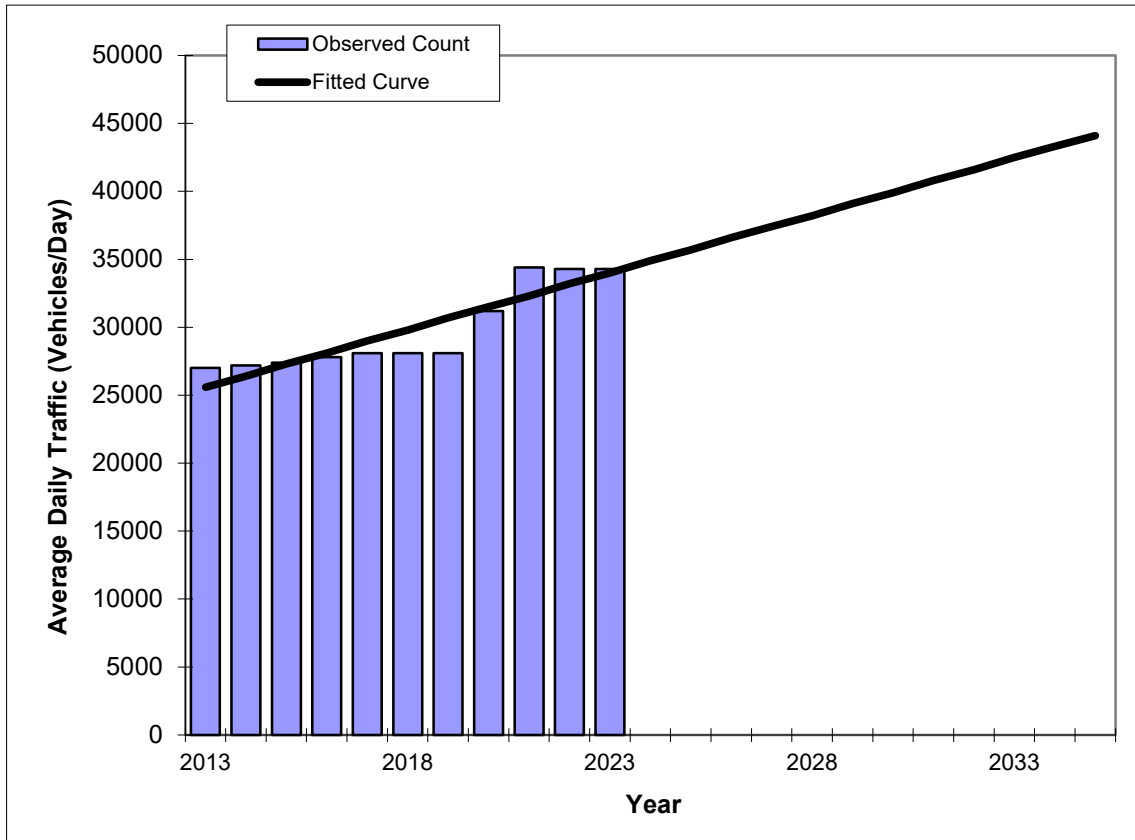
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	28100	29400
2020	31200	30900
2021	34400	32500
2022	34300	34000
2023	34300	35600
2025 Opening Year Trend		
2025	N/A	38700
2027 Mid-Year Trend		
2027	N/A	41800
2029 Design Year Trend		
2029	N/A	44900
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	1,550
Trend R-squared:	77.2%
Trend Annual Historic Growth Rate:	5.27%
Trend Growth Rate (2023 to Design Year):	4.35%
Printed:	15-May-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS **SR 100 -- Colbert to Tuscany**

County:	Flagler
Station #:	1000
Highway:	SR 100



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2013	27000	25600
2014	27200	26400
2015	27400	27300
2016	27800	28100
2017	28100	29000
2018	28100	29800
2019	28100	30700
2020	31200	31500
2021	34400	32300
2022	34300	33200
2023	34300	34000
2025 Opening Year Trend		
2025	N/A	35700
2030 Mid-Year Trend		
2030	N/A	39900
2035 Design Year Trend		
2035	N/A	44100
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	843
Trend R-squared:	80.8%
Trend Annual Historic Growth Rate:	3.28%
Trend Growth Rate (2023 to Design Year):	2.48%
Printed:	15-May-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS

SR 100 -- OKR to I95

County:

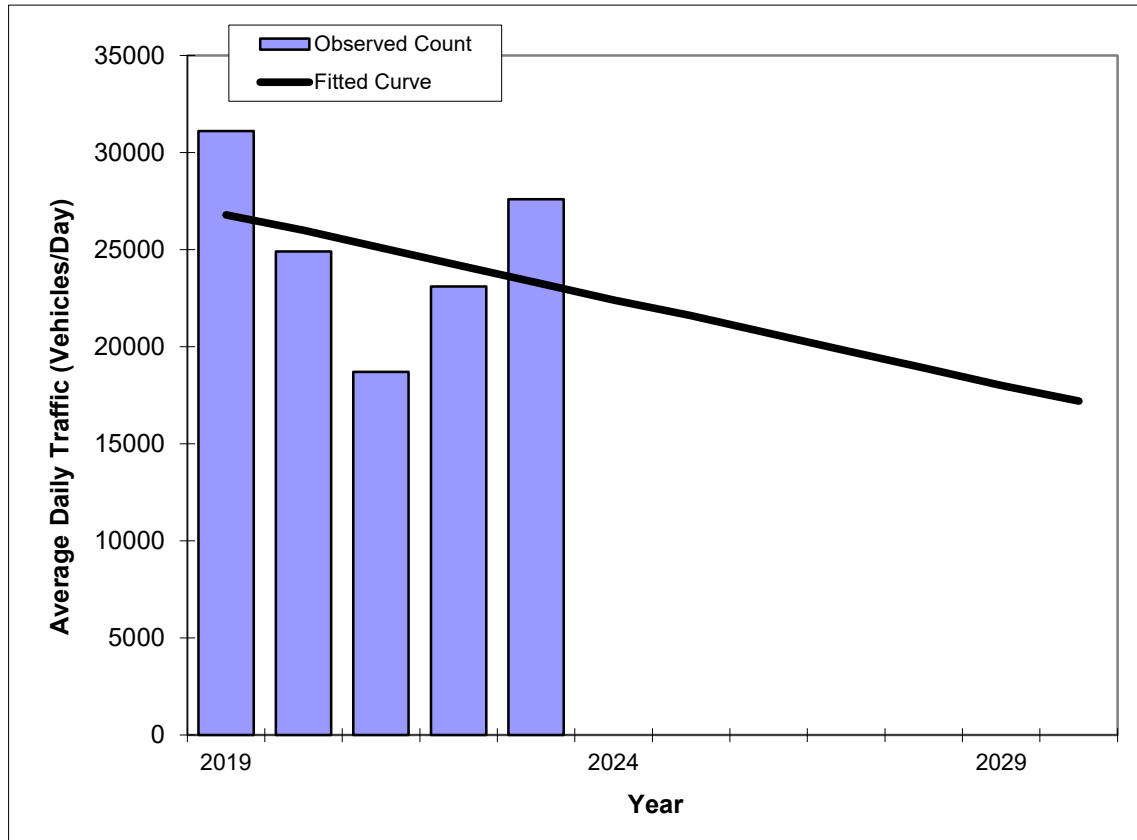
Flagler

Station #:

1000

Highway:

SR 100



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	31100	26800
2020	24900	26000
2021	18700	25100
2022	23100	24200
2023	27600	23300
2025 Opening Year Trend		
2025	N/A	21600
2027 Mid-Year Trend		
2027	N/A	19800
2029 Design Year Trend		
2029	N/A	18000
TRANPLAN Forecasts/Trends		

** Annual Trend Increase: -880

Trend R-squared: 8.9%

Trend Annual Historic Growth Rate: -3.26%

Trend Growth Rate (2023 to Design Year): -3.79%

Printed: 15-May-25

Straight Line Growth Option

*Axle-Adjusted

TRAFFIC TRENDS

SR 100 -- OKR to I95

County:

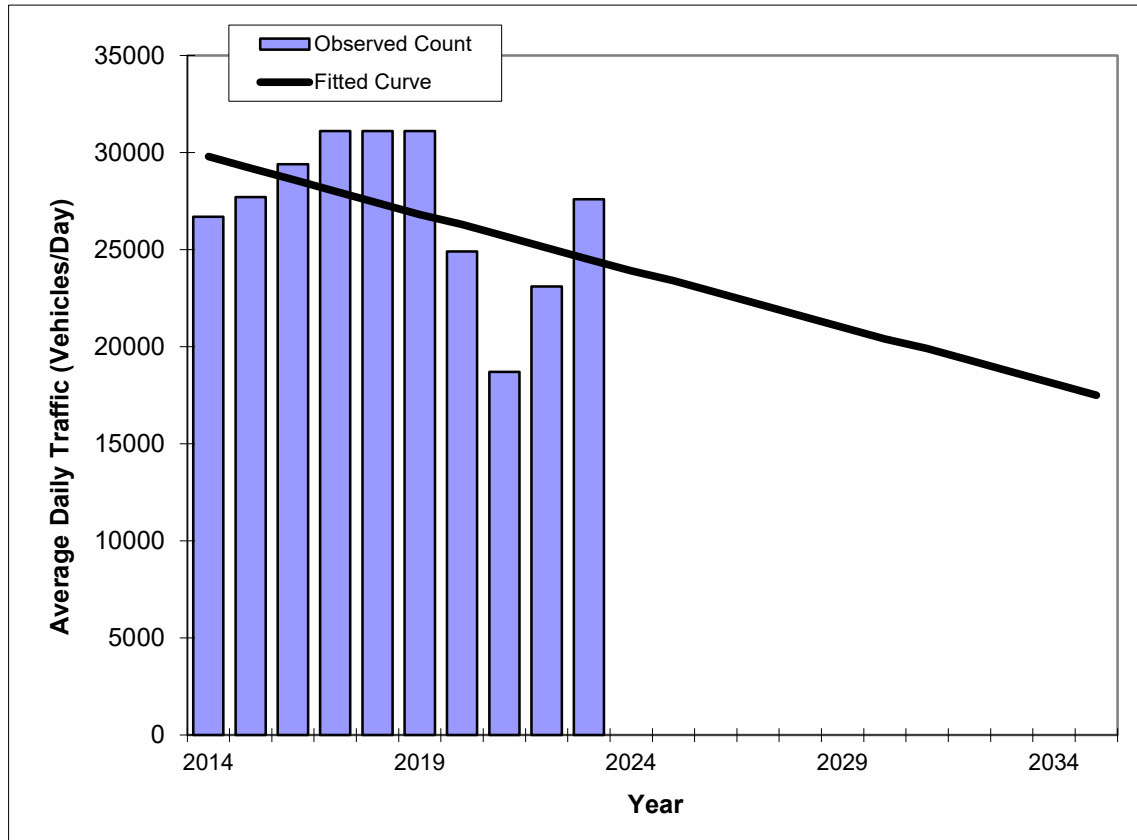
Flagler

Station #:

1000

Highway:

SR 100



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	26700	29800
2015	27700	29200
2016	29400	28600
2017	31100	28000
2018	31100	27400
2019	31100	26800
2020	24900	26300
2021	18700	25700
2022	23100	25100
2023	27600	24500
2025 Opening Year Trend		
2025	N/A	23400
2030 Mid-Year Trend		
2030	N/A	20400
2035 Design Year Trend		
2035	N/A	17500
TRANPLAN Forecasts/Trends		

** Annual Trend Increase: -583

Trend R-squared: 19.3%

Trend Annual Historic Growth Rate: -1.98%

Trend Growth Rate (2023 to Design Year): -2.38%

Printed: 15-May-25

Straight Line Growth Option

*Axle-Adjusted

TRAFFIC TRENDS

SR 100 -- OKR to I95

County:

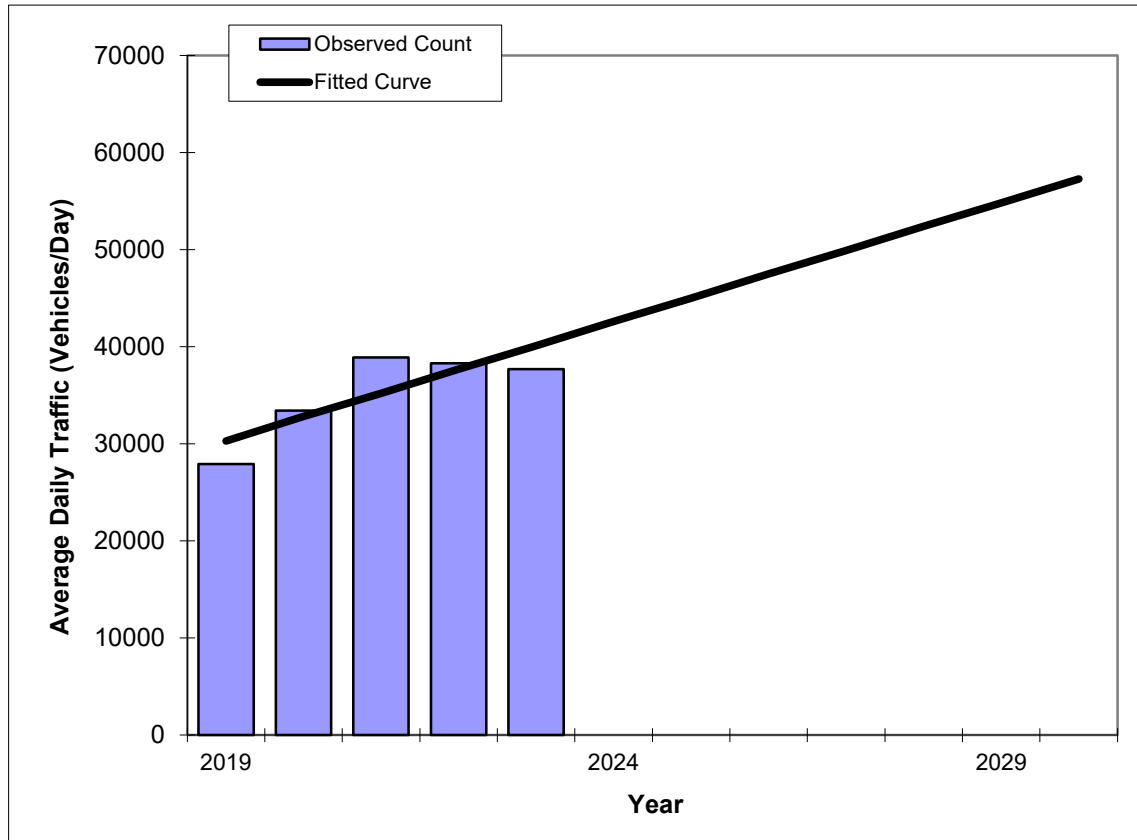
Flagler

Station #:

1000

Highway:

SR 100



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	27900	30300
2020	33400	32800
2021	38900	35200
2022	38300	37700
2023	37700	40100
2025 Opening Year Trend		
2025	N/A	45000
2027 Mid-Year Trend		
2027	N/A	49900
2029 Design Year Trend		
2029	N/A	54800
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:** 2,450
Trend R-squared: 69.7%
Trend Annual Historic Growth Rate: 8.09%
Trend Growth Rate (2023 to Design Year): 6.11%
Printed: 15-May-25

Straight Line Growth Option

*Axle-Adjusted

TRAFFIC TRENDS

SR 100 -- I95 to MMR

County:

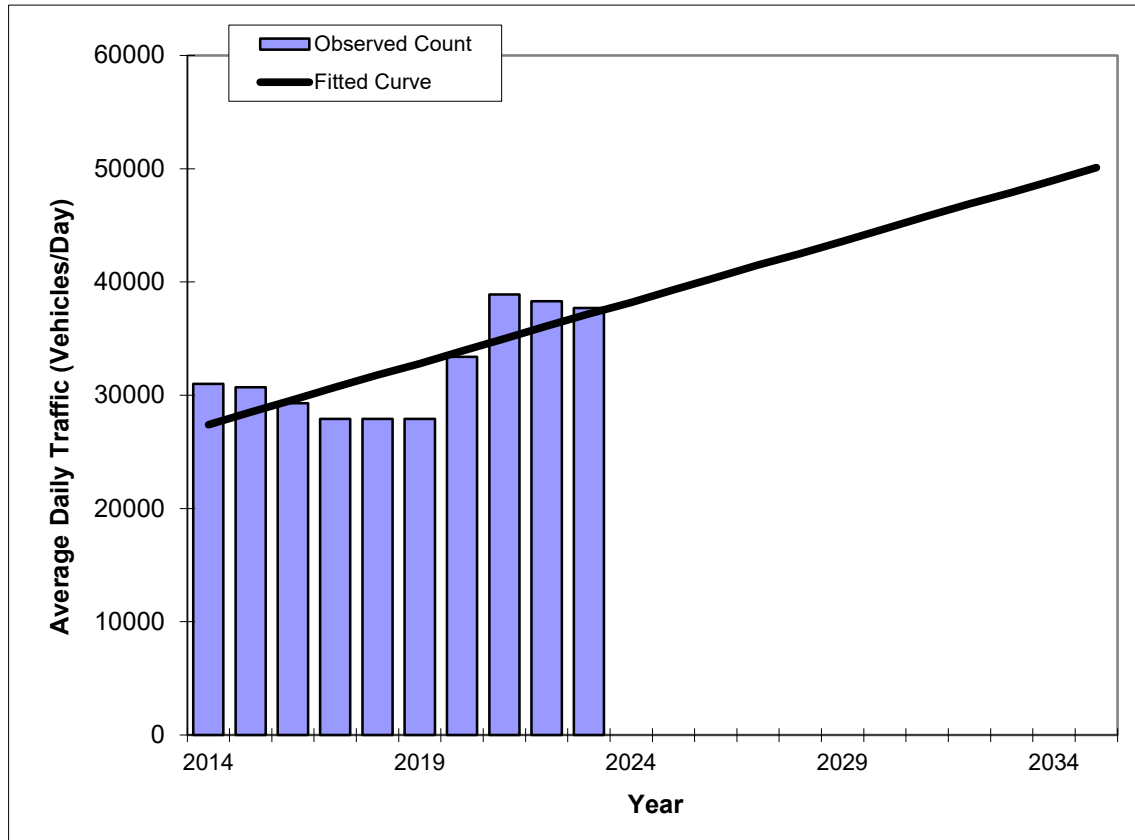
Flagler

Station #:

1000

Highway:

SR 100



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	31000	27400
2015	30700	28500
2016	29300	29600
2017	27900	30700
2018	27900	31800
2019	27900	32800
2020	33400	33900
2021	38900	35000
2022	38300	36100
2023	37700	37200
2025 Opening Year Trend		
2025	N/A	39300
2030 Mid-Year Trend		
2030	N/A	44700
2035 Design Year Trend		
2035	N/A	50100
TRANPLAN Forecasts/Trends		

** Annual Trend Increase: 1,079

Trend R-squared: 53.0%

Trend Annual Historic Growth Rate: 3.97%

Trend Growth Rate (2023 to Design Year): 2.89%

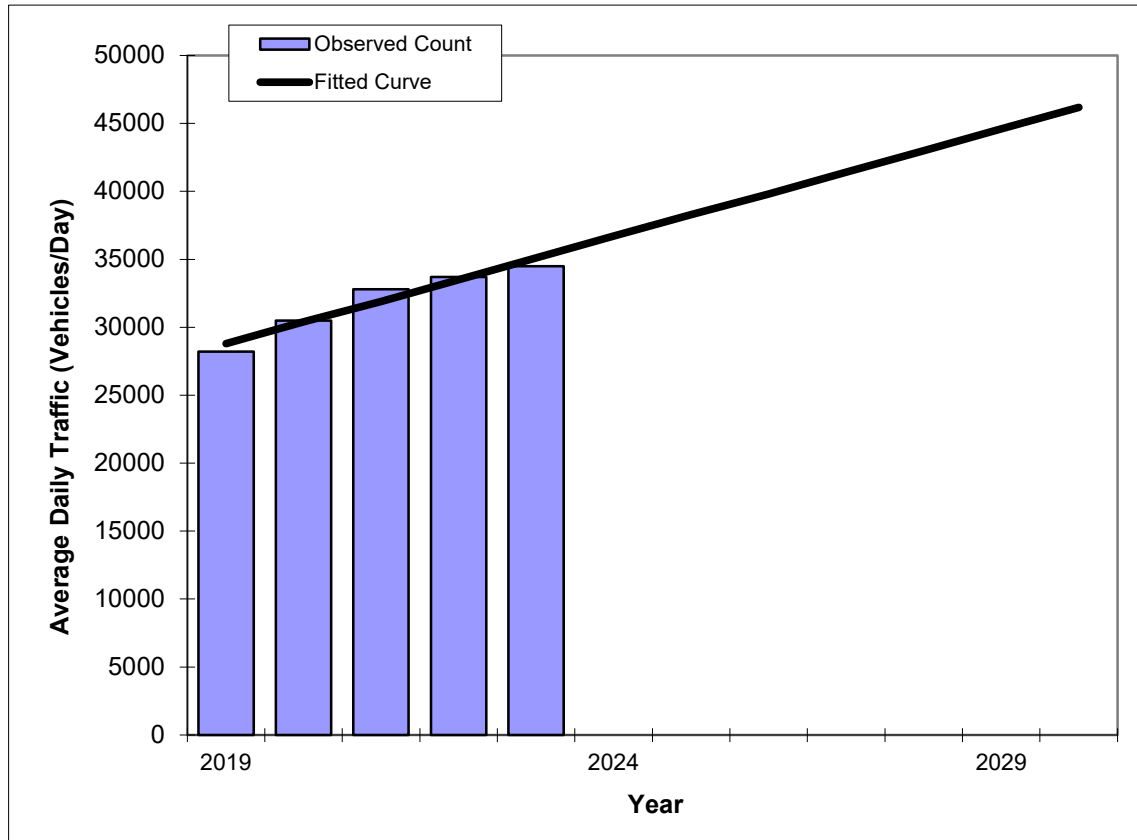
Printed: 15-May-25

Straight Line Growth Option

*Axle-Adjusted

TRAFFIC TRENDS **SR 100 -- MMP to Seminole Woods**

County:	Flagler
Station #:	1000
Highway:	SR 100



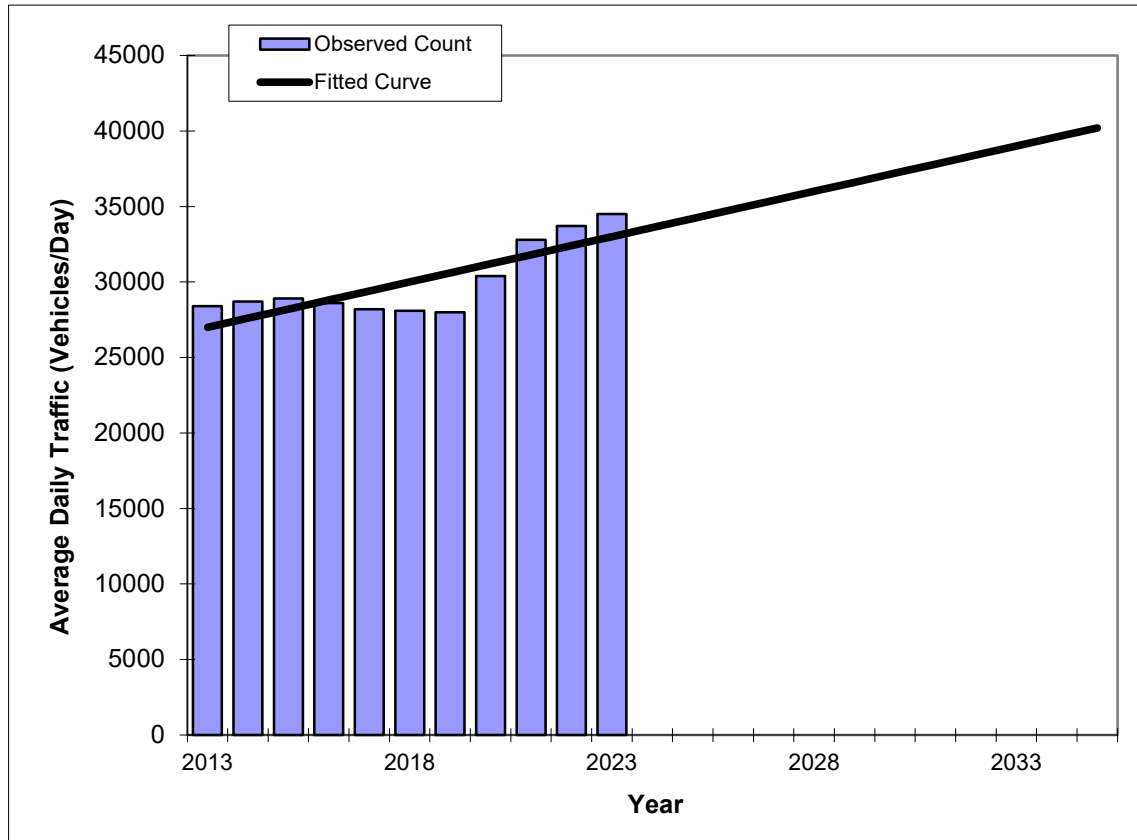
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	28200	28800
2020	30500	30400
2021	32800	31900
2022	33700	33500
2023	34500	35100
2025 Opening Year Trend		
2025	N/A	38300
2027 Mid-Year Trend		
2027	N/A	41400
2029 Design Year Trend		
2029	N/A	44600
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	1,580
Trend R-squared:	94.4%
Trend Annual Historic Growth Rate:	5.47%
Trend Growth Rate (2023 to Design Year):	4.51%
Printed:	15-May-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS **SR 100 -- MMP to Seminole Woods**

County:	Flagler
Station #:	1000
Highway:	SR 100



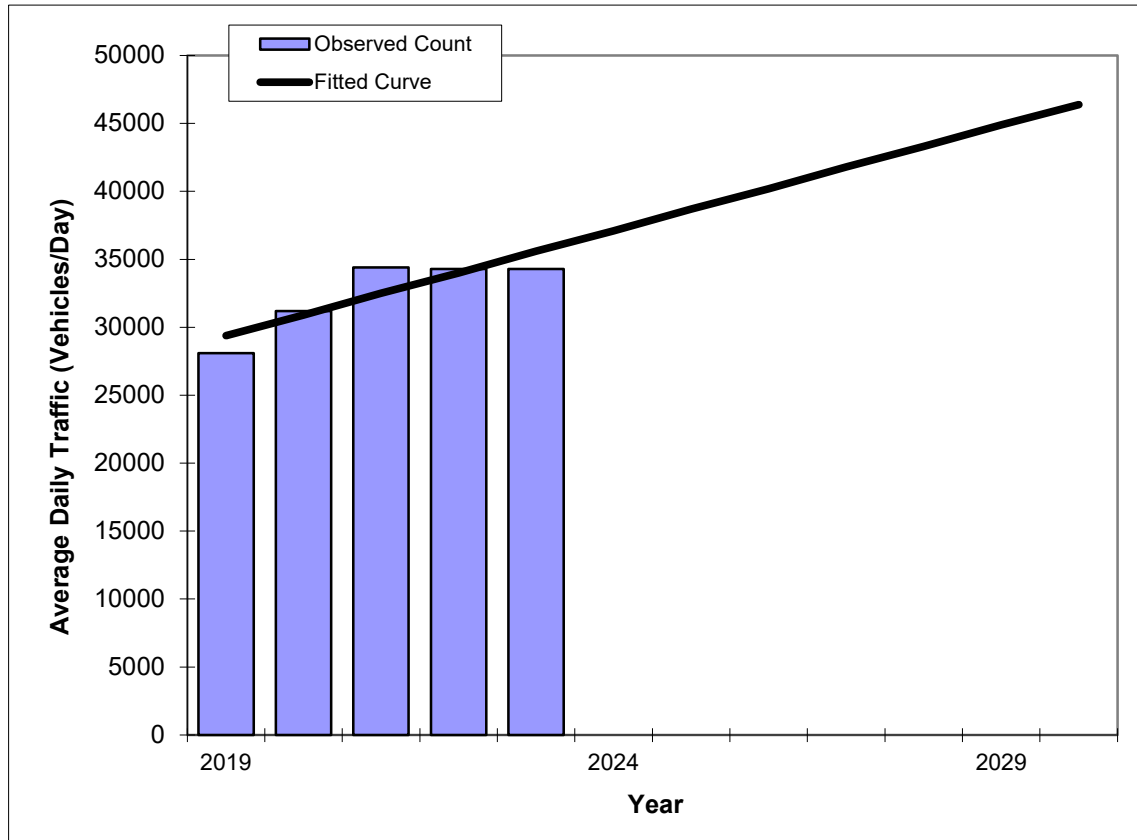
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2013	28400	27000
2014	28700	27600
2015	28900	28200
2016	28600	28800
2017	28200	29400
2018	28100	30000
2019	28000	30600
2020	30400	31200
2021	32800	31800
2022	33700	32400
2023	34500	33000
2025 Opening Year Trend		
2025	N/A	34200
2030 Mid-Year Trend		
2030	N/A	37200
2035 Design Year Trend		
2035	N/A	40200
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	596
Trend R-squared:	65.0%
Trend Annual Historic Growth Rate:	2.22%
Trend Growth Rate (2023 to Design Year):	1.82%
Printed:	15-May-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS **SR 100 -- Seminole to Bulldog**

County:	Flagler
Station #:	1000
Highway:	SR 100



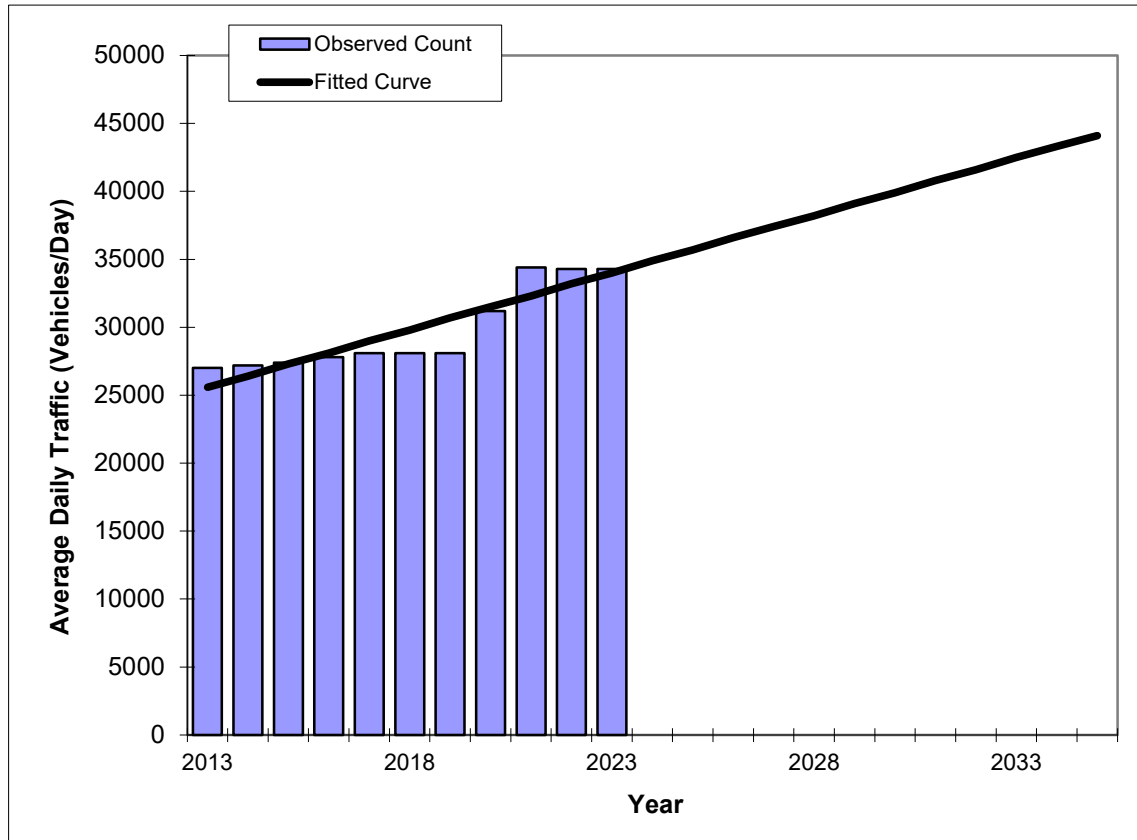
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	28100	29400
2020	31200	30900
2021	34400	32500
2022	34300	34000
2023	34300	35600
2025 Opening Year Trend		
2025	N/A	38700
2027 Mid-Year Trend		
2027	N/A	41800
2029 Design Year Trend		
2029	N/A	44900
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	1,550
Trend R-squared:	77.2%
Trend Annual Historic Growth Rate:	5.27%
Trend Growth Rate (2023 to Design Year):	4.35%
Printed:	15-May-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS **SR 100 -- Colbert to Tuscany**

County:	Flagler
Station #:	1000
Highway:	SR 100



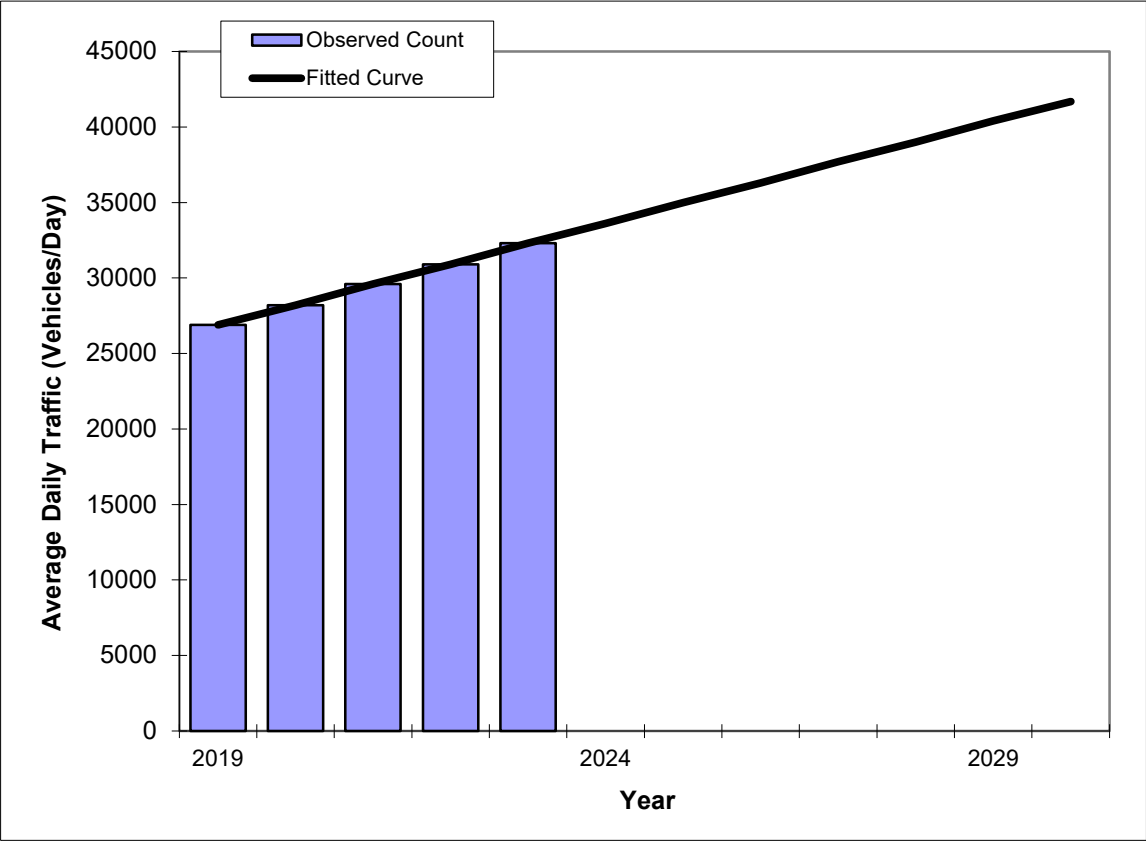
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2013	27000	25600
2014	27200	26400
2015	27400	27300
2016	27800	28100
2017	28100	29000
2018	28100	29800
2019	28100	30700
2020	31200	31500
2021	34400	32300
2022	34300	33200
2023	34300	34000
2025 Opening Year Trend		
2025	N/A	35700
2030 Mid-Year Trend		
2030	N/A	39900
2035 Design Year Trend		
2035	N/A	44100
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	843
Trend R-squared:	80.8%
Trend Annual Historic Growth Rate:	3.28%
Trend Growth Rate (2023 to Design Year):	2.48%
Printed:	15-May-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS
SR 100 -- bulldog to landings

County:	Flagler
Station #:	1000
Highway:	SR 100



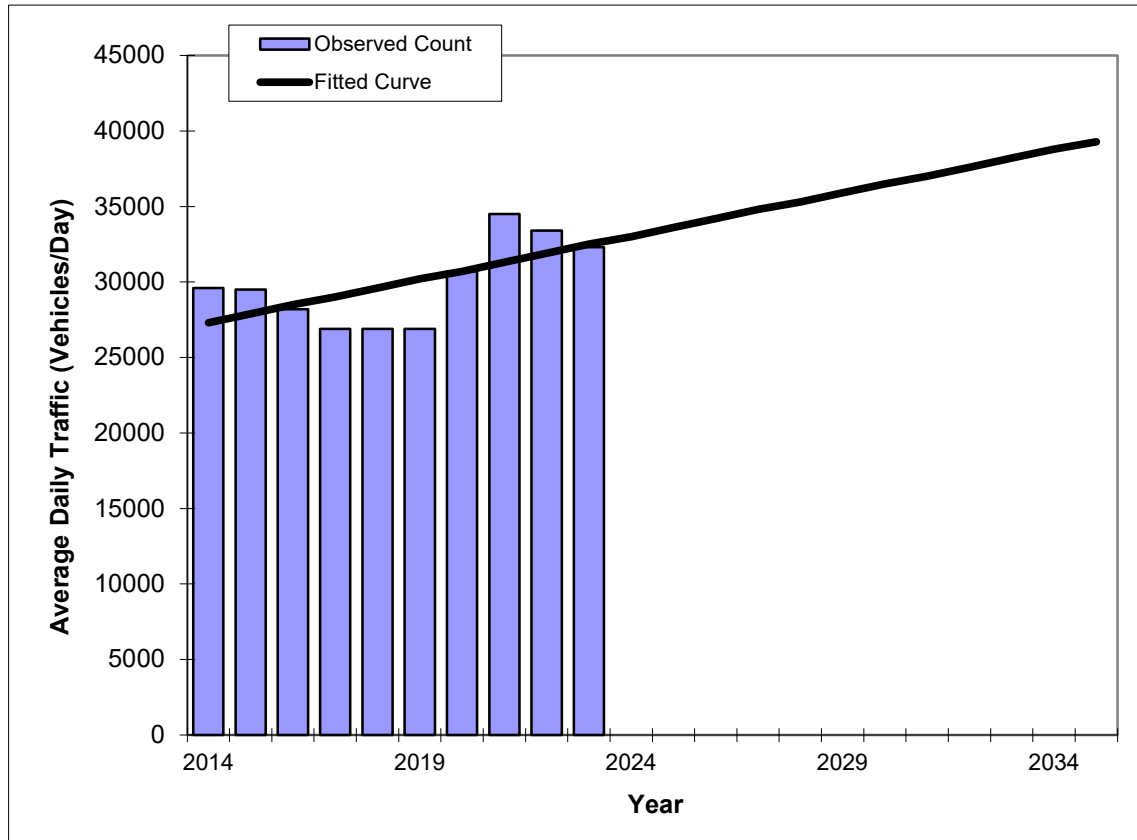
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	26900	26900
2020	28200	28200
2021	29600	29600
2022	30900	30900
2023	32300	32300
2025 Opening Year Trend		
2025	N/A	35000
2027 Mid-Year Trend		
2027	N/A	37700
2029 Design Year Trend		
2029	N/A	40400
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	1,350
Trend R-squared:	100.0%
Trend Annual Historic Growth Rate:	5.02%
Trend Growth Rate (2023 to Design Year):	4.18%
Printed:	15-May-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS **SR 100 -- Tuscany to Old Kings**

County:	Flagler
Station #:	1000
Highway:	SR 100



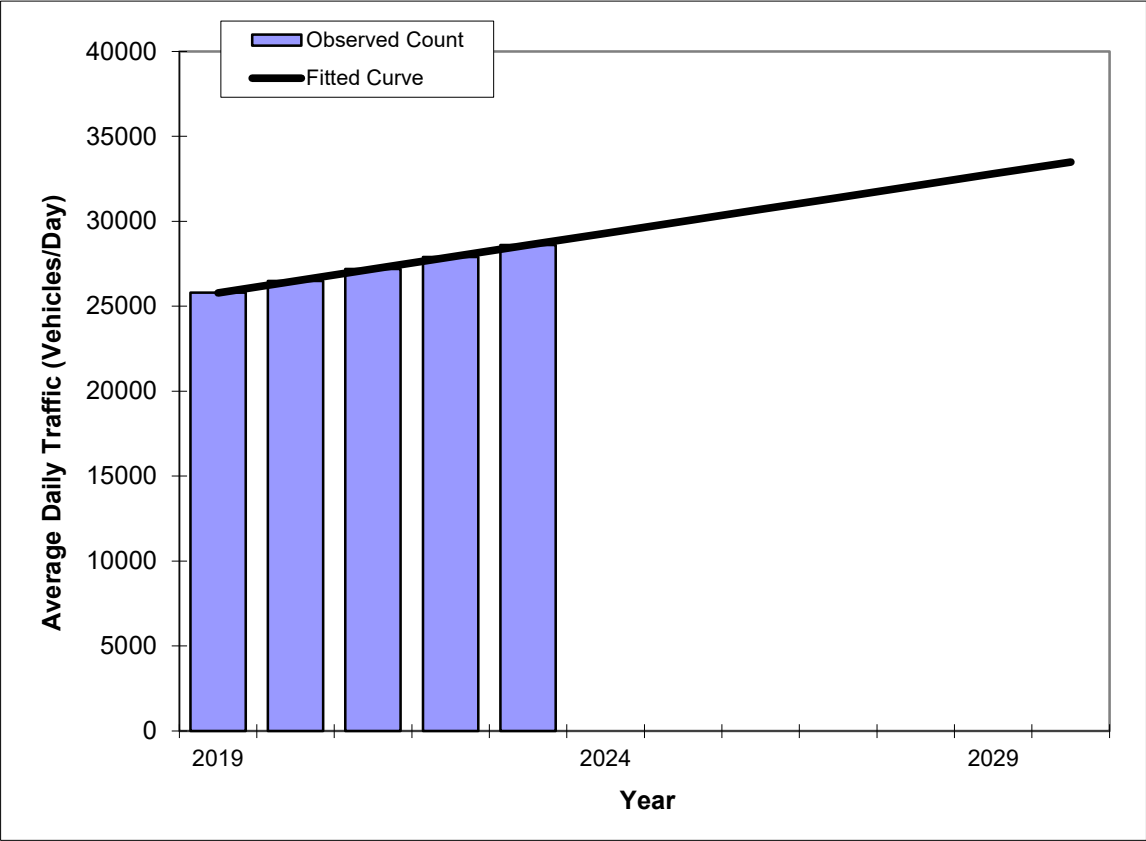
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	29600	27300
2015	29500	27900
2016	28200	28500
2017	26900	29000
2018	26900	29600
2019	26900	30200
2020	30700	30700
2021	34500	31300
2022	33400	31900
2023	32300	32500
2025 Opening Year Trend		
2025	N/A	33600
2030 Mid-Year Trend		
2030	N/A	36500
2035 Design Year Trend		
2035	N/A	39300
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	573
Trend R-squared:	38.7%
Trend Annual Historic Growth Rate:	2.12%
Trend Growth Rate (2023 to Design Year):	1.74%
Printed:	15-May-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS **SR 100 -- bulldog to landings**

County:	Flagler
Station #:	1000
Highway:	SR 100



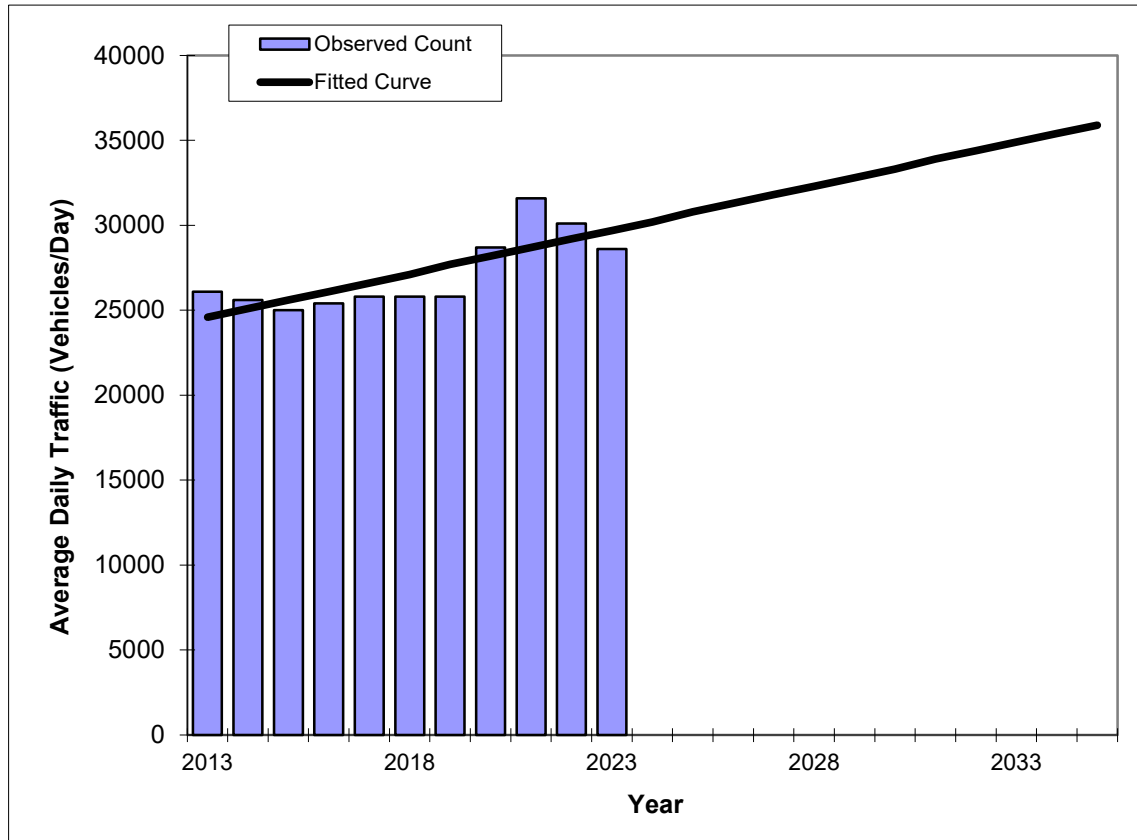
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	25800	25800
2020	26500	26500
2021	27200	27200
2022	27900	27900
2023	28600	28600
2025 Opening Year Trend		
2025	N/A	30000
2027 Mid-Year Trend		
2027	N/A	31400
2029 Design Year Trend		
2029	N/A	32800
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	700
Trend R-squared:	100.0%
Trend Annual Historic Growth Rate:	2.71%
Trend Growth Rate (2023 to Design Year):	2.45%
Printed:	15-May-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS **SR 100 -- LAndings to BTB**

County:	Flagler
Station #:	1000
Highway:	SR 100



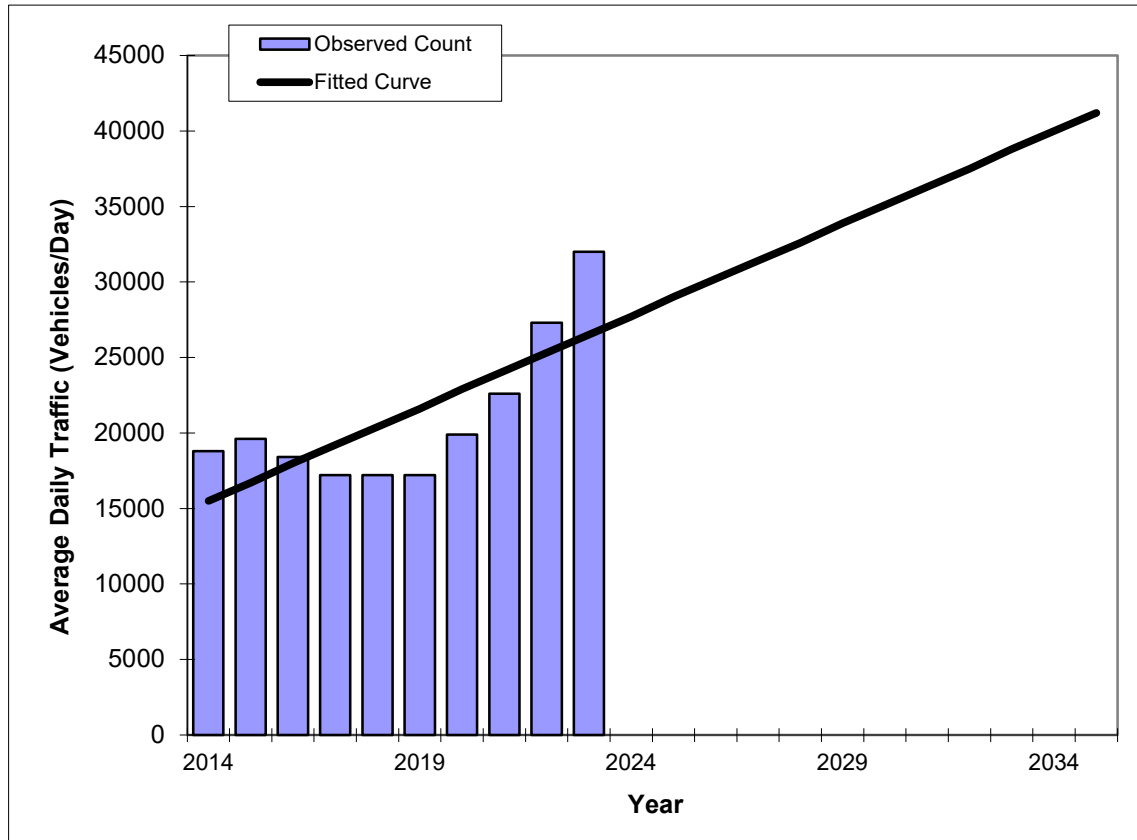
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2013	26100	24600
2014	25600	25100
2015	25000	25600
2016	25400	26100
2017	25800	26600
2018	25800	27100
2019	25800	27700
2020	28700	28200
2021	31600	28700
2022	30100	29200
2023	28600	29700
2025 Opening Year Trend		
2025	N/A	30800
2030 Mid-Year Trend		
2030	N/A	33300
2035 Design Year Trend		
2035	N/A	35900
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	517
Trend R-squared:	59.3%
Trend Annual Historic Growth Rate:	2.07%
Trend Growth Rate (2023 to Design Year):	1.74%
Printed:	15-May-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS **SR 100 -- BTB of PC Limits**

County:	Flagler
Station #:	1000
Highway:	SR 100



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	18800	15500
2015	19600	16700
2016	18400	18000
2017	17200	19200
2018	17200	20400
2019	17200	21600
2020	19900	22900
2021	22600	24100
2022	27300	25300
2023	32000	26500
2025 Opening Year Trend		
2025	N/A	29000
2030 Mid-Year Trend		
2030	N/A	35100
2035 Design Year Trend		
2035	N/A	41200
TRANPLAN Forecasts/Trends		

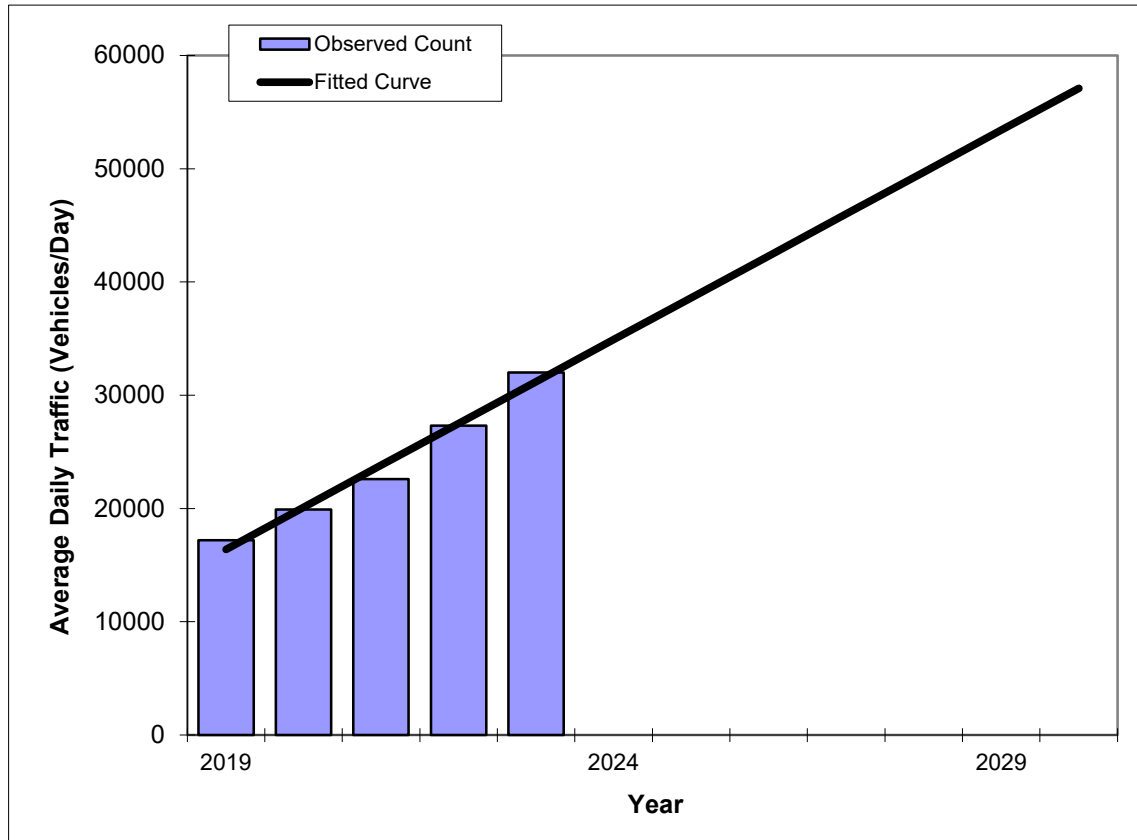
** Annual Trend Increase:	1,223
Trend R-squared:	55.8%
Trend Annual Historic Growth Rate:	7.89%
Trend Growth Rate (2023 to Design Year):	4.62%
Printed:	15-May-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS

SR 100 -- BTB to PC Limits

County:	Flagler
Station #:	1000
Highway:	SR 100



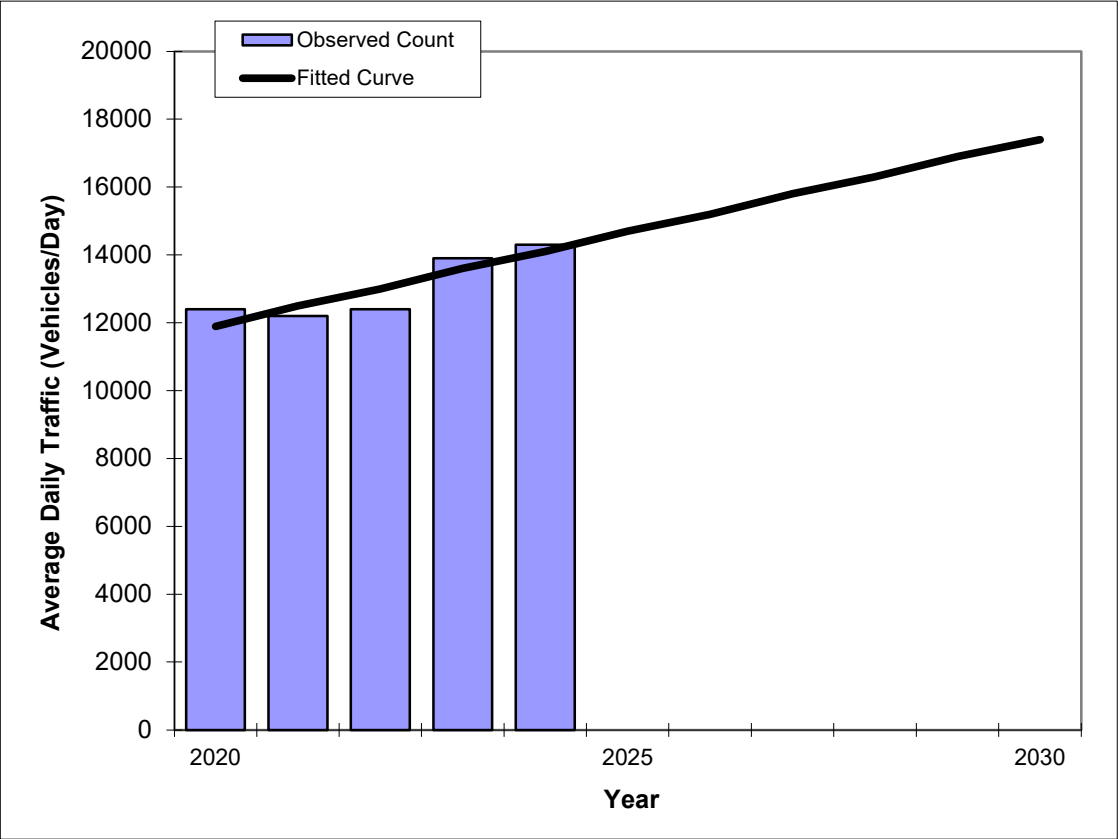
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	17200	16400
2020	19900	20100
2021	22600	23800
2022	27300	27500
2023	32000	31200
2025 Opening Year Trend		
2025	N/A	38600
2027 Mid-Year Trend		
2027	N/A	46000
2029 Design Year Trend		
2029	N/A	53400
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	3,700
Trend R-squared:	98.0%
Trend Annual Historic Growth Rate:	22.56%
Trend Growth Rate (2023 to Design Year):	11.86%
Printed:	15-May-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS **SR 100 -- PC Limits to US 1**

County:	Flagler
Station #:	33
Highway:	SR 100



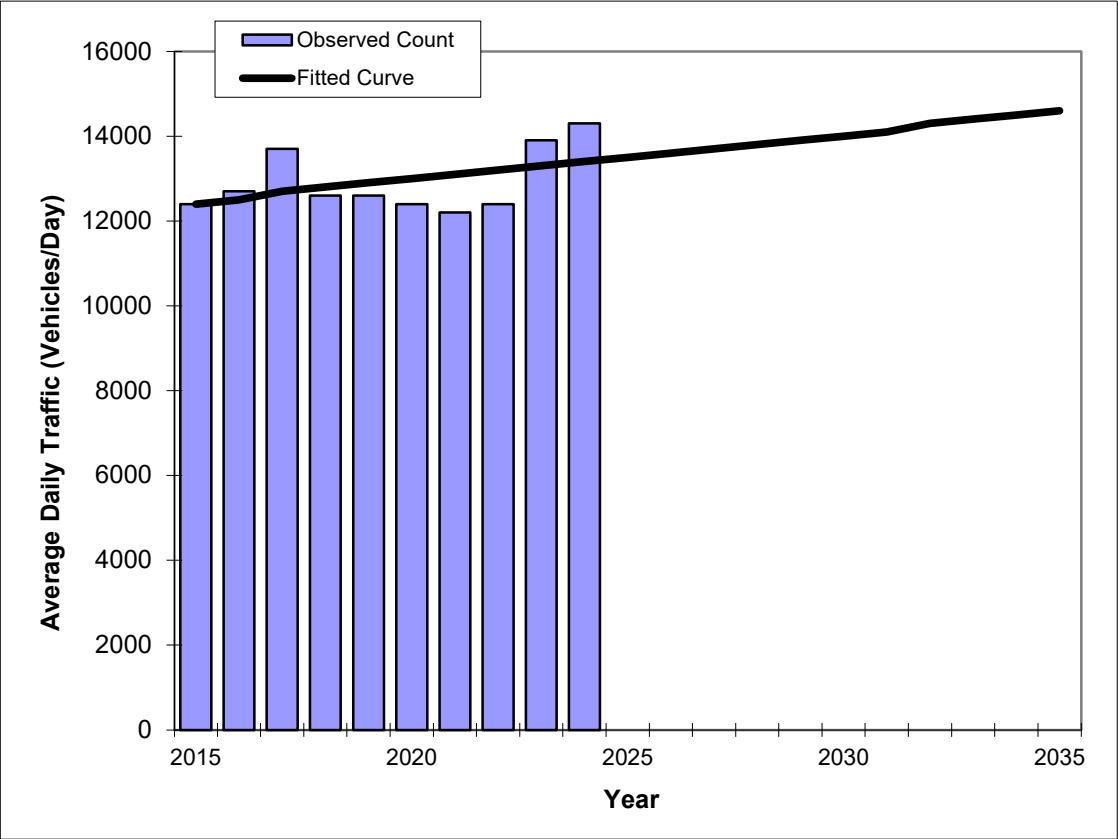
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2020	12400	11900
2021	12200	12500
2022	12400	13000
2023	13900	13600
2024	14300	14100
2025 Opening Year Trend		
2025	N/A	14700
2027 Mid-Year Trend		
2027	N/A	15800
2029 Design Year Trend		
2029	N/A	16900
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	550
Trend R-squared:	78.5%
Trend Annual Historic Growth Rate:	4.62%
Trend Growth Rate (2024 to Design Year):	3.97%
Printed:	3-Aug-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS **SR 100 -- PC Limits to US 1**

County:	Flagler
Station #:	33
Highway:	SR 100



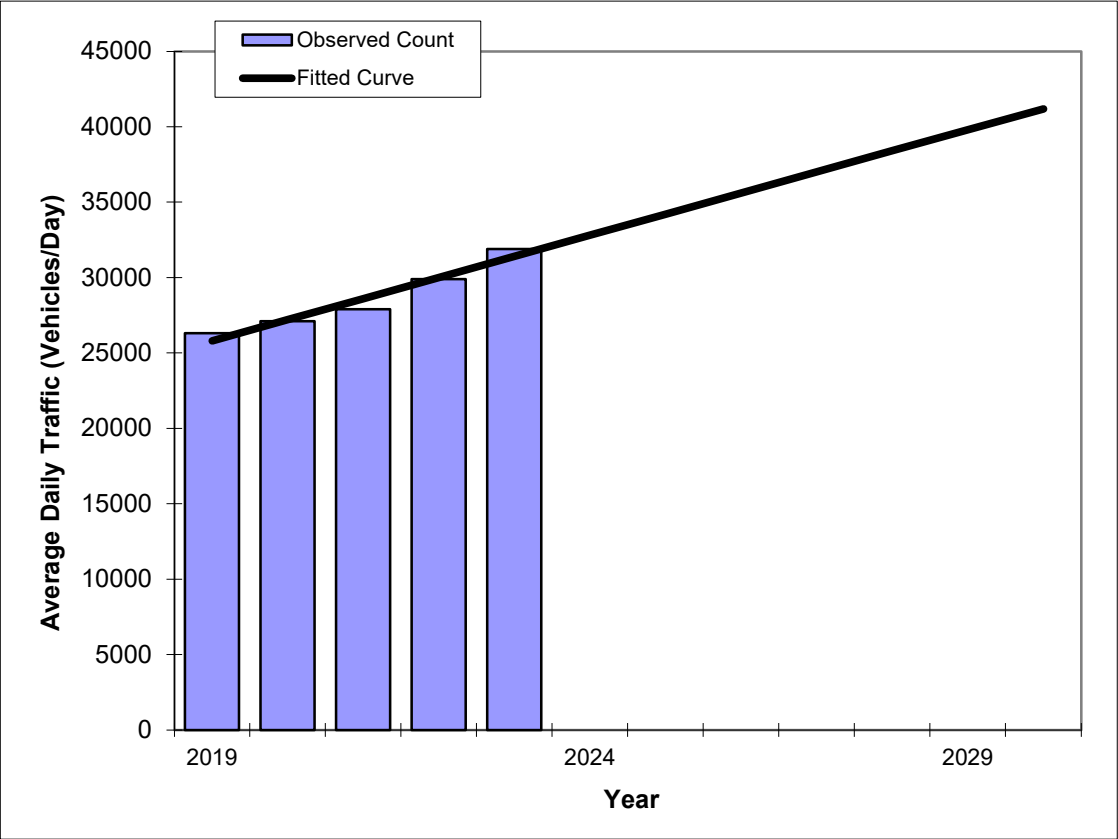
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	12400	12400
2016	12700	12500
2017	13700	12700
2018	12600	12800
2019	12600	12900
2020	12400	13000
2021	12200	13100
2022	12400	13200
2023	13900	13300
2024	14300	13400
2025 Opening Year Trend		
2025	N/A	13500
2030 Mid-Year Trend		
2030	N/A	14000
2035 Design Year Trend		
2035	N/A	14600
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	107
Trend R-squared:	18.6%
Trend Annual Historic Growth Rate:	0.90%
Trend Growth Rate (2024 to Design Year):	0.81%
Printed:	3-Aug-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS **BTB -- Pine Lakes Parkview**

County:	Flagler
Station #:	1000
Highway:	BTB



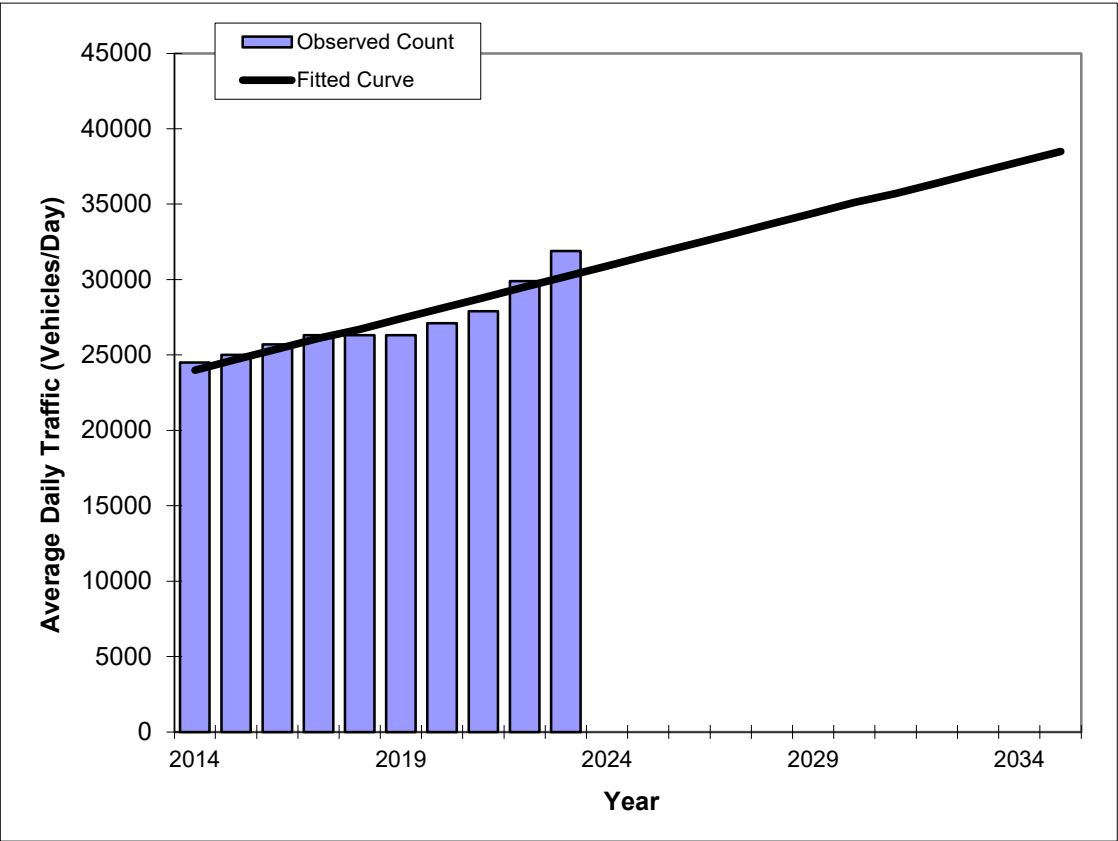
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	26300	25800
2020	27100	27200
2021	27900	28600
2022	29900	30000
2023	31900	31400
2025 Opening Year Trend		
2025	N/A	34200
2027 Mid-Year Trend		
2027	N/A	37000
2029 Design Year Trend		
2029	N/A	39800
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	1,400
Trend R-squared:	95.1%
Trend Annual Historic Growth Rate:	5.43%
Trend Growth Rate (2023 to Design Year):	4.46%
Printed:	3-Aug-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS **BTB -- Pine Lakes Parkview**

County:	Flagler
Station #:	1000
Highway:	BTB



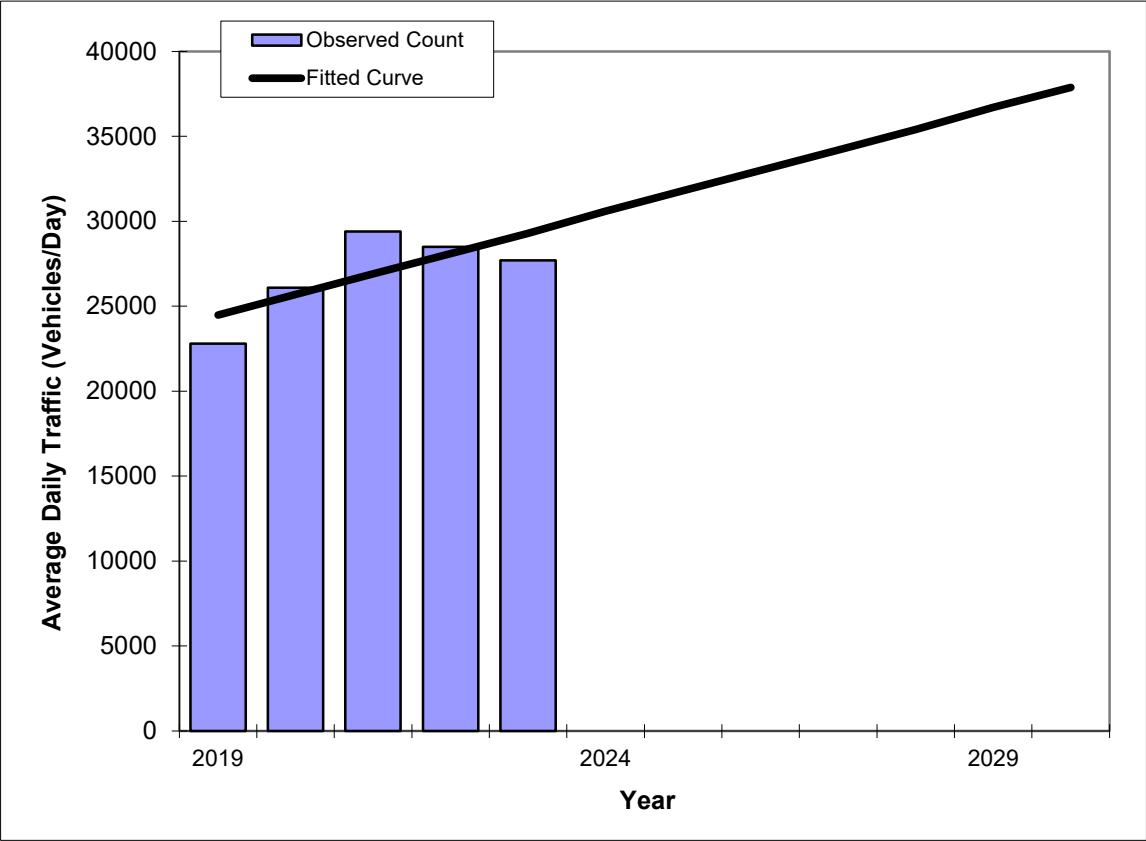
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	24500	24000
2015	25000	24700
2016	25700	25400
2017	26300	26100
2018	26300	26700
2019	26300	27400
2020	27100	28100
2021	27900	28800
2022	29900	29500
2023	31900	30200
2025 Opening Year Trend		
2025	N/A	31600
2030 Mid-Year Trend		
2030	N/A	35100
2035 Design Year Trend		
2035	N/A	38500
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	693
Trend R-squared:	85.0%
Trend Annual Historic Growth Rate:	2.87%
Trend Growth Rate (2023 to Design Year):	2.29%
Printed:	3-Aug-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS **BTB -- Parkview to White View**

County:	Flagler
Station #:	1000
Highway:	BTB



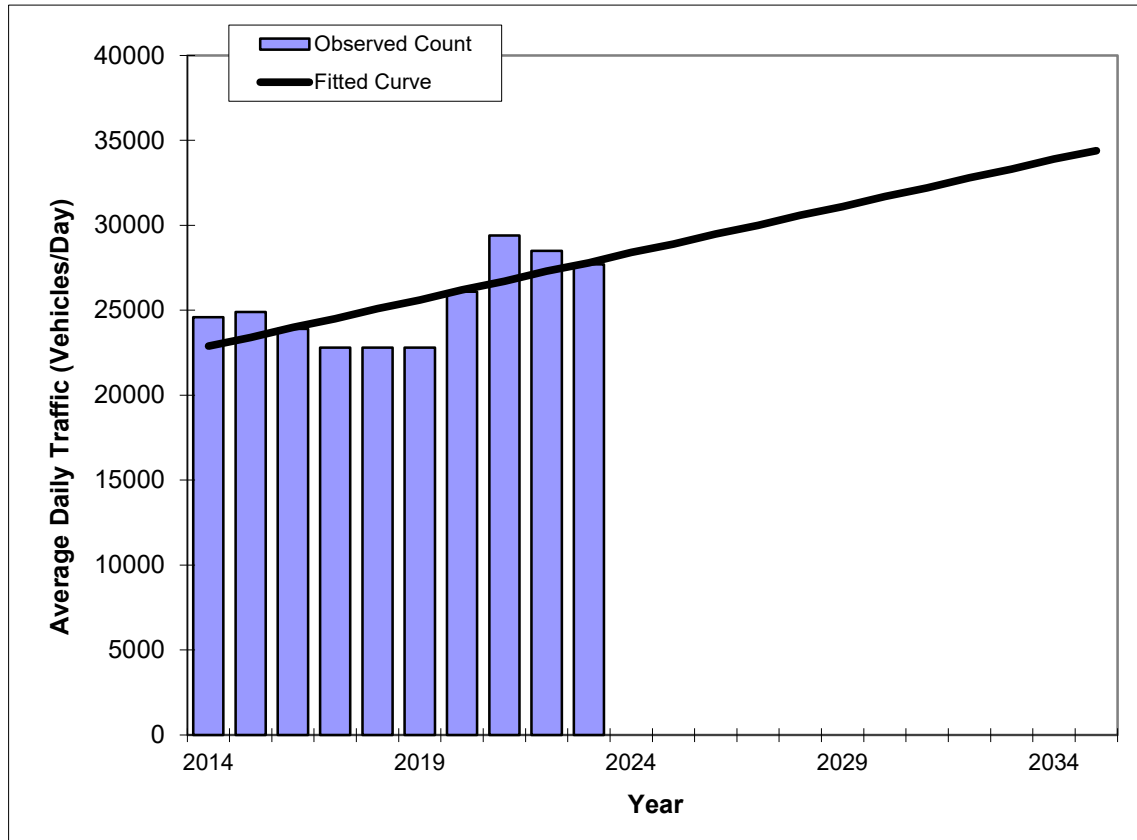
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	22800	24500
2020	26100	25700
2021	29400	26900
2022	28500	28100
2023	27700	29300
2025 Opening Year Trend		
2025	N/A	31800
2027 Mid-Year Trend		
2027	N/A	34200
2029 Design Year Trend		
2029	N/A	36700
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	1,220
Trend R-squared:	55.3%
Trend Annual Historic Growth Rate:	4.90%
Trend Growth Rate (2023 to Design Year):	4.21%
Printed:	15-May-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS **BTB -- Park View to white View**

County:	Flagler
Station #:	1000
Highway:	BTB



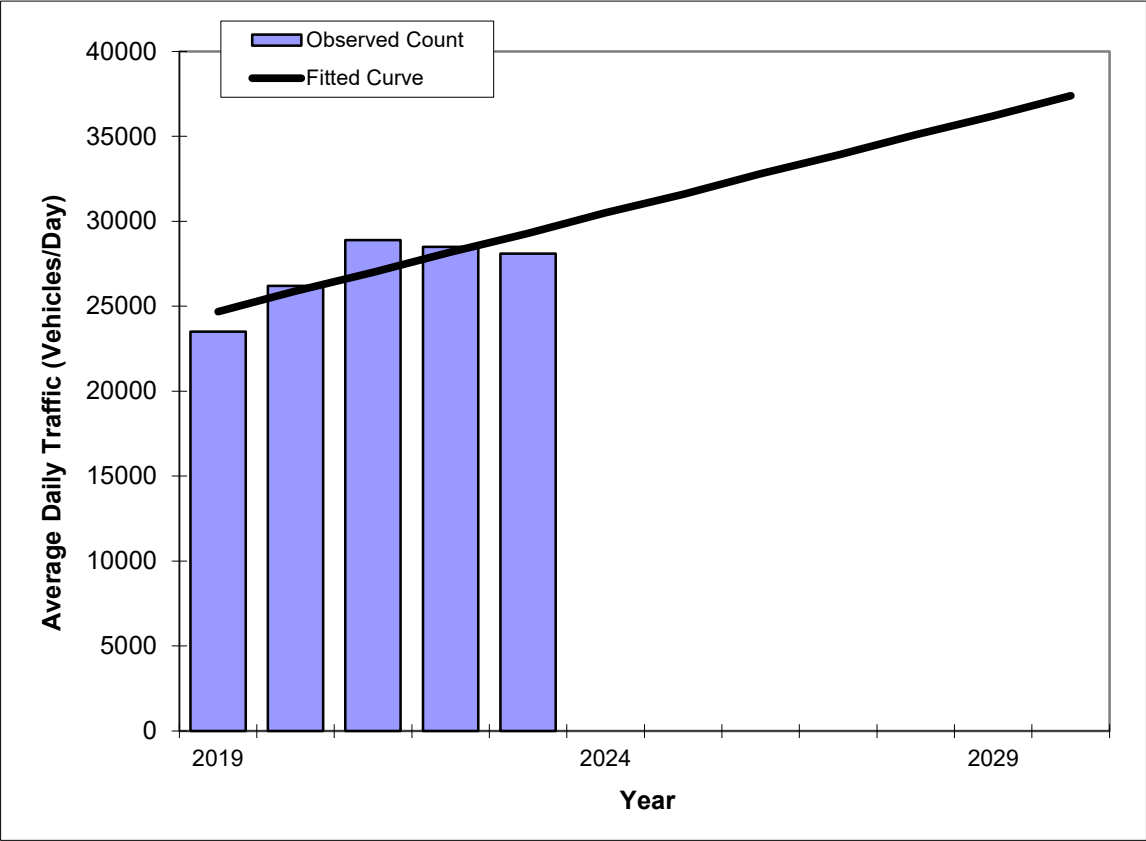
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	24600	22900
2015	24900	23400
2016	23900	24000
2017	22800	24500
2018	22800	25100
2019	22800	25600
2020	26100	26200
2021	29400	26700
2022	28500	27300
2023	27700	27800
2025 Opening Year Trend		
2025	N/A	28900
2030 Mid-Year Trend		
2030	N/A	31700
2035 Design Year Trend		
2035	N/A	34400
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	548
Trend R-squared:	45.3%
Trend Annual Historic Growth Rate:	2.38%
Trend Growth Rate (2023 to Design Year):	1.98%
Printed:	15-May-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS
BTB -- Whiteview to Rymfire

County:	Flagler
Station #:	1000
Highway:	BTB



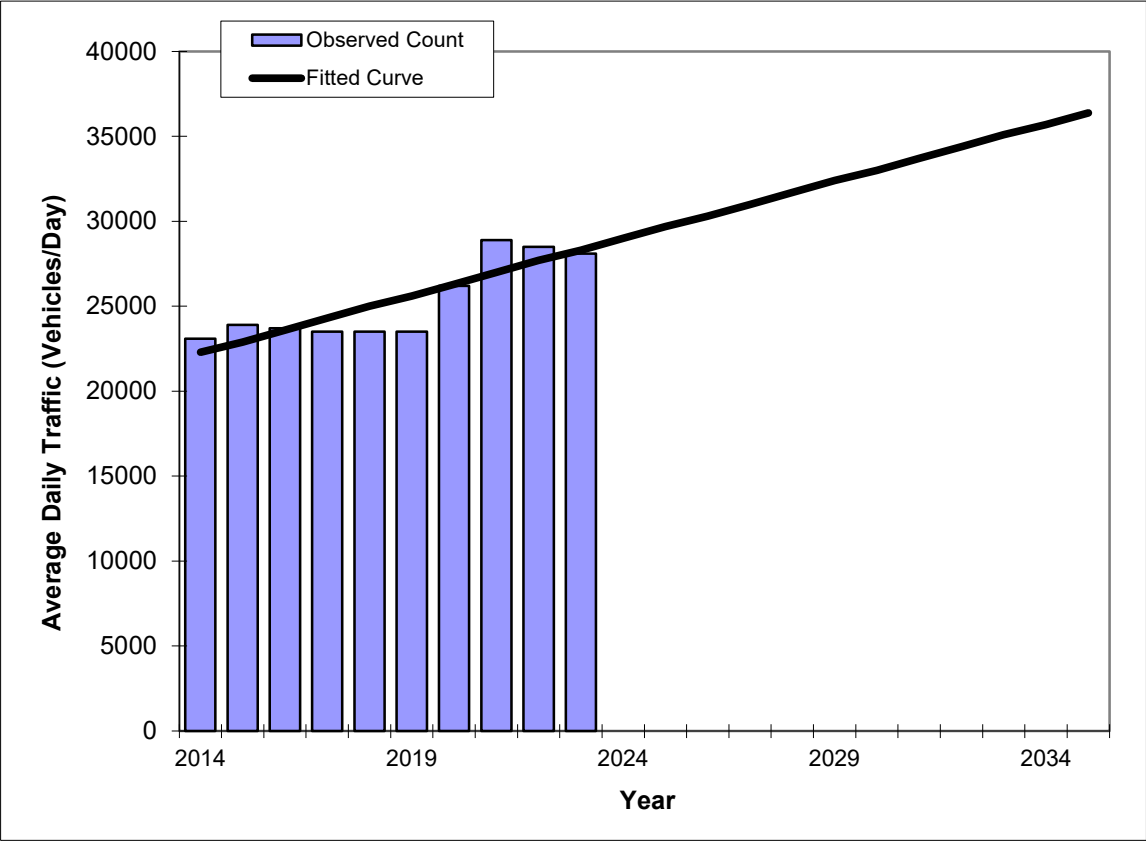
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	23500	24700
2020	26200	25900
2021	28900	27000
2022	28500	28200
2023	28100	29300
2025 Opening Year Trend		
2025	N/A	31600
2027 Mid-Year Trend		
2027	N/A	33900
2029 Design Year Trend		
2029	N/A	36200
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	1,150
Trend R-squared:	66.3%
Trend Annual Historic Growth Rate:	4.66%
Trend Growth Rate (2023 to Design Year):	3.92%
Printed:	15-May-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS
BTB -- Whiteview to Rymfire

County:	Flagler
Station #:	1000
Highway:	BTB



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	23100	22300
2015	23900	22900
2016	23700	23600
2017	23500	24300
2018	23500	25000
2019	23500	25600
2020	26200	26300
2021	28900	27000
2022	28500	27700
2023	28100	28300
2025 Opening Year Trend		
2025	N/A	29700
2030 Mid-Year Trend		
2030	N/A	33000
2035 Design Year Trend		
2035	N/A	36400
TRANPLAN Forecasts/Trends		

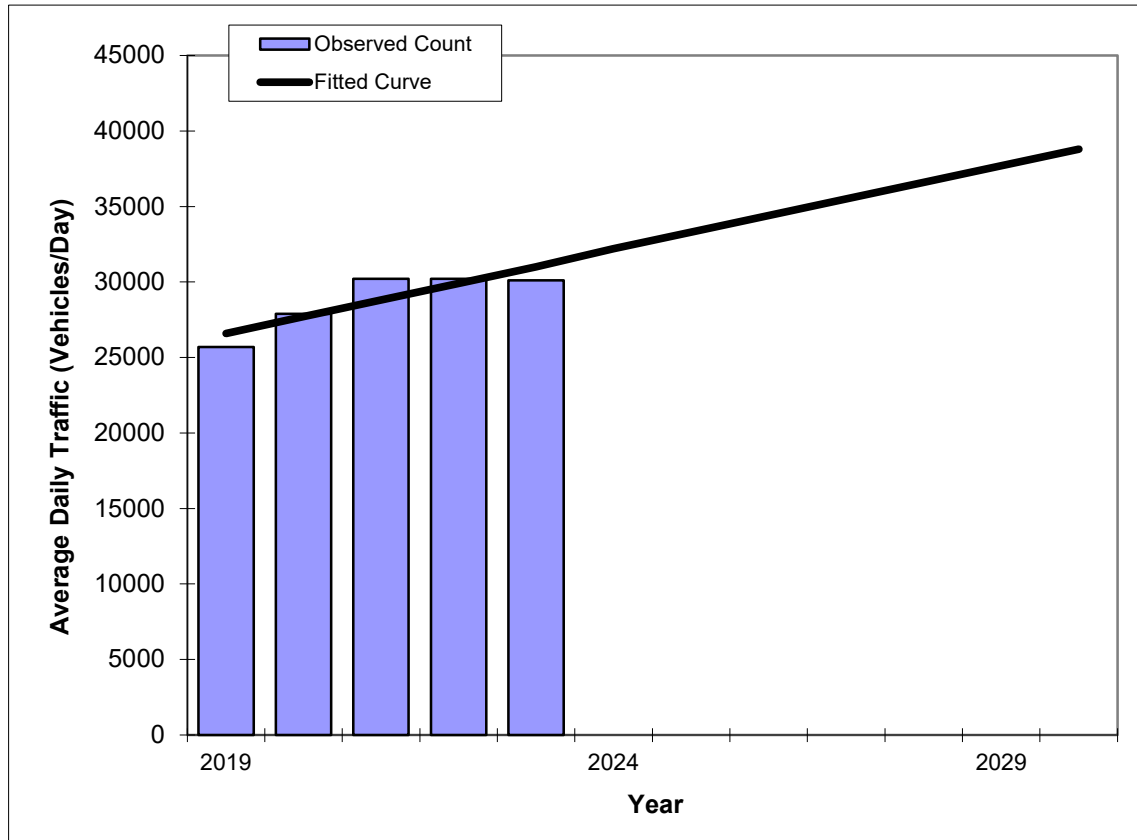
** Annual Trend Increase:	675
Trend R-squared:	73.7%
Trend Annual Historic Growth Rate:	2.99%
Trend Growth Rate (2023 to Design Year):	2.39%
Printed:	15-May-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS

BTB -- Rymfire to Royal Palms Pkwy

County:	Flagler
Station #:	1000
Highway:	BTB



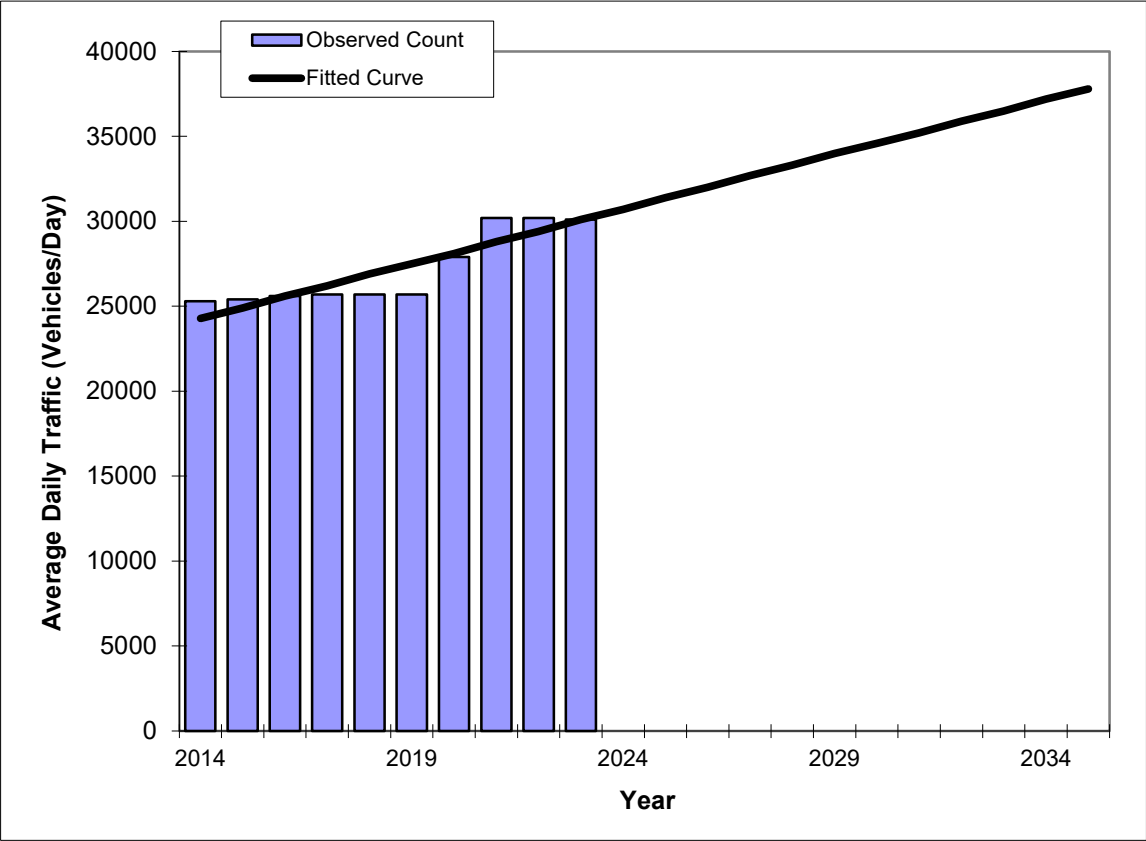
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	25700	26600
2020	27900	27700
2021	30200	28800
2022	30200	29900
2023	30100	31000
2025 Opening Year Trend		
2025	N/A	33300
2027 Mid-Year Trend		
2027	N/A	35500
2029 Design Year Trend		
2029	N/A	37700
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	1,110
Trend R-squared:	76.9%
Trend Annual Historic Growth Rate:	4.14%
Trend Growth Rate (2023 to Design Year):	3.60%
Printed:	15-May-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS
BTB -- Rymfirwe to Royal

County:	Flagler
Station #:	1000
Highway:	BTB



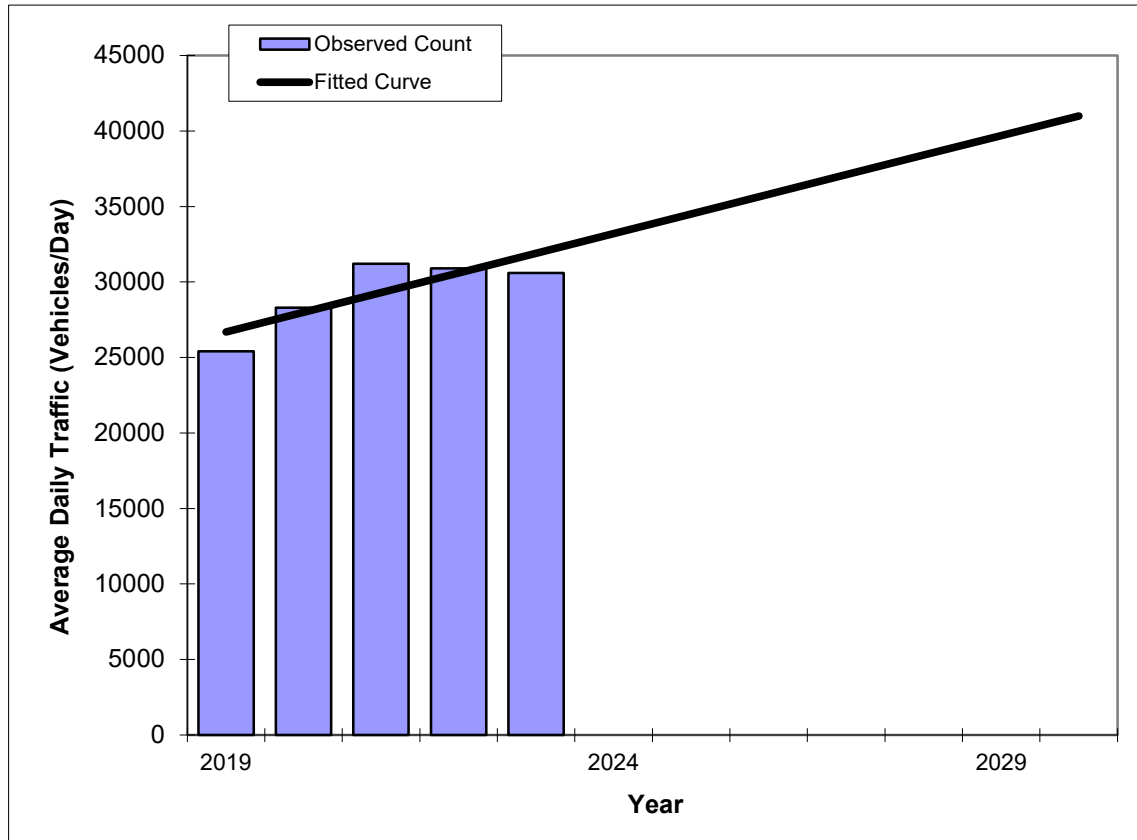
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	25300	24300
2015	25400	24900
2016	25600	25600
2017	25700	26200
2018	25700	26900
2019	25700	27500
2020	27900	28100
2021	30200	28800
2022	30200	29400
2023	30100	30100
2025 Opening Year Trend		
2025	N/A	31400
2030 Mid-Year Trend		
2030	N/A	34600
2035 Design Year Trend		
2035	N/A	37800
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	645
Trend R-squared:	79.7%
Trend Annual Historic Growth Rate:	2.65%
Trend Growth Rate (2023 to Design Year):	2.13%
Printed:	15-May-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS **BTB -- Royal to East Hampton**

County:	Flagler
Station #:	1000
Highway:	BTB



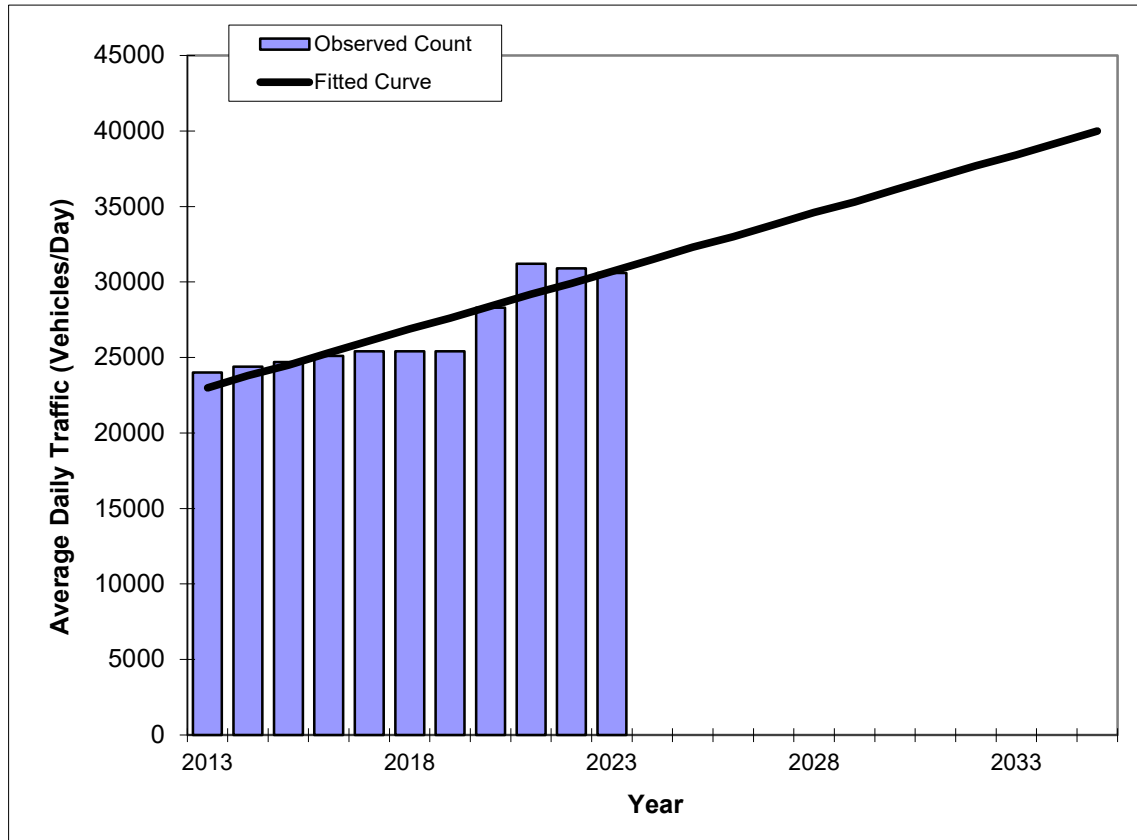
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	25400	26700
2020	28300	28000
2021	31200	29300
2022	30900	30600
2023	30600	31900
2025 Opening Year Trend		
2025	N/A	34500
2027 Mid-Year Trend		
2027	N/A	37100
2029 Design Year Trend		
2029	N/A	39700
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	1,300
Trend R-squared:	70.2%
Trend Annual Historic Growth Rate:	4.87%
Trend Growth Rate (2023 to Design Year):	4.08%
Printed:	15-May-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS **BTB -- Whiteview to Rymfire**

County:	Flagler
Station #:	1000
Highway:	BTB



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2013	24000	23000
2014	24400	23800
2015	24700	24500
2016	25100	25300
2017	25400	26100
2018	25400	26900
2019	25400	27600
2020	28300	28400
2021	31200	29200
2022	30900	29900
2023	30600	30700
2025 Opening Year Trend		
2025	N/A	32300
2030 Mid-Year Trend		
2030	N/A	36100
2035 Design Year Trend		
2035	N/A	40000
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	772
Trend R-squared:	82.3%
Trend Annual Historic Growth Rate:	3.35%
Trend Growth Rate (2023 to Design Year):	2.52%
Printed:	15-May-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS

BTB -- EH to Sr 100

County:

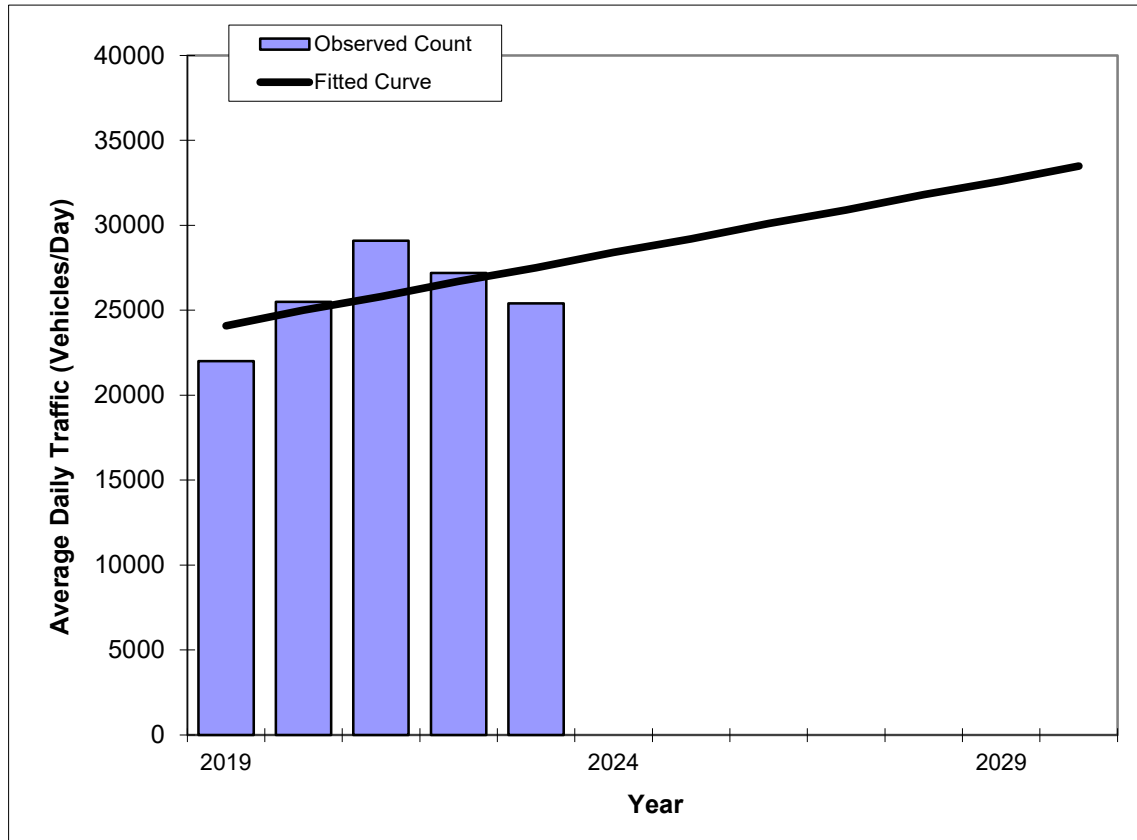
Flagler

Station #:

1000

Highway:

BTB



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	22000	24100
2020	25500	25000
2021	29100	25800
2022	27200	26700
2023	25400	27500
2025 Opening Year Trend		
2025	N/A	29200
2027 Mid-Year Trend		
2027	N/A	30900
2029 Design Year Trend		
2029	N/A	32600
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:** 850
Trend R-squared: 26.2%
Trend Annual Historic Growth Rate: 3.53%
Trend Growth Rate (2023 to Design Year): 3.09%
Printed: 15-May-25

Straight Line Growth Option

*Axle-Adjusted

TRAFFIC TRENDS

BTB -- EH to SR 100

County:

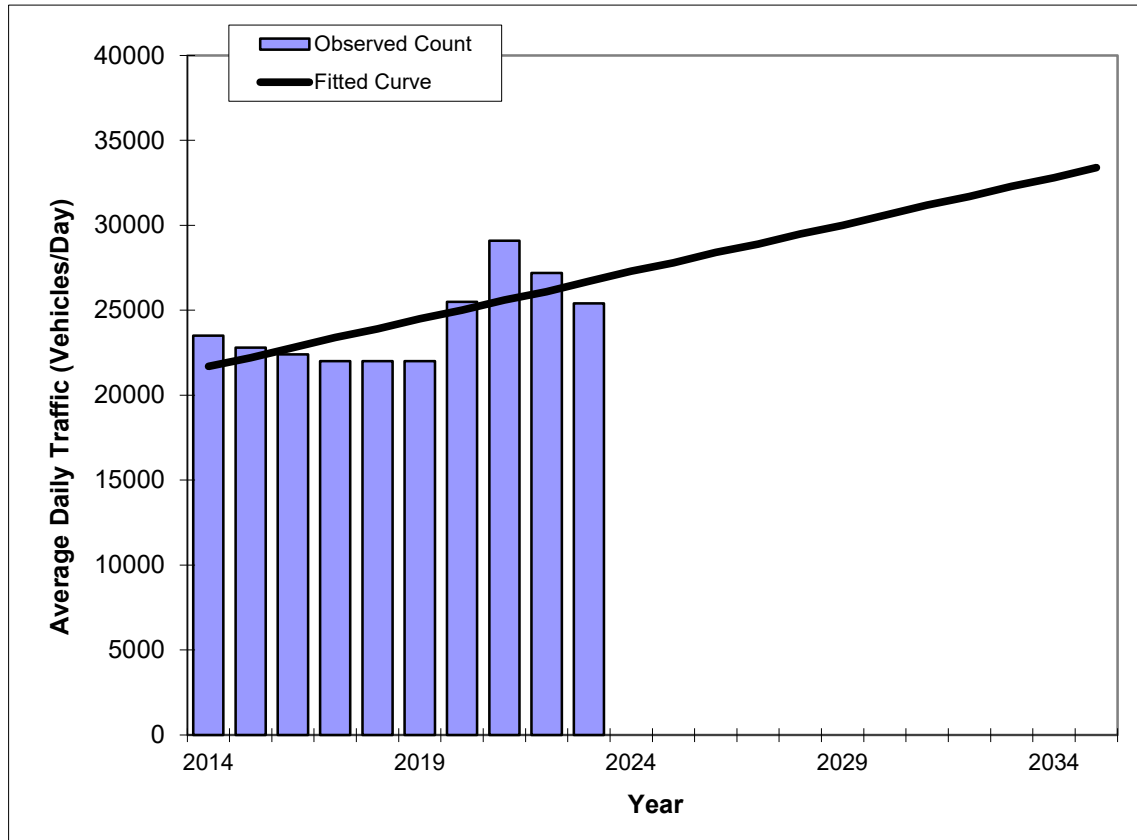
Flagler

Station #:

1000

Highway:

BTB



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	23500	21700
2015	22800	22200
2016	22400	22800
2017	22000	23400
2018	22000	23900
2019	22000	24500
2020	25500	25000
2021	29100	25600
2022	27200	26100
2023	25400	26700
2025 Opening Year Trend		
2025	N/A	27800
2030 Mid-Year Trend		
2030	N/A	30600
2035 Design Year Trend		
2035	N/A	33400
TRANPLAN Forecasts/Trends		

** Annual Trend Increase: 557

Trend R-squared: 45.4%

Trend Annual Historic Growth Rate: 2.56%

Trend Growth Rate (2023 to Design Year): 2.09%

Printed: 15-May-25

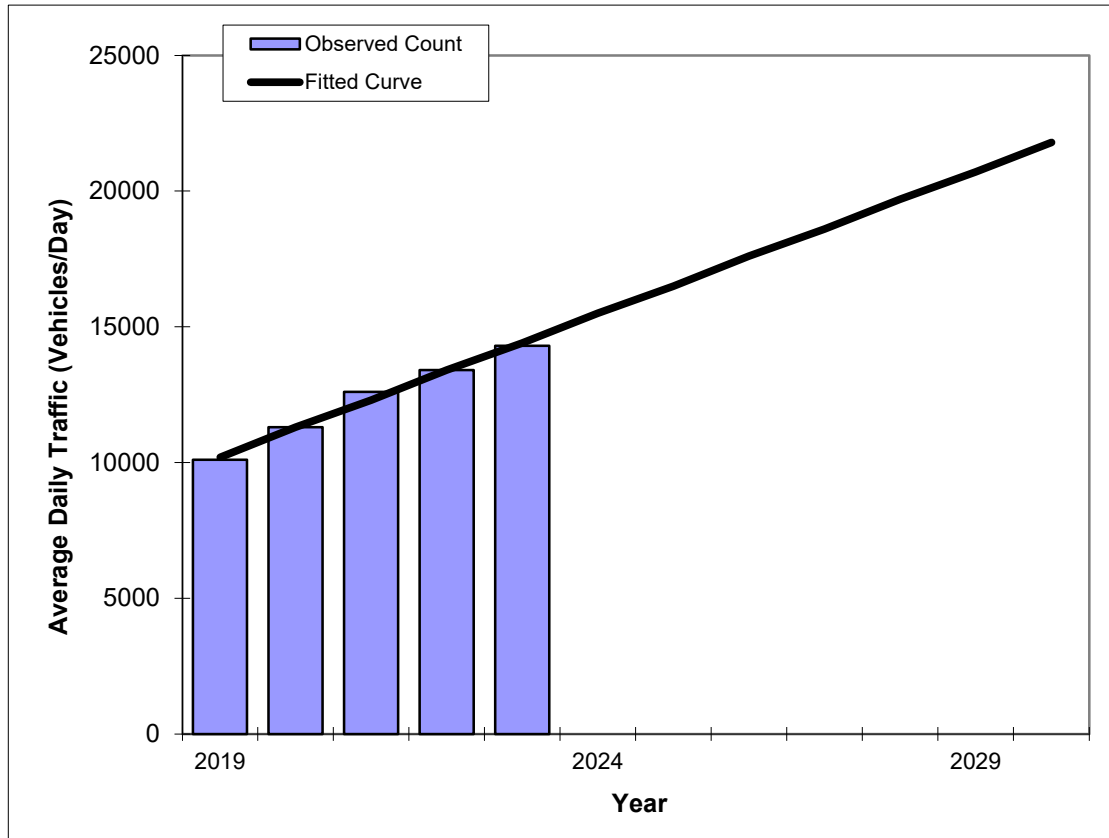
Straight Line Growth Option

*Axle-Adjusted

TRAFFIC TRENDS

Seminole Woods -- SR 100 to Ulaturun

County:	Flagler
Station #:	3325
Highway:	Seminole Woods



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	10100	10200
2020	11300	11300
2021	12600	12300
2022	13400	13400
2023	14300	14400
2025 Opening Year Trend		
2025	N/A	16500
2027 Mid-Year Trend		
2027	N/A	18600
2029 Design Year Trend		
2029	N/A	20700
TRANPLAN Forecasts/Trends		

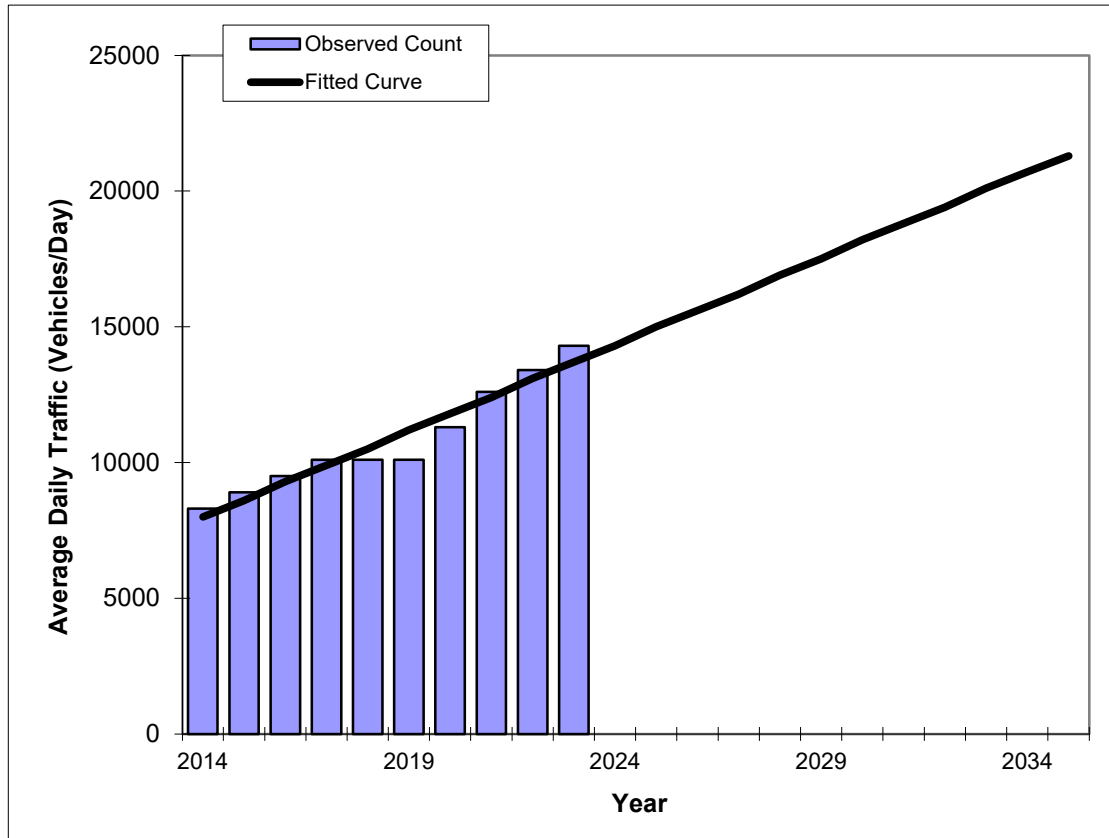
** Annual Trend Increase:	1,050
Trend R-squared:	99.0%
Trend Annual Historic Growth Rate:	10.29%
Trend Growth Rate (2023 to Design Year):	7.29%
Printed:	3-Aug-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS

Seminole Woods -- SR 100 to Ulaturun

County:	Flagler
Station #:	3325
Highway:	Seminole Woods



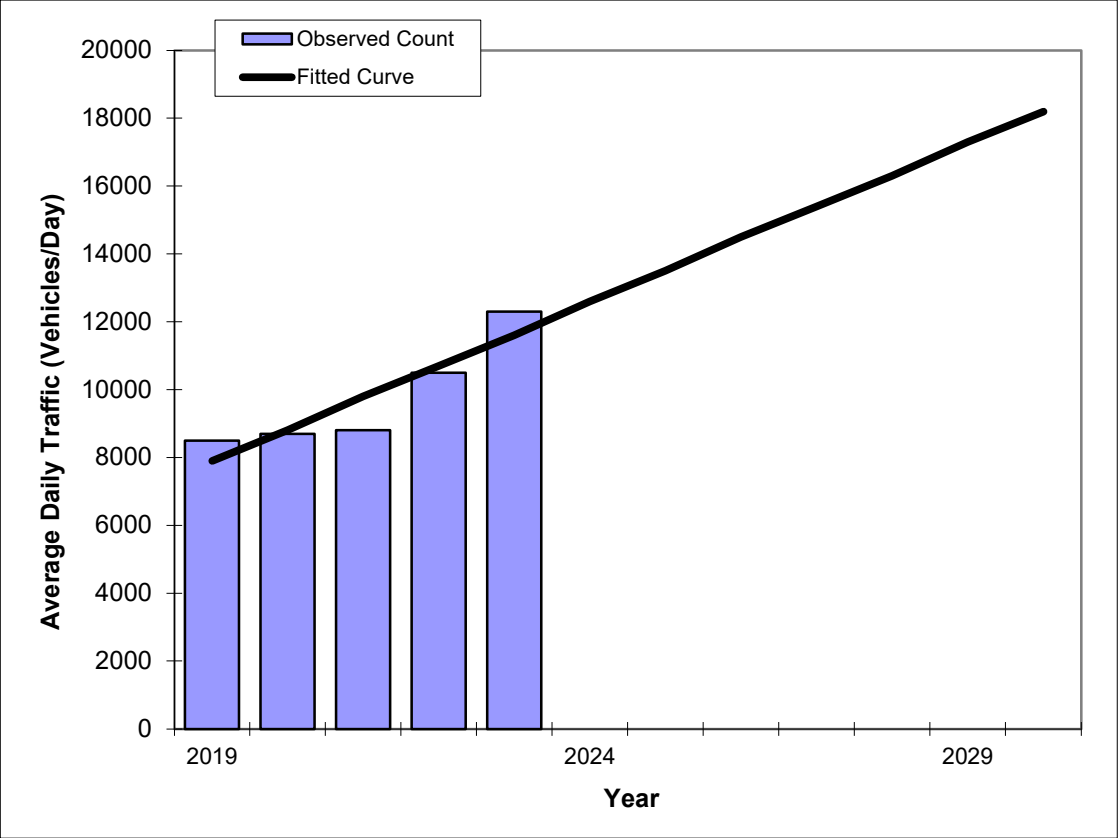
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	8300	8000
2015	8900	8600
2016	9500	9300
2017	10100	9900
2018	10100	10500
2019	10100	11200
2020	11300	11800
2021	12600	12400
2022	13400	13100
2023	14300	13700
2025 Opening Year Trend		
2025	N/A	15000
2030 Mid-Year Trend		
2030	N/A	18200
2035 Design Year Trend		
2035	N/A	21300
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	634
Trend R-squared:	93.4%
Trend Annual Historic Growth Rate:	7.92%
Trend Growth Rate (2023 to Design Year):	4.62%
Printed:	3-Aug-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS **Seminole Woods -- Ulaturn to Citation**

County:	Flagler
Station #:	3325
Highway:	Seminole Woods



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	8500	7900
2020	8700	8800
2021	8800	9800
2022	10500	10700
2023	12300	11600
2025 Opening Year Trend		
2025	N/A	13500
2027 Mid-Year Trend		
2027	N/A	15400
2029 Design Year Trend		
2029	N/A	17300
TRANPLAN Forecasts/Trends		

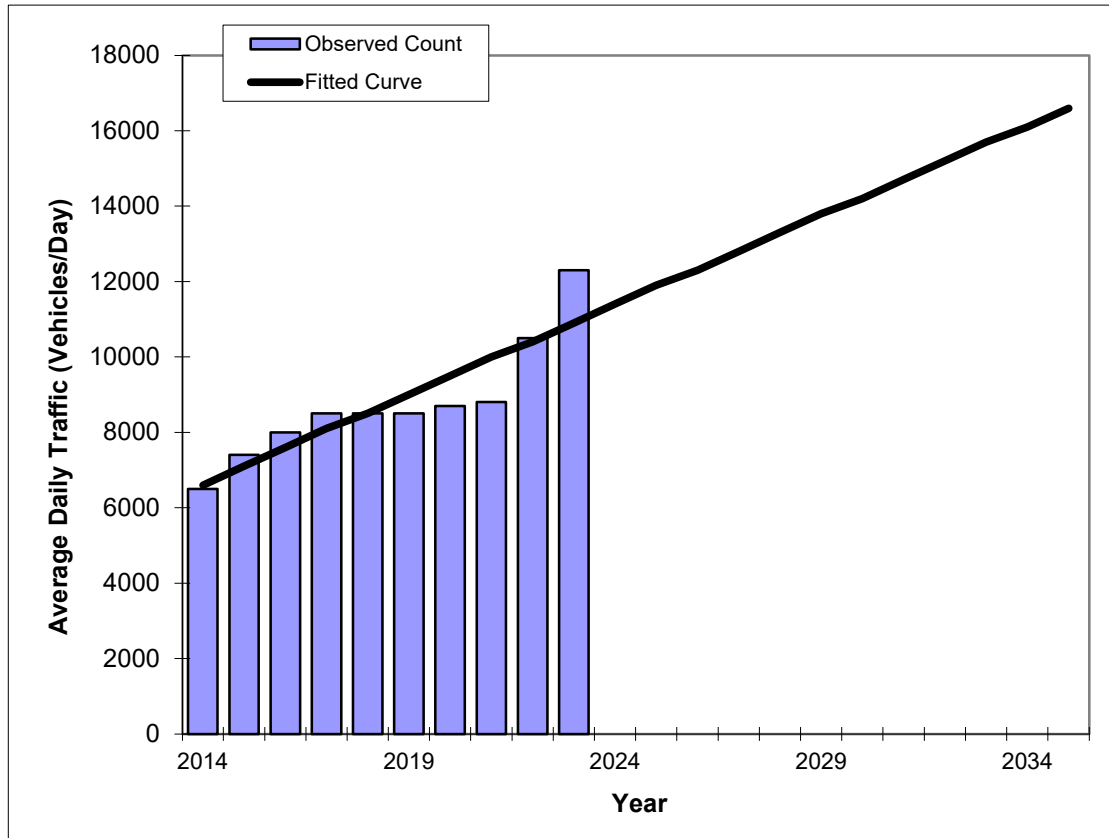
** Annual Trend Increase:	940
Trend R-squared:	83.1%
Trend Annual Historic Growth Rate:	11.71%
Trend Growth Rate (2023 to Design Year):	8.19%
Printed:	3-Aug-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS

Seminole Woods -- Ulaturn to Citation

County:	Flagler
Station #:	3325
Highway:	Seminole Woods



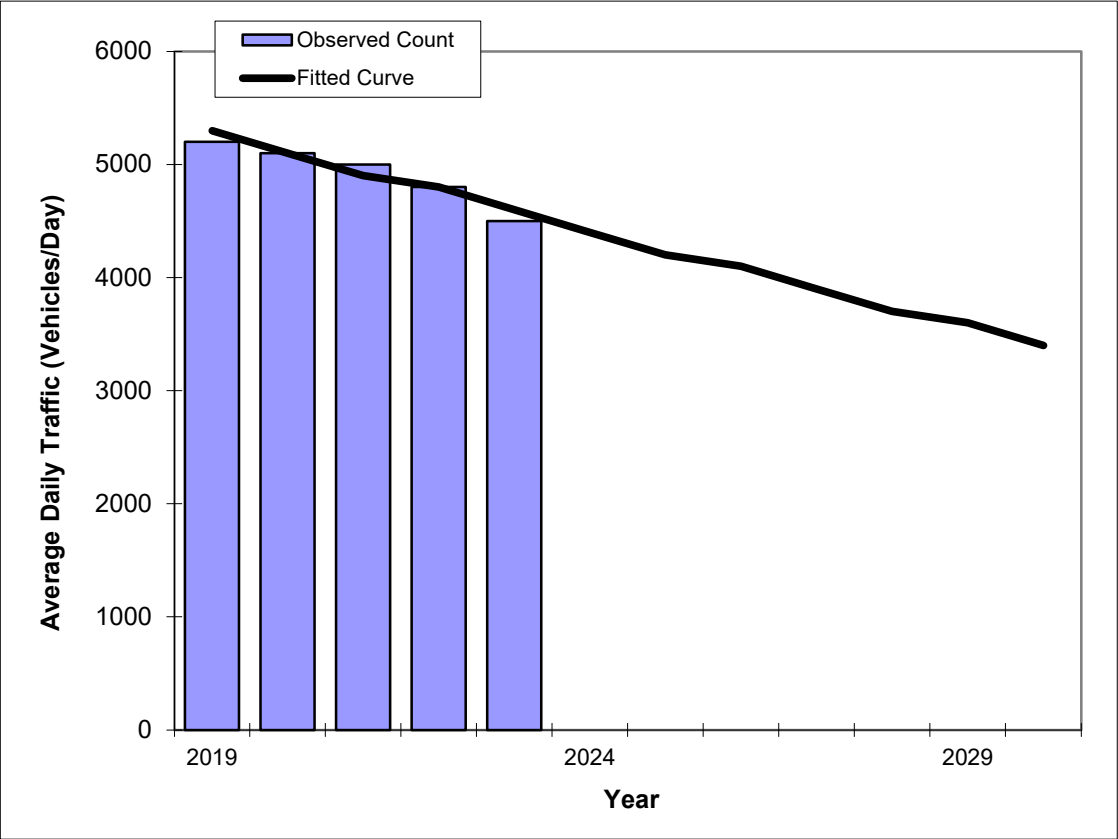
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	6500	6600
2015	7400	7100
2016	8000	7600
2017	8500	8100
2018	8500	8500
2019	8500	9000
2020	8700	9500
2021	8800	10000
2022	10500	10400
2023	12300	10900
2025 Opening Year Trend		
2025	N/A	11900
2030 Mid-Year Trend		
2030	N/A	14200
2035 Design Year Trend		
2035	N/A	16600
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	476
Trend R-squared:	80.1%
Trend Annual Historic Growth Rate:	7.24%
Trend Growth Rate (2023 to Design Year):	4.36%
Printed:	3-Aug-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS **Seminole Woods -- Citation to Sesame Blvd**

County:	Flagler
Station #:	3325
Highway:	Seminole Woods



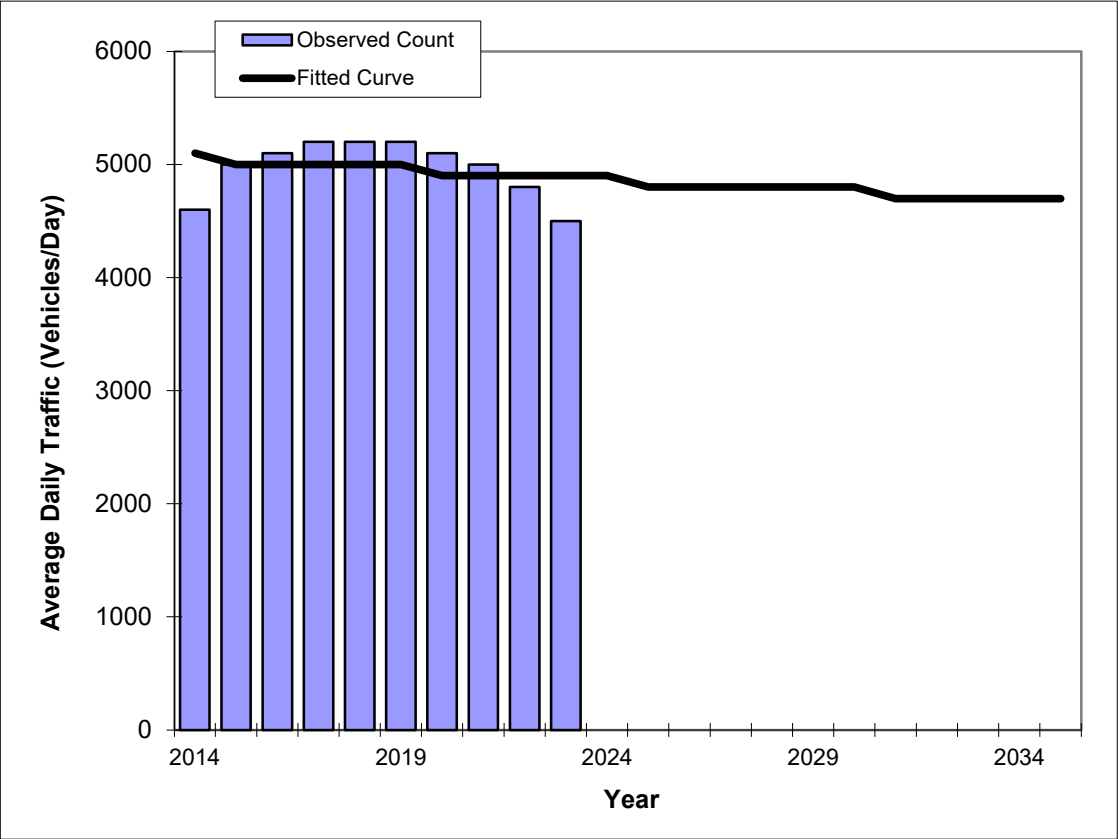
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	5200	5300
2020	5100	5100
2021	5000	4900
2022	4800	4800
2023	4500	4600
2025 Opening Year Trend		
2025	N/A	4200
2027 Mid-Year Trend		
2027	N/A	3900
2029 Design Year Trend		
2029	N/A	3600
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-170
Trend R-squared:	93.8%
Trend Annual Historic Growth Rate:	-3.30%
Trend Growth Rate (2023 to Design Year):	-3.62%
Printed:	3-Aug-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS **Seminole Woods -- Citation to Sesame**

County:	Flagler
Station #:	3325
Highway:	Seminole Woods



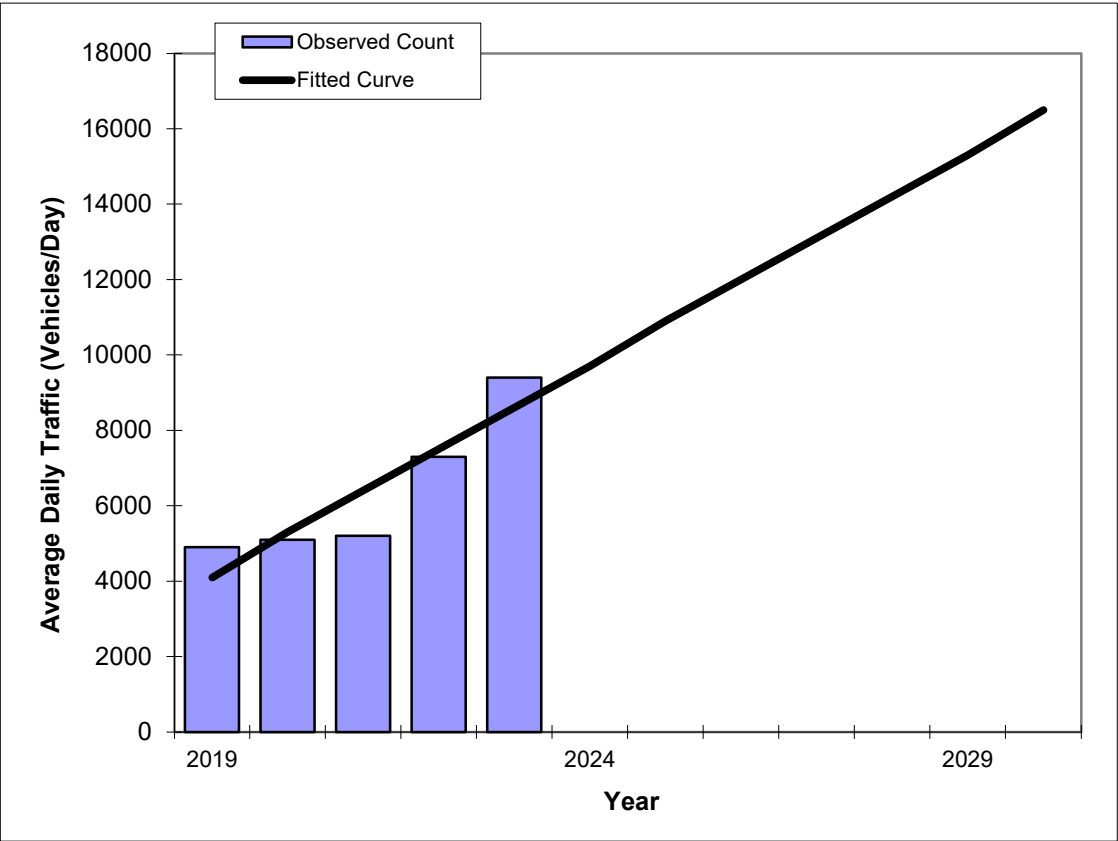
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	4600	5100
2015	5000	5000
2016	5100	5000
2017	5200	5000
2018	5200	5000
2019	5200	5000
2020	5100	4900
2021	5000	4900
2022	4800	4900
2023	4500	4900
2025 Opening Year Trend		
2025	N/A	4800
2030 Mid-Year Trend		
2030	N/A	4800
2035 Design Year Trend		
2035	N/A	4700
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-19
Trend R-squared:	5.0%
Trend Annual Historic Growth Rate:	-0.44%
Trend Growth Rate (2023 to Design Year):	-0.34%
Printed:	3-Aug-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS **Old Kings Road -- SR 100 to PC Limits**

County:	Flagler
Station #:	2750
Highway:	Old Kings Road



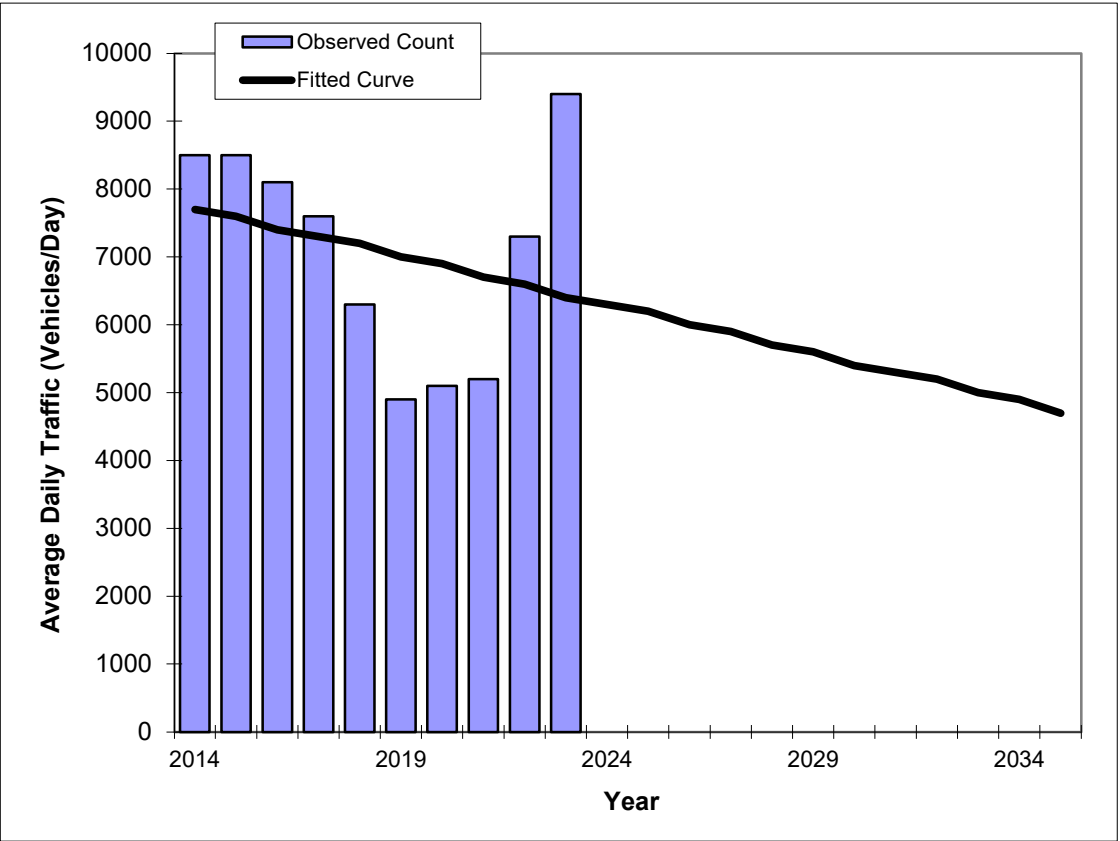
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	4900	4100
2020	5100	5300
2021	5200	6400
2022	7300	7500
2023	9400	8600
2025 Opening Year Trend		
2025	N/A	10900
2027 Mid-Year Trend		
2027	N/A	13100
2029 Design Year Trend		
2029	N/A	15300
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	1,120
Trend R-squared:	82.6%
Trend Annual Historic Growth Rate:	27.44%
Trend Growth Rate (2023 to Design Year):	12.98%
Printed:	3-Aug-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS **Old Kings Road -- SR 100 to PC Limits**

County:	Flagler
Station #:	2750
Highway:	Old Kings Road



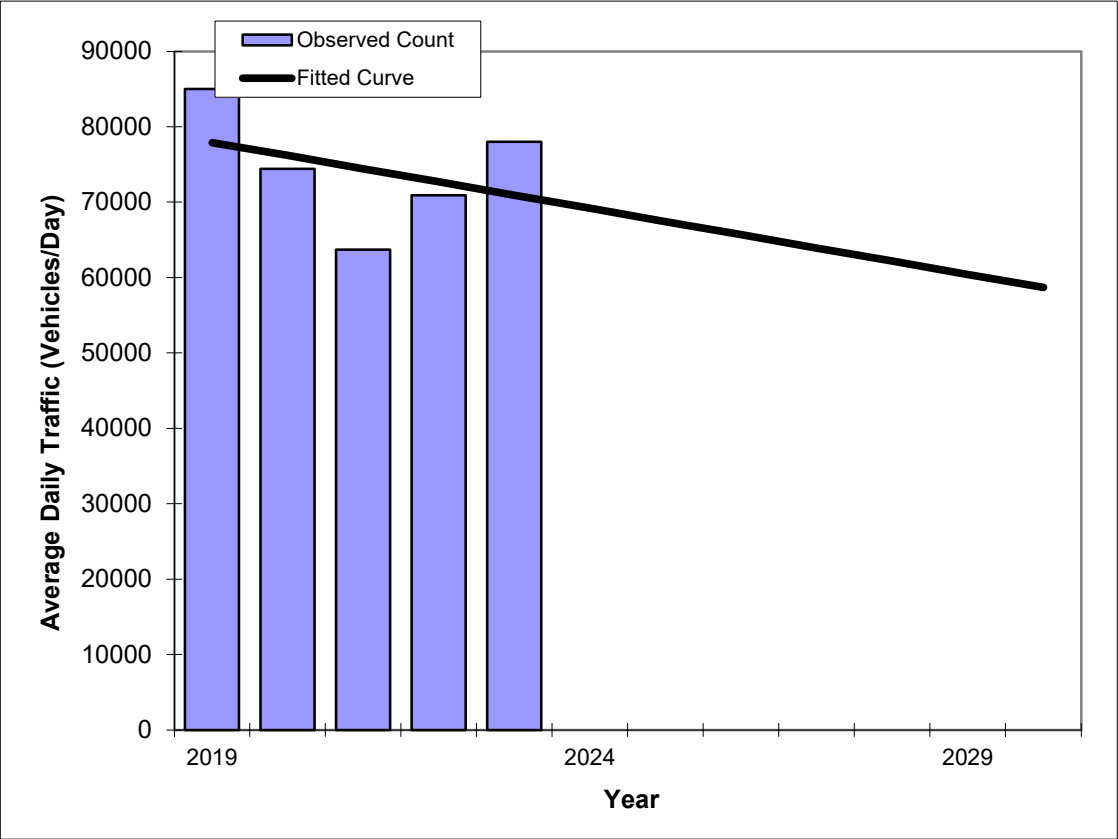
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	8500	7700
2015	8500	7600
2016	8100	7400
2017	7600	7300
2018	6300	7200
2019	4900	7000
2020	5100	6900
2021	5200	6700
2022	7300	6600
2023	9400	6400
2025 Opening Year Trend		
2025	N/A	6200
2030 Mid-Year Trend		
2030	N/A	5400
2035 Design Year Trend		
2035	N/A	4700
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-144
Trend R-squared:	7.2%
Trend Annual Historic Growth Rate:	-1.88%
Trend Growth Rate (2023 to Design Year):	-2.21%
Printed:	4-Aug-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS **I-95 -- PCP to SR 100**

County:	Flagler
Station #:	292
Highway:	I-95



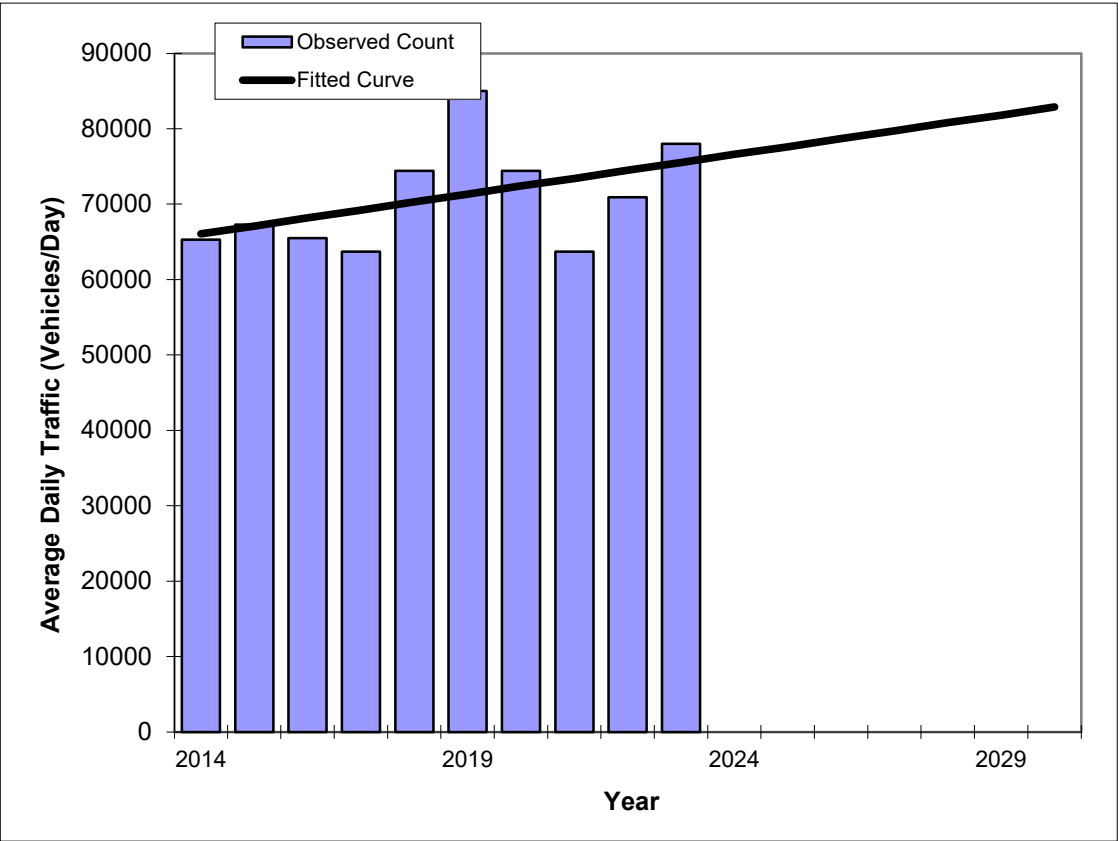
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	85000	77900
2020	74400	76200
2021	63700	74400
2022	70900	72700
2023	78000	70900
2025 Opening Year Trend		
2025	N/A	67400
2027 Mid-Year Trend		
2027	N/A	63900
2029 Design Year Trend		
2029	N/A	60400
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-1,750
Trend R-squared:	12.1%
Trend Annual Historic Growth Rate:	-2.25%
Trend Growth Rate (2023 to Design Year):	-2.47%
Printed:	4-Aug-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS **I-95 -- PCP to SR 100**

County:	Flagler
Station #:	292
Highway:	I-95



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	65300	66100
2015	67300	67100
2016	65500	68200
2017	63700	69200
2018	74400	70300
2019	85000	71300
2020	74400	72400
2021	63700	73400
2022	70900	74500
2023	78000	75500
2025 Opening Year Trend		
2025	N/A	77600
2027 Mid-Year Trend		
2027	N/A	79700
2029 Design Year Trend		
2029	N/A	81800
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	1,050
Trend R-squared:	20.2%
Trend Annual Historic Growth Rate:	1.58%
Trend Growth Rate (2023 to Design Year):	1.39%
Printed:	4-Aug-25
Straight Line Growth Option	

*Axle-Adjusted

EXHIBIT I
POTABLE WATER AVAILABILITY WORKSHEET



St. Johns River Water Management District Potable Water Availability Worksheet

This worksheet is for use by local governments submitting comprehensive plan amendments to determine the availability of potable water resources to serve proposed development. Instructions and St. Johns River Water Management District (SJRWMD) staff contact information are attached.

1. General Information

Date: April 14, 2025

Contact name: Pete Roussell Phone: 386-986-2374 E-mail: PRoussell@palmcoastgov.com

Local government: Palm Coast

Potable water supplier: City of Palm Coast Utility Department

2. Infrastructure Information

Water treatment plant permit number: PWS ID#2180863 Permitting agency: FLDEP

Permitted capacity of the water treatment plant(s): 16.584 million gallons a day (mgd)

Total design capacity of the water treatment plant(s): 16.584 mgd

Are distribution lines available to serve the property? Yes ☒ No ☐

If not, indicate how and when the lines will be provided:

Are reuse distribution lines available to serve the property? Yes ☐ No ☒

If not, indicate if, how and when the lines will be provided: Not available in this area at this time.

3. SJRWMD Consumptive Use Permit (CUP) Information

CUP number: 1947-15 Expiration date: 10/12/41

Total CUP duration (years): 20

CUP allocation in last year of permit: 11.025

Current status of CUP: In compliance ☒ Not in compliance ☐

Allocations to other local governments: 0.10

Reserved capacity: 1.565

4. Consumptive Use Analysis

Designate mgd ☒ or mgy ☐

A. Current year CUP allocation: 11.025

B. Consumption in the previous calendar year: 9.57

C. Reserved capacity ☒ or growth projection ☐ (check the one used): 1.455

D. Projected consumption by proposed comprehensive plan amendment areas: 10.89

E. Amount available for all other future uses (A - B - C - D = E): 0.61

If the amount in E is zero or a negative number, explain how potable water will be made available for future uses:

EXHIBIT J
LETTER FROM UTILITY DEPARTMENT



city of PALM COAST

Utility Department

2 Utility Drive
Palm Coast, FL 32137
386-986-2360

February 6, 2023

Ken Atlee
Tidelands Investments, LLC

Re: Service Availability for Multi-Family / Commercial, Palm Coast Florida
City of Palm Coast, Flagler County

This letter confirms that City of Palm Coast is the water and wastewater service provider to the referenced property in Flagler County, Florida. Enclosed are copies of the system maps of the City's utility system showing existing water and wastewater mains in the area, as the City believes that they exist, for your use in project design. No representation is made as to the precise location of facilities. It is your responsibility to ensure that utility lines and other facilities are located at locations and in a sufficient condition to meet the requirements of your proposed development and the requirements of the City.

If a main extension is required, the design, permitting, and construction of the extension are your responsibility. Plan review by the City is required for all commercial projects and those projects involving a main extension. Construction must meet City Standards and Specifications. The Standards and Specifications Manual, with Standard Details, is available to you via City web-site or regular mail. All such matters must be memorialized by written city approvals.

When you are ready to proceed, provide all required City application forms, the annexation petition required by section 49-53 (e) of the City Code along with one copy of the FDEP Permit Applications (fax, or include with plan submittal.) The City will redline the Operating Utility information, and return it to you, for you to incorporate onto the Applications. Upon completion, provide the number of completed, signed/sealed original Applications required by FDEP, plus one original for the City's files.

Please note that all applicable fees must be paid to the City, and plans must be stamped "Authorized For Construction," before the FDEP permit applications will be returned for your submittal to FDEP. Upon plan approval, the City will conduct construction inspection. Also, legal documents as necessary to convey the new facilities to the City must be completed and approved by the City, and FDEP/HRS clearance must be received **prior to service** being provided. Sample legal documents will be provided to you by the City to assist you during this phase of the project. The City will implement the annexation petition in accordance with its terms.

If you have any questions please feel free to contact me at (386) 986-2355

Sincerely,

Irma Velez
Utility Development Coordinator (ivelez@palmcoastgov.com)



please recycle

palmcoastgov.com

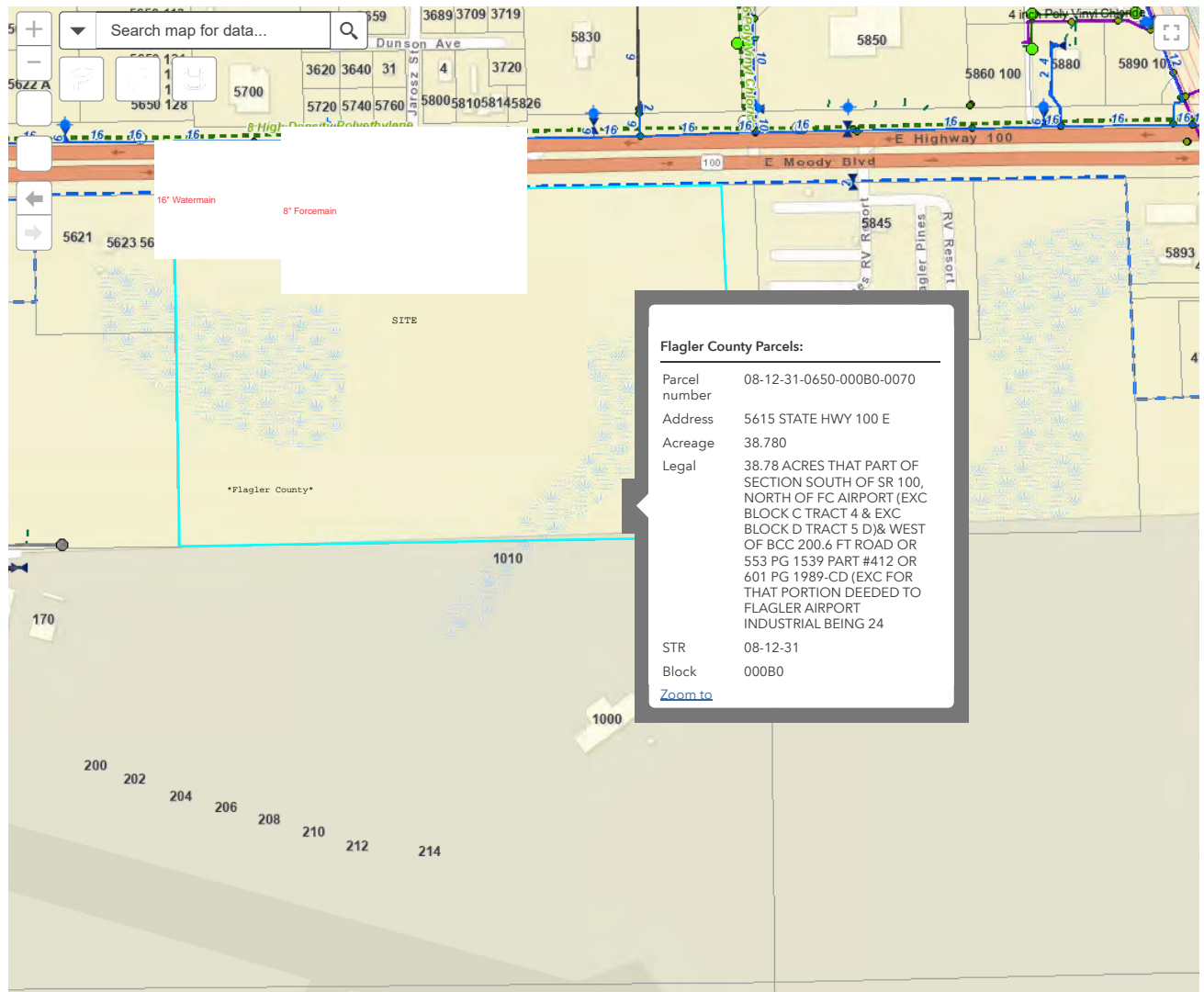


EXHIBIT K
WILDLIFE ASSESSMENT



42 Masters Drive St. Augustine, FL 32084
Tel: 904.540.1786
www.carterenv.com

June 17, 2025

Attn: Ken Atlee
Tidelands Investments, LLC
5851 Timuquana Rd, Ste. 301
Jacksonville, FL 32210
BY EMAIL: ken@atleegroup.net

SUBJECT: Flagler County Environmental Report
Gardner SR 100 – Atlee
5615 State Hwy 100 E, Palm Coast, Florida
Flagler County PIN 08-12-31-0650-000B0-0070

Dear Mr. Atlee,

On June 10, 2025, Carter Environmental Services (CES) conducted a limited field survey of the referenced +/- 38.78-acre subject property, to assess the presence of or potential utilization by any threatened/endangered species or species of special concern (SSC) as listed by the U.S. Fish and Wildlife Service (FWS) or the Florida Fish and Wildlife Conservation Commission (FWC). CES also assessed the site community types. Prior to the site visit, CES compiled a list of potentially occurring protected species. The resources used to compile this list included a literature review of the soil units mapped on-site and 2024 aerial photographs of the property. The results of this survey are listed below.

PROTECTED ANIMAL SPECIES

- **Bald Eagle** (*Haliaeetus leucocephalus*)

Using the FWC Eagle Nest Locator Database (2025), CES found four bald eagle nests on record within a 5-mile radius of the property boundaries (Figure 4). The closest eagle nest is located approximately 3.5 miles northeast of the project boundary. Further, no nests were located in the project area by CES biologists, and the likelihood of bald eagles utilizing this site is low. While the bald eagle is not listed as threatened, endangered or a species of special concern, it is protected by the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act. Based on these acts, certain activities are regulated by FWS when they occur near an active nest during nesting season (1 October to 15 May). Due to the distance of known active nests, development of the project should have no effect on the bald eagle.

- **Gopher Tortoise** (*Gopherus polyphemus*)

Though being widespread throughout Florida, the gopher tortoise is listed as threatened in the state because much of its native habitat has been lost to agriculture, forestry, mining, and urban/residential development. Based on the soils mapped onsite and a higher water table, CES deemed it unlikely for gopher tortoises to be



present on the subject property; upon a pedestrian inspection of the site, no tortoises nor their burrows were observed and the uplands are overgrown. It is highly unlikely that gopher tortoises would utilize this site.

Further, CES did not observe any of the tortoise's known protected communal species, which utilize the burrows for shelter and foraging grounds. These include the Florida mouse (*Peromyscus floridanus*), the eastern indigo snake (*Drymarchon corais couperi*), Florida pine snake (*Pituophis melanoleucus mugitus*), and the gopher frog (*Rana capito*).

- **Wading Birds**

A review of the current FWC database of wading bird rookeries (FWC Wading Bird Locator, 2025) revealed no known rookery within a one-mile radius of the property. Also, the site wetlands offer unlikely habitat for wood stork (*Mycteria americana*) nesting; this species, commonly found foraging throughout Flagler County, was not listed in the FNAI report, and prefers to nest in large colonies in mixed hardwood swamps, deep sloughs, mangroves, and cypress domes – none of which are present on the site.

PROTECTED PLANT SPECIES

In addition to protected animal species, CES biologists reviewed the site for protected plant species and none were observed. Coordination will not be required with any regulatory agency if protected plant species were observed in the future. Currently, no regulations exist for protected plant species occurring on privately owned land, unless the landowner is harvesting and engaging in the commercial sale of the protected plant species.

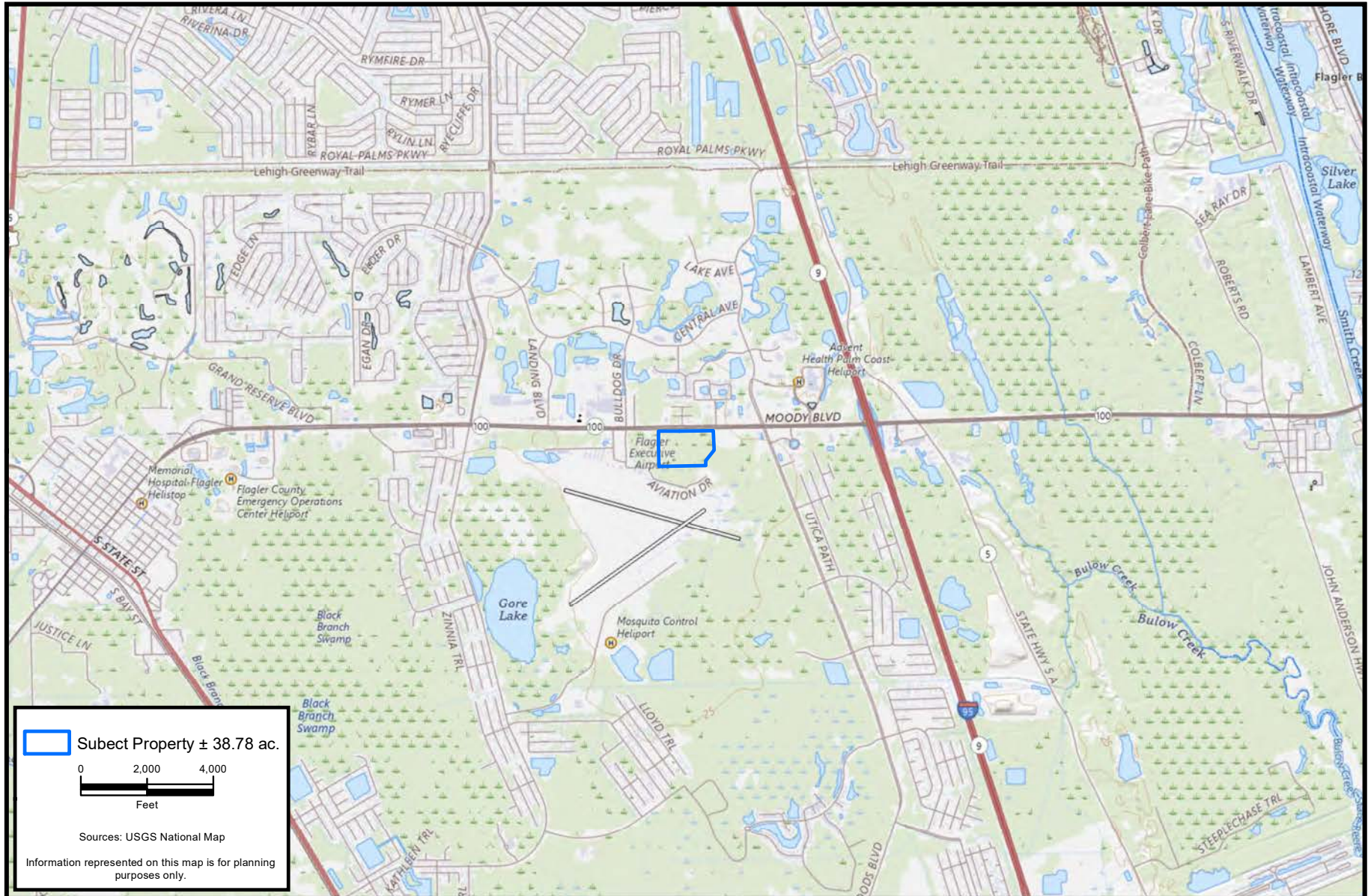
In conclusion, no listed plant or animal species were observed by CES biologists during the site review. I trust that this information is helpful. Please contact me with any questions or requests for additional information.


Sincerely,

A handwritten signature in black ink that reads "Ryan A. Carter".

Ryan A. Carter, PWS
Vice President


Enclosures: Location Map – Figure 1
Soils/NWI Map – Figure 2
Existing Conditions Map – Figure 3
FWC Bald Eagle Nests 2025 – Figure 4
FNAI Biodiversity Matrix



 Subect Property ± 38.78 ac.

0 2,000 4,000
Feet

Sources: USGS National Map
Information represented on this map is for planning purposes only.

<div>CARTER ENVIRONMENTAL SERVICES, INC.</div> <div><div>CES</div><div>42 Masters Drive St. Augustine, FL 32084 904-540-1786</div><div>www.carterenv.com</div></div>	<div>Location</div> <div>Gardner SR 100 - Atlee</div>			<div></div>
Project:	5.12074.01	Flagler County, Florida	Date: Jun 17 2025	Figure: 1



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Location

Gardner SR 100 - Atlee



Project: 5.12074.01

Flagler County, Florida

Date: Jun 17 2025

Figure: 2



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Existing Site Conditions
Gardner SR 100 - Atlee

Project: 5.12074.01

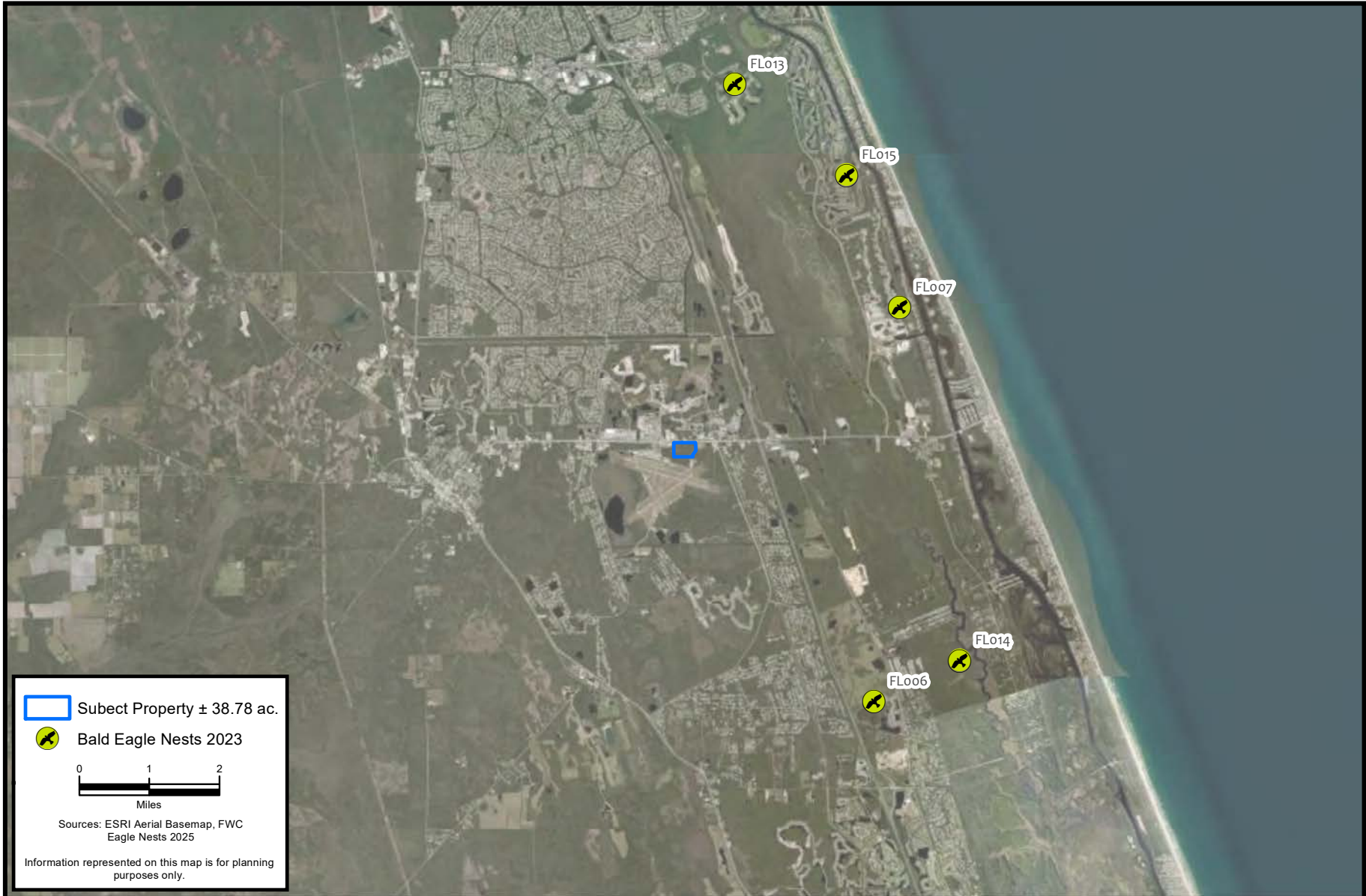
Flagler County, Florida


Date: Jun 17 2025

Figure:

3





CARTER ENVIRONMENTAL SERVICES, INC. CES 42 Masters Drive St. Augustine, FL 32084 904-540-1786 www.carterenv.com	FWC Eagle Nests Gardner SR 100 - Atlee		
	Project: 5.12074.01	Flagler County, Florida	
Figure: 4			



1018 Thomasville Road
Suite 200-C
Tallahassee, FL 32303
850-224-8207
850-681-9364 fax
www.fnai.org

FLORIDA
Natural Areas
INVENTORY

Florida Natural Areas Inventory

Biodiversity Matrix Query Results

UNOFFICIAL REPORT

Created 6/17/2025

(Contact the FNAI Data Services Coordinator at 850.224.8207 or
kbrinegar@fnai.fsu.edu for information on an official Standard Data Report)

NOTE: The Biodiversity Matrix includes only rare species and natural communities tracked by FNAI.

Report for 2 Matrix Units: 50198 , 50528

	<p>Descriptions</p> <p>DOCUMENTED - There is a documented occurrence in the FNAI database of the species or community within this Matrix Unit.</p> <p>DOCUMENTED-HISTORIC - There is a documented occurrence in the FNAI database of the species or community within this Matrix Unit; however the occurrence has not been observed/reported within the last twenty years.</p> <p>LIKELY - The species or community is <i>known</i> to occur in this vicinity, and is considered likely within this Matrix Unit because:</p> <ol style="list-style-type: none"> 1. documented occurrence overlaps this and adjacent Matrix Units, but the documentation isn't precise enough to indicate which of those Units the species or community is actually located in; <i>or</i> 2. there is a documented occurrence in the vicinity and there is suitable habitat for that species or community within this Matrix Unit. <p>POTENTIAL - This Matrix Unit lies within the known or predicted range of the species or community based on expert knowledge and environmental variables such as climate, soils, topography, and landcover.</p>
--	--

Matrix Unit ID: 50198

0 **Documented** Elements Found

0 **Documented-Historic** Elements Found

4 **Likely** Elements Found

Scientific and Common Names	Global Rank	State Rank	Federal Status	State Listing
<i>Mesic flatwoods</i>	G4	S4	N	N
<i>Mycteria americana</i> Wood Stork	G4	S2	T	FT
<i>Scrub</i>	G2	S2	N	N
<i>Ursus americanus floridanus</i> Florida Black Bear	G5T4	S4	N	N

Matrix Unit ID: 50528

0 **Documented** Elements Found0 **Documented-Historic** Elements Found2 **Likely** Elements Found

Scientific and Common Names	Global Rank	State Rank	Federal Status	State Listing
<i>Mesic flatwoods</i>	G4	S4	N	N
<i>Ursus americanus floridanus</i> Florida Black Bear	G5T4	S4	N	N

Matrix Unit IDs: 50198 , 5052820 **Potential** Elements Common to Any of the 2 Matrix Units

Scientific and Common Names	Global Rank	State Rank	Federal Status	State Listing
<i>Alligator mississippiensis</i> American Alligator	G5	S4	SAT	FT(S/A)
<i>Arnoglossum diversifolium</i> variable-leaved Indian-plantain	G2	S2	N	T
<i>Asplenium x heteroresiliens</i> Morzenti's spleenwort	G2	S1	N	N
<i>Calopogon multiflorus</i> many-flowered grass-pink	G2G3	S2S3	N	T
<i>Centrosema arenicola</i> sand butterfly pea	G2Q	S2	N	E
<i>Conradina grandiflora</i> large-flowered rosemary	G3	S3	N	T
<i>Drymarchon couperi</i> Eastern Indigo Snake	G3	S2?	T	FT
<i>Floodplain swamp</i>	G4	S4	N	N
<i>Gopherus polyphemus</i> Gopher Tortoise	G3	S3	C	ST
<i>Gymnopogon chapmanianus</i> Chapman's skeletongrass	G3	S3	N	N
<i>Helianthus carnosus</i> lake-side sunflower	G1G2	S1S2	N	E
<i>Heterodon simus</i> Southern Hognose Snake	G2	S2S3	N	N
<i>Lechea cernua</i> nodding pinweed	G3	S3	N	T
<i>Lechea divaricata</i> pine pinweed	G2	S2	N	E
<i>Litsea aestivalis</i> pondspice	G3?	S2	N	E
<i>Matelea floridana</i> Florida spiny-pod	G2	S2	N	E
<i>Nemastylis floridana</i> celestial lily	G2	S2	N	E
<i>Neofiber alleni</i> Round-tailed Muskrat	G2	S2	N	N
<i>Nolina atopocarpa</i> Florida beargrass	G3	S3	N	T
<i>Pteroglossaspis ecristata</i> giant orchid	G2G3	S2	N	T

Disclaimer

The data maintained by the Florida Natural Areas Inventory represent the single most comprehensive source of information available on the locations of rare species and other significant ecological resources statewide. However, the data are not always based on comprehensive or site-specific field surveys. Therefore, this information should not be regarded as a final statement on the biological resources of the site being considered, nor should it be substituted for on-site surveys. FNAI shall not be held liable for the accuracy and completeness of these data, or opinions or conclusions drawn from these data. FNAI is not inviting reliance

on these data. Inventory data are designed for the purposes of conservation planning and scientific research and are not intended for use as the primary criteria for regulatory decisions.

Unofficial Report

These results are considered unofficial. FNAI offers a [Standard Data Request](#) option for those needing certifiable data.

EXHIBIT L
PHASE I CULTURAL RESOURCE ASSESSMENT SURVEY

**Phase I Cultural Resource Assessment Survey
of the Flagler Landing Development Property
Flagler County, Florida**

**Property Identification Number:
08-12-31-0650-00080-0070**

**Prepared for:
The City of Palm Coast
Tidelands Investment LLC
5851 Timuquan Road
Jacksonville, Florida 32210**



**Prepared by
Dana Ste.Claire, M.A., RPA
Christina Cole, M.A.
Heritage Cultural Services, LLC
St. Augustine, Florida**

May 2025

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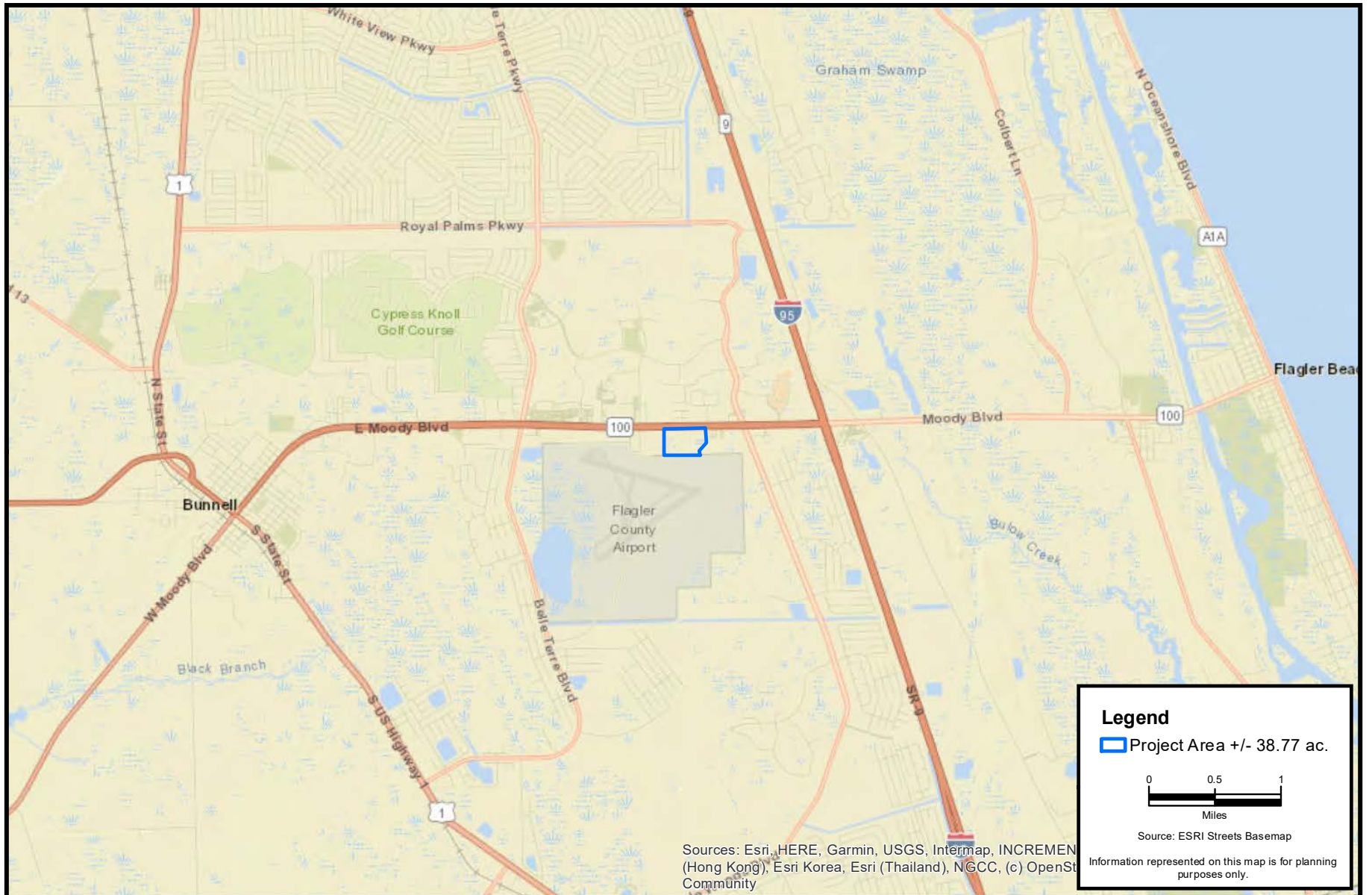
Introduction

This document reports the findings of an archaeological and historical survey of the proposed Flagler Landings development property, City of Palm Coast, Florida, conducted for Tidelands Investment LLC, Jacksonville, Florida, to meet site evaluation and related cultural resource assessment requirements of the City of Palm Coast, and in anticipation of meeting any future state and federal agency cultural resource requirements. The purpose of the study, conducted in May 2025, was to locate any archaeological and/or historical sites within the project area and to assess their potential eligibility for nomination to the *National Register of Historic Places*. The authority for this procedure is Section 106 of the National Historic Preservation Act of 1966 (Public Law 89-665) as amended and Chapters 267 and 373, Florida Statutes. This report is designed to provide the City of Palm Coast with information resulting from the subject cultural resource assessment survey for their compliance review regarding the potential adverse impact of the proposed Flagler Landings development on cultural resources.

The proposed 38.77-acre Flagler Landings development property is located at 5821 S.R. 100 East in the City of Palm Coast, Flagler County, Florida; Section 7, Township 12 South, Range 31 East. In general, the project area is bounded by Moody Boulevard (S.R. 100) on the north, the extended grounds of Flagler Municipal Airport on the west, and the legal boundaries of privately owned commercial and agricultural properties on the south and east (see Figures 1 & 2). Excepting delineated wetlands, these project perimeters bound the **Area of Potential Effect (APE)** as defined by Section 106 of the National Historic Preservation Act of 1966 (Public Law 89-665) as amended.

The cultural resource assessment survey was requested by the City of Palm Coast to assess any potential cultural resources that may occur on the subject property. A review of the Florida Master Site File determined that previously recorded archaeological and historical sites occur in the general area of but not on the proposed development. Based on this Florida Master Site File information and data from environmentally similar areas in Palm Coast and Flagler County, the City of Palm Coast recommended that a professional, systematic cultural resource assessment survey be conducted on the subject property to determine if unrecorded archaeological or historical sites were present. These areas, excepting established wetland preservation areas, were examined during the subject investigation.

A search of the Florida Master Site File (FMSF), Florida Division of Historical Resources, Tallahassee (May 22, 2025), indicated that historical and archaeological sites were located in the general area of but not on the subject parcel (see attached FMSF maps and lists). The FMSF database was examined thoroughly to identify any cultural resources that may be located near the study area, and to develop a project-specific site predictive model as part of a comprehensive research design.



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Location Map

Flagler Landings Conceptual

Project: 5.12074.01

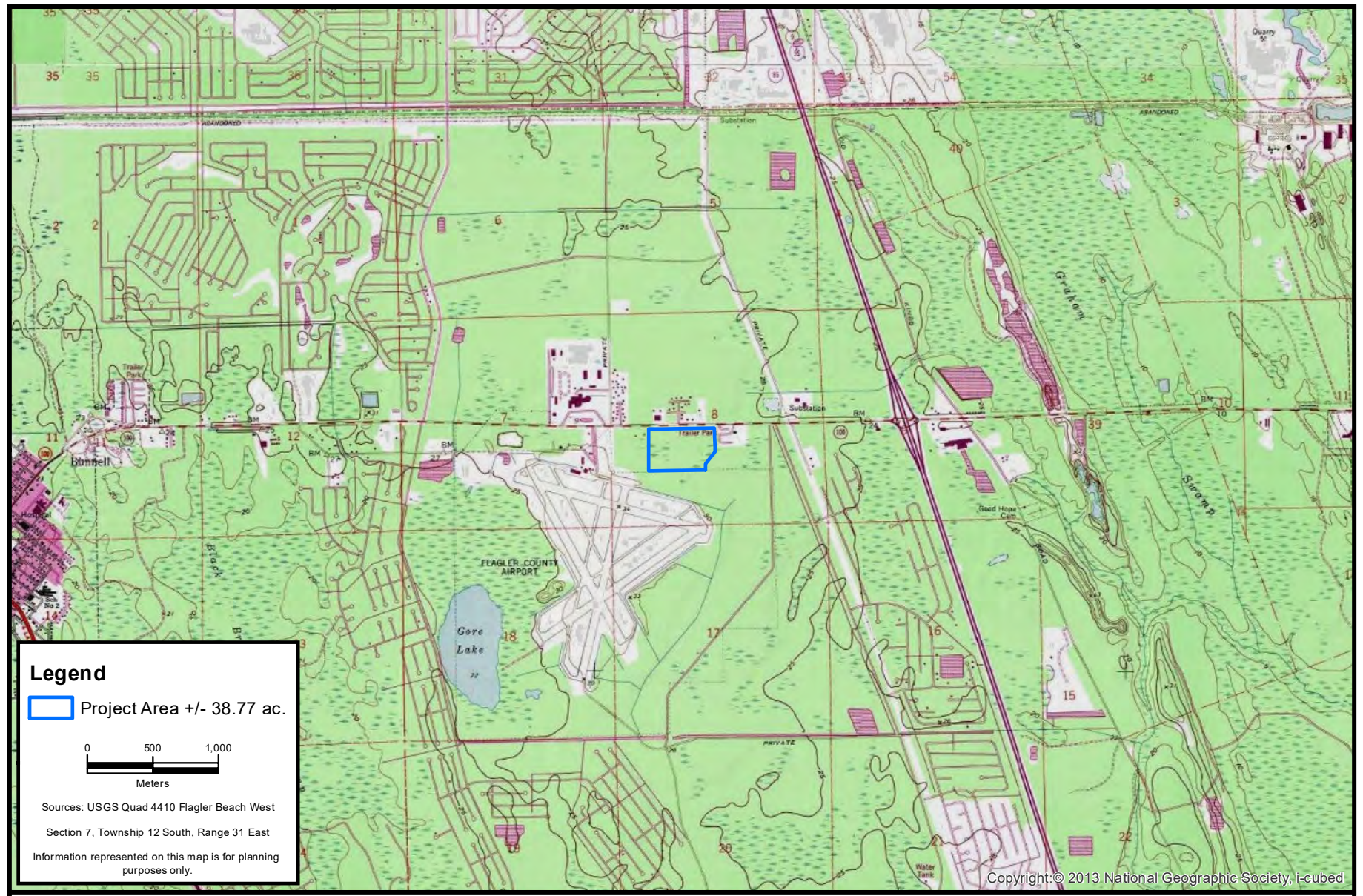
Flagler County, FL

Date: Jul 25 2024


Figure:

1





Legend

 Project Area +/- 38.77 ac.

0 500 1,000
Meters

Sources: USGS Quad 4410 Flagler Beach West
Section 7, Township 12 South, Range 31 East
Information represented on this map is for planning purposes only.

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HERITAGE CULTURAL SERVICES, LLC

 DANA STE. CLAIRE, M.A., RPA
ARCHAEOLOGICAL CONSULTANT

ST. AUGUSTINE | DUNNELLON, FLORIDA
(904) 669-5318 | HERITAGECULTURALSERVICES@GMAIL.COM

Topographic Location Map
Flagler Landings

Project:	12074.01	Flagler County, FL	Date: May 31 2025
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Figure: 2



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Aerial Map

Flagler Landings Conceptual

Project: 5.12074.01

Flagler County, FL

Date: May 31 2025

Figure:

3



Cultural Prehistory of Flagler County

Prehistoric peoples have inhabited Florida for at least 15,000 years. The earliest stages are pan-Florida in extent while later cultures exhibited differing cultural traits in the various archaeological areas of the state. Milanich and Fairbanks (1980) and Milanich (1994) have synthesized the earlier work of John Goggin (1952) and others in east Florida in their model of cultural prehistory in Northeast Florida, of which Flagler County is part. Their chronology, as modified by recent archaeological research, will be followed in a brief overview of the prehistoric development in this region, which includes the project area. This cultural sequence provides a framework for the understanding and evaluation of archaeological sites in the project area.

The Flagler Landings development project is located in the East-Central archaeological region of Florida as defined by Milanich and Fairbanks (1980:22) and Milanich (1994). This region extends from the St. Mary's River to the north and south to the vicinity of Vero Beach on the Atlantic Coast and includes the St. Johns River drainage and most of the eastern coastal lagoon regions.

The PaleoIndian Period

The first discoverers of the New World were the Siberians of East Asia. More than 20,000 years ago, possibly as early as 40,000 years ago, prehistoric hunters crossed into North America from Asia over the Bering Strait land bridge, a continental link created by shrunken seas during the Ice Age.

Following food supplies, mainly roaming herds of large mammals such as mastodons and mammoths, the Asians migrated throughout the Americas, eventually finding their way into Florida some 15,000 years ago. Many archaeologists believe that these early Floridians, called PaleoIndians, relied, in part, on the coastal regions for food and other resources. If so, the areas they once inhabited are now under water because ancient coastlines were miles beyond where they are today due to the lower sea levels of the time. If they have survived the destructive nature of rising sea levels, these archaeological sites will be found far offshore, possibly along relic river channels, the past freshwater environs where indigenous people tended to concentrate. This phenomenon may explain why archaeologists have such a difficult time finding evidence of early humans in Florida, especially along the coasts.

Recent research on Paleoindian sites in and along the Aucilla River in northwest Florida, particularly the Page-Ladson site, has changed the thinking on early prehistoric peoples in Florida and the Southeast (Dunbar 2012; Halligan 2012; Webb 2006). Based on these archaeological investigations and the data produced, it is generally believed that Paleoindian settlement was more specialized and sedentary than once thought, particularly in how Pleistocene megafauna such as mastodons were hunted and processed. The lithic tool assemblage associated with these early prehistoric activities is sophisticated and specialized.

While it is likely that they inhabited the area, PaleoIndian artifacts are infrequently found in Flagler County and its surrounding areas. Most have been recovered from the St. Johns River by divers who often find them in association with the fossil remains of early mammals such as elephants and bison, which were hunted by the PaleoIndians. These associated remains seem to indicate that Florida's earliest residents were taking and later butchering animals at river fords where the large creatures were temporarily incapacitated as they waded across the water. Archaeologists refer to these locations as "kill sites."

The Florida environment during PaleoIndian times was much different than today. The climate was cooler and drier, and freshwater was more difficult to find due to lower sea levels. Forests of hardwoods, mostly oak and hickory, grew alongside of open prairies. Here, PaleoIndians coexisted with and hunted an unusual variety of Pleistocene mammals which once lived in Florida such as giant ground sloths, horse, bison, llamas, giant armadillos, huge tortoises, peccaries and several types of elephants. They hunted many species of smaller animals, as well. Subsistence was of primary concern to these early people whose lifestyles were largely dictated by the migratory patterns and movements of game. The principal PaleoIndian diet was supplemented by wild plants, nuts, berries and food resources from the coasts.

PaleoIndians used specialized stone tools, the most characteristic of which are slightly waisted spear tips known as Suwannee and Simpson projectile points. Hundreds of these points have been found throughout Florida in rivers, suggesting that they were lost during game ambushes at river crossings.

The Archaic Period

About 6,000 B.C., the Earth's climate changed, and a warming trend caused glaciers to melt and release a tremendous amount of water into the ocean. Consequently, sea levels began to rise dramatically, changing the shape of the coastlines of Florida. The warmer temperatures and abundance of water caused a change in the environment and extensive hardwood forests gave way to pines and oaks, and swamp forests emerged. This was the end of the last great Ice Age.

It was during this period that the large mammals that once characterized Pleistocene Florida disappeared. In a new landscape that looked very similar to what St. Johns County does today, lesser mammals flourished. The new environment produced a variety of new food sources which prehistoric people adapted to with new technology. These events marked the beginning of the Florida Archaic period.

About 6,000 years ago, Archaic period hunters and gatherers began to expand out of the central highlands of Florida around Ocala and Gainesville and move into areas along the St. Johns River where they discovered an abundant supply of fish, game, and freshwater shellfish, mainly snail and mussel. By 4,000 B.C., prehistoric peoples were well established along the river, living there year-round rather than seasonally. For the first time, people became more sedentary in lifestyle, settling in one area. A stable supply of food found in the river environs attracted and supported more people and eventually large

villages and ceremonial centers began to emerge. These Archaic populations are known archaeologically as the Mount Taylor culture, named after the Mount Taylor site, a freshwater shell mound on the St. Johns River.

Perhaps the most significant of these sites is the archaeologically acclaimed Tick Island site on the St. Johns River to the southwest. Evidence from this site suggests a large and complex society once lived there, which practiced organized ceremonialism. Some of the earliest pottery in North America has been recovered from Tick Island along with a spectacular array of artifacts. Unfortunately, most of these were salvaged as the shell mound was being mined for road fill in the 1960's. Radiocarbon dates associated with human burial remains recovered from the site prior to its destruction indicate that Tick Island was well established by 4,000 B.C.

The Orange Period

The Archaic tradition, or the way Archaic peoples lived, continued for some time. The practice of hunting, gathering of food, and fishing, including the taking of shellfish, provided the food resources for prehistoric peoples to survive in many areas of St. Johns County.

Around 4,000 years ago or about 2,000 B.C., the technology of pottery-making was acquired by the Archaic people of Northeast Florida. The earliest forms of pottery were made from locally gathered clays mixed with plant fibers. When fired, the bodies of these ceramic vessels became orange in color. This recognizable pottery type, evidenced by its color and the presence of fiber impressions throughout, is used by archaeologists to identify the Orange or Late Archaic cultural period in St. Johns County, a continuation of the Archaic lifestyle with the advantage of pottery vessels. Orange period sites along the St. Johns River have produced the oldest dates for pottery in North America. The earliest pottery vessel forms are rectangular-shaped and were probably modeled after baskets.

It is generally believed that it was during the Orange period that prehistoric peoples were attracted to the coasts of Flagler County by a new food source created by a changing environment. An abundance of shellfish, produced by developing estuaries, caused inhabitants of the St. Johns River basin to migrate to the coastal regions of Northeast Florida and develop a new but similar means of subsistence. The settlement model for this period theorizes that the coastal resources supplemented the freshwater river lifestyle rather than replace it entirely. For some time, it has been believed that prehistoric groups of this time made seasonal rounds to and from the coasts from their permanent villages along the St. Johns River. These seasonal migrations are suggested to have taken place during the winter months when foods other than marine shellfish were scarce or not available.

However, evidence from the lower Tomoka River Basin in northeastern Volusia County and from other coastal areas indicates that Late Archaic peoples were living along the coasts of Northeast Florida year-round rather than at certain times of the year. Archaeological research conducted in St. Johns, Volusia, Flagler, and Duval Counties,

reveals that Orange period people were collecting and eating a variety of coastal resources throughout the year. Many of the sites researched are coquina middens, formed by the discarded remains of beach clams that were gathered from the seashore rather than estuaries. These tiny clams were collected in mass and cooked and eaten as a broth. Orange fiber-tempered pottery recovered from Late Archaic period coastal sites indicates that prehistoric peoples were using these areas about 4,000 years ago.

It is likely that Archaic period peoples were living in the coastal regions prior to the Orange period. Investigations at the Strickland Mound complex in Tomoka State Park have revealed extensive coquina middens that contain no pottery. These shell middens along with an early mounded burial may suggest that prehistoric groups had settled the east coast long before what is currently accepted. Rather than making seasonal rounds to and from the St. Johns River and the coast, it is likely that prehistoric people in St. Johns County and, in general, Northeast Florida, beginning with the Mount Taylor period, settled the two regions simultaneously, finding in both environments the resources necessary to support themselves year-round. Small Archaic period sites along the upper reaches of interior drainages may be short-term hunting or collecting stations, which were used by small groups who traveled from their permanent villages on the coast or river to gather food over a period of several days. These activities would allow people to maintain permanent residences in either location, with shellfish and fish providing the primary means of food, while gathering resources from surrounding areas.

The St. Johns Period

The end of the Orange period is characterized by changes in pottery types resulting from different tempering agents, including sand, which were used along with or in place of fiber. By 500 B.C., Orange pottery was replaced by a chalky ware known as St. Johns. The introduction of this ceramic type marks the beginning of the St. Johns cultural period, a way of life that spans two millennia, lasting until the arrival of European explorers around 1500. While much larger in number, prehistoric populations of this period practiced the same pattern of living developed by Archaic peoples centuries before, including shellfish harvesting, hunting, fishing, and plant collecting. It was also during this period that domesticated plants, mainly corn and squash, were used for the first time.

The St. Johns people occupied two major regions of Northeast Florida, the St. Johns River basin to the west and the environmentally rich estuaries of the intracoastal waterways of the east coast. Abundant resources in both areas allowed prehistoric populations to grow and expand throughout these regions of the county, establishing permanent villages and ceremonial and political centers at locations where food was most plentiful. Both the river and coastal regions are marked by enormous shell mounds, the remains of prehistoric foods – snail and mussel in the freshwater environs and oyster, clam and coquina on the coasts, all of which served as the staple for the St. Johns diet for centuries. In particular, it was the shell mounds of the east coast such as Turtle Mound in Canaveral National Seashore Park and Green Mound in Ponce Inlet that grew to colossal

proportions. These coastal shell heaps represent the largest shell middens in North America.

Because of an abundance of fish and shellfish in the estuarine regions of St. Johns County, St. Johns people lived in many areas along the intracoastal waterways other than the densely populated areas of river basins. This is evidenced by the numerous oyster middens and burial mounds known for the Intracoastal areas in Flagler, St. Johns, and Volusia Counties.

St. Johns period sites abound along the St. Johns River to the west, as well, indicating that prehistoric activity in the river basin during this cultural period was extensive. Here, enormous shell mounds and sprawling middens are composed of freshwater snail instead of oyster. The largest of these, Tick Island, was a focal point for St. Johns people as well as Archaic hunters and gatherers. Tick Island and other large sites likely were areas where St. Johns populations concentrated and consequently developed political and ceremonial systems to organize their complex societies.

Less is known about the inland occupations of St. Johns people, those that occur between river and coast. It is clear, however, that these areas were being used during the St. Johns period, this evidenced by interior sites such as Grand Haven Hammock (8FL00181) and Grand Haven Cove (8FL00174) in Flagler County. Freshwater snail and coquina middens found along inland lakes, ponds, swamps and other drainages suggest that some St. Johns people were well adapted to these areas, living selectively, seasonally or year-round within the interior portions of the region.

The late St. Johns period peoples were known historically as the Timucuan Indians in Flagler County and in Northeast Florida, a name that was given to them by the early European explorers. The ethnographic works of the French artist Jacques le Moyne in 1564 and other early descriptions provide archaeologists and historians with invaluable information regarding the lifestyles of the Timucua and their prehistoric ancestors. These early documentations, coupled with archaeological information, give us a relatively accurate profile of native life.

We know from this information that in addition to collecting shellfish from local waters for food, native Floridians also hunted, with bows and arrows and spears, deer and many other animals – even alligators, and fished, and trapped turtles and birds. Plants, roots, nuts, mainly acorns and hickory nuts, and berries were also gathered for food. A popular method of cooking foods involved the stewing and boiling of meats and plants in various combinations in a large pottery “kettle.” Fish and animals were barbecued whole and preserved on smoke racks made of wood and crop harvests were stored in corncribs. Later, some native groups learned to grow corn, beans, squash, pumpkins, and other domesticated plants, a renewable source of food that ensured a stable diet. It is thought that in the spring some of these groups would abandon their large coastal villages, divide into smaller farming groups, and grow crops in the fertile grounds of the St. Johns River Valley and around the interior lakes of Central Florida.

Some Timucuan villages were fortified by a palisade line or a wall made of sharpened, upright timbers. A village often had a large community house in its center where ceremonies, religious activities, and political gatherings took place (Worth 1998). This central structure was where the chief presided, as well. Surrounding the community center were smaller huts that housed families. These houses were circular and dome-shaped in form with palmetto-thatched walls and roofs. Inside, wooden benches were used for sitting and sleeping. While the Timucuan attire was brief, sometimes consisting of strands of Spanish moss, their practice of body ornamentation and use of jewelry made for some richly decorated natives. Chiefs and other important members of the community were often tattooed from head to foot, a symbol of authority. Men wore their hair up in a "top knot" usually with feathers or stuffed animals adorning their heads. Dyed fish-bladder ear plugs and long shell and bone pins were worn by both men and women. Jewelry, finely crafted and colorful, was made of shell, pearls, bone, wood, stone, and metal.

Accustomed to life near the water, prehistoric peoples used dugout wooden canoes for transportation and hunting in the extensive waterways of the Intracoastal and the St. Johns River. The dugouts were made by felling a tree, usually a pine or cypress, and hollowing out the body by burning and scraping away the interior wood. Many of these wooden vessels have been recovered from the bottom of lakes and rivers throughout the county area.

Regional Settlement Patterns

Prehistoric and Historic Settlement in the Pellicer Creek Basin

While prehistoric settlement in Northeast Florida occurs predominantly in the coastal regions and the St. Johns River Basin, prehistoric sites are also known for interior creek basins in the region. Prehistoric sites, especially those of later cultural periods, have been identified for the Pellicer Creek Basin located north of the subject parcel in Flagler and St. Johns Counties. These include two site complexes at Faver-Dykes State Park (8SJ00035, 8SJ03133, 8SJ03742) (see Payne and Griffin 2000).

Prehistoric settlement is evidenced in the basin from the mouth of Pellicer Creek inland. The Wadsworth Midden (8FL00012) is an extensive shell midden located at the mouth of the creek at the Intracoastal Waterway. Francis Pellicer owned and farmed a grant of 1,000 acres which includes this area (Payne and Griffin 2000).

Farther up Pellicer Creek westward are the Rhotan Middens (8SJ03203 and 8SJ03204). The site was investigated by Andrew Douglass who in the late 19th century recorded what little we know about the midden: "Immediately opposite this mound (Marineland Midden, 8FL002), Pellicer's Creek opens out on the western side of the lagoon, and following up its course about three miles we reach on the north bank, Rhotan Landing, where a shell bank and field indicate an early Indian village. Three-quarters of a mile westward from this landing is a sand mound known in my records as Rhotan Mound. The distance between this and Dupont's Shell Mound is about five miles, about one and a half miles of which constitute the breadth of the Lagoon" (Douglass 1885:76).

Miller (1978) identified Rhotan Landing on the north bank of the Pellicer Creek as one of four inland ceremonial mounds in the Pellicer Creek Basin. Douglass describes this complex in detail: "the Rhotan Mound ... is the first Indian Mound I had the opportunity of exploring. Its form was that of a truncated cone, with unusually steep sides, rising at an angle of forty-five degrees. Its height above the trench at its base was twenty-two feet, and above the natural level of the old fields in which it stood, eighteen feet. The summit was a slightly convex plateau of thirty feet in diameter and the diameter of the mound at its base was eighty-five feet. It was composed of a fine cream-colored siliceous sand, and at the time I visited it, it was covered, both summit and sides, with a moderately thick growth of trees, some of them fifteen inches in diameter. The sand composing this mound had evidently been taken from the trench at its base, but it was now doubtless reduced in depth by the washings from above, during the lapse of centuries, and it melted so gradually and imperceptibly into the remote level of the plain that it was impossible to determine where the excavation terminated. The trench in its course about the mound was interrupted by three un-dug strips of the original level, equidistant from each other. They were about six feet in breadth and were a very marked characteristic of the base. It might be inferred that the aboriginal constructors had a special reverence for this peculiar figure, attaching to it some religious or superstitious signification, but I imagine it was simply the design of the savage to reduce the labor of ascending with his load, when the increasing width of the trench compelled him to take it from a distant point. Gathering the

soil in baskets from the widening excavation, he must descend into the trench, and again ascend the soft, fresh sand upon the steep slope of the mound, but by reserving this natural causeway he could avoid the extra descent and reach the slope at a point considerably above the base and have a reduced proportion of the soft slope to encounter. The exploration of this mound was the work of several days, and not very fruitful in results. Burials, no doubt original ones, were found ten feet from the summit, but too decayed to be preserved or gathered. They comprised bones massed together with the skull on top, occupying a space about two feet by ten inches. The adjacent soil was slightly discolored by the red paint with which they had been coated, frequently only a few teeth were discernable. It was impossible to estimate the probable number of burials--a matted mass of beads was exhumed at a depth of five feet, and, at a depth of four feet but quite apart from each other, were found three celts and two fine quartz pebbles, one grooved as a sinker, the other evidently at one time fitted with a handle and used as a skin polisher. I have singled out this mound rather as exhibiting the natural causeways designed to save labor. I rarely observed it in mounds of moderate height, say six to ten feet, but on larger mounds the idea was expressed in some similar way (1885:76-77). The Pellicer Mound (8SJ00035) complex, now inventoried as part of the Rootan Branch Complex and Mounds by the Florida Master Site File (a complex that includes both prehistoric and historic archaeological sites, are all part of this regional settlement model.

It is evident from the prehistoric sites known for the area that the Pellicer Creek basin was used by prehistoric populations for habitation, subsistence and religious/ceremonial practices. The lower basin areas are characterized by extensive shell middens that line the mouth of the creek, sites that represent food-gathering activities over thousands of years. The immediate upper basin sites served a different purpose, primarily for habitation and as ceremonial centers.

Early historic period activity is also known for the Pellicer Creek Basin, as well. A raised causeway, a portion of the King's Road, is found at the southern boundary of the Double Bridges development parcel on and just north of Pellicer Creek. It measures 30 meters north to south and is approximately three meters wide. Another section of causeway occurs on the south side of Pellicer Creek, just south of the Double Bridges property line. This causeway runs south through the swamp approximately 50 meters from the remains of the wooden bridge over Pellicer Creek to Hulett Branch where a second grouping of pilings and iron spikes from an extinct wooden bridge were noted. These two bridges, located only a small distance apart, are undoubtedly the reason the "Double Bridges" landmark is named so. South of the second bridge, a raised causeway runs south through the swamp for about 95 meters to a point where higher ground begins.

Jones (1981:104) speculated that the earthen dam constructed at the Hewett sawmill complex was utilized as a portion of the King's Road to cross Hulett Swamp (also called Sawmill Swamp). Martin Hernandez's 1817 survey plat map shows the road crossing at the old Hewlett site with another road meeting the King's Road at this junction and only one road, the King's Road, leading southeast from this point.

Field survey work on Double Bridges development property (Ste.Claire 2002) led investigators to believe that the large amount of soil required to construct the raised causeway placed through the swamp north and south of Pellicer Creek was excavated from the upland terrace areas. These excavated areas are quite visible, with the road bed actually cutting through the ridges. Most likely, the wooden bridge was constructed first to allow wagons loaded with dirt easy access to the dump site. The fill work would then be gradually extended southward as logs were placed first with sand over these to make the roadbed usable. Sand for the raised causeway that was built south of the second bridge over Hulett Branch was taken primarily from the highly elevated sand ridges which characterize the southern portion of the Double Bridges site.

A possible earlier passage, cut or perhaps worn by usage through a portion of the upland terrace, was also noted during field work on the Double Bridges property. This area is located just west of the King's Road roadbed and leads directly to the northern bank of Pellicer Creek. This path is suspected to have been the original one used for fording Pellicer Creek prior to wooden bridge construction in 1772. It was also the likely fording place for perhaps the earliest and largest cattle drive conducted during the British Period.

Two Second Spanish Period plantations are known for the nearby Faver Dykes State Park. Joseph Hernandez developed a 455-acre agricultural operation in 1817 to supple his other operations. The remains of a worker's residence related to this plantation during archaeological investigations of the State Park (Payne and Griffin 2000). Hepworth Carter was granted 1,800 acres in 1792 by the Spanish Governor of Florida. He brought his family and 26 slaves to establish his plantation with his residence at Hemming Point (Payne and Griffin 2000).

Florida's statehood in 1845 brought significant changes to administration of roads, with transfer of authority from Washington to Tallahassee, who then delegated responsibility to the counties. County commissions created local agencies to supervise construction and maintenance of roads. A committee was created in 1880 by the St. Johns County Board of County Commissioners to lay out a public road leading southward from St. Augustine to Pellicer Creek. This was accomplished by August that year by constructing two roads (the Carter Road and the Moultrie Road), which joined together about five miles south of the city, thus forming a single road to Pellicer Creek. The Carter Road followed the general path of the King's Road and was referred to by that designation in commission meetings (Adams, et al, 1997:34).

The historic Double Bridges crossing site and a remaining portion of the King's Road were recorded to the Florida Master Site File as site numbers 8SJ04892 and 8SJ04893, respectively (Ste.Claire 2002).

William M. Jones, an avocational archaeologist from Jacksonville, recorded Hewitts Mill, a late 18th century sash-saw mill site, in 1981 following a lengthy field investigation of the site that mostly occurred in 1977. Jones published most of his research in an *El Escribano* article, the journal of the St. Augustine Historical Society (Jones 1981).

The Hewitt sawmill complex is located in the southeastern quarter of Section 47, Township 10 South, Range 30 East. The 18th century site is comprised of extant and intact earthenworks including dams, berms, races and borrow pits. The complex spans Hulett Branch, a tributary of Pellicer Creek, some 200 meters east-west and is 65 meters at its greatest length north-south. Extant portions of the site include the dam that has been washed out in areas, tail races (excavated canals) and two large borrow pits. Jones (1981) found remnants of a structure (the saw mill) in the form of a wooden platform. This platform remains inundated and preserved in the creek basin at approximately 30 centimeters below surface. The dam is approximately two to three meters high and measures approximately 16 feet (ca. five meters) in width; the borrow pits measure three to four meters in depth and shows well the extensive amount of earth removed to construct the dam. Jones (1981:93) comments on the interrelationship of these site components: "The Hewitt dam was constructed across Sawmill Swamp and Hulett Branch to attain the height of water needed to power the mill wheel. At the present time, the dam has a total of five breaks or openings and two doglegs that extend outward in a northerly direction. The total length of the dam including the doglegs is approximately 144 m. and the height about 2.5 m. above the swamp floor, and 3 m. above the buried floor. Dams of this size were probably built with the aid of horse-drawn scoops."

The Hewitts Mill site (8FL00014), with its 18th century complex of berms, dams, races, borrow pits, and structures, represents a highly significant historic resource. It is probable that it is the only site of its type in the state that exhibits the high degree of preservation, integrity and complexity present (Ste.Claire 2004).

The Tomoka River Basin

The Tomoka River to the south of the project area serves as a major drainage of a section of the Pamlico Terrace where its headwaters lie. Its source is the pine flatwoods east of the Tomoka Preserve and surrounding areas. Rainwater in this extensive recharge area is channeled through numerous swamps and minor drainages before becoming the Tomoka River proper. The Tomoka River traverses diverse ecosystems as it cuts through both the Atlantic Coastal Ridge and the Silver Bluff Terrace before emptying into the coastal lagoon, formed by the confluence of the Tomoka River and the Intracoastal (Halifax River). Water from the creek eventually flow into the Atlantic Ocean at inlets to the north and south. In places, the Tomoka River drainage has formed high sandy bluffs and steep banks as it eroded the relic dune ridges.

The Tomoka River basin is an important archaeological area in Florida, containing a broad range of prehistoric cultural resources including ceremonial mounds, extensive coquina and oyster shell middens, and burial mounds. Regarding prehistoric settlement in the basin, archaeological site location indicates that the indigenous inhabitants of the Tomoka basin, like the environmentally similar Pellicer Creek to the north and the Spruce Creek Basin to the south in (see Ste. Claire 1995; Payne 1985), were concentrated in the lower regions of the drainage in the estuarine areas. To date, no aboriginal sites have been located in the middle to upper reaches of the basin, despite the prehistoric availability of highly elevated areas for habitation, an adjacent source of freshwater, and

an abundance of natural resources. Despite this prehistoric availability of multiple environmental resources and highly elevated areas along the middle to upper portions of the Tomoka River, variables that define high probability areas in terms of archaeological site predictability, these regions of the basin apparently were not inhabited by prehistoric peoples.

Archaeological sites in the lower basin areas are well documented and include some of the most important prehistoric sites in Florida. Nacoroco (8VO00082), an extensive Late St. Johns period/Timucuan town documented by Spanish explorer Alvaro Mexia in 1605, is located at the northern tip of the Tomoka State Park peninsula (see Griffin and Smith 1949). Other large St. Johns period village sites have been recently documented for the lower basin (Austin and Ballo 1989). The Tomoka Mount Complex (8VO00081), a series of nine earthen mounds and an extensive shell midden composed primarily of coquina, is located in the western regions of the Tomoka peninsula. Research at this site (see Piatek 1992) has confirmed Archaic period associations for this mound complex. Radiocarbon dates from a large, mounded burial indicate that the mound was constructed approximately 4600 years ago. A burial at the top of the mound was dated to 2880 B.C., indicating that the site was used through the Late Archaic period.

Subsistence and seasonality data from the Tomoka Stone site (8VO02571) (see Russo and Ste. Claire 1992), a dense coquina midden located along the eastern border of the Tomoka peninsula on the Halifax River, indicate year-round occupation and a broad range of activities including fishing, shellfishing, hunting, collection of nuts and other plant materials, and tool manufacture and maintenance. The wide variety of activities suggests that an entire range of societal members and social groups may have occupied the lower Tomoka River basin. Construction of the Tomoka mounds, which current evidence suggests are all Archaic in origin, and seasonality and subsistence data from the nearby Tomoka Stone site, indicate that Middle to Late Archaic peoples in this area were well-adapted coastal dwellers who were sufficiently settled in year-round occupations based on the intensive exploitation of coastal resources, and were socially organized as to construct ritual burial mounds within large villages (Russo and Ste. Claire 1992).

Research in the lower Tomoka River basin has demonstrated that sites like Tomoka Stone and the Tomoka Mound Complex are no longer cultural anomalies, but reflections of cultural diversity and complexity during the Archaic period in Florida. These early villages provided the foundation for a lengthy continuum of prehistoric occupation in the lower Tomoka basin. Prehistoric settlement in these areas began in the Middle Archaic period and continued through the Late St. Johns period when European explorers made contact with the indigenous peoples of east Florida (see Ste. Claire 1992).

The Spruce Creek Basin

Spruce Creek serves as a major drainage of a section of the Pamlico Terrace where its headwaters lie (Griffin and Steinbach 1990). Its source is the pine flatwoods east of the Tomoka Preserve and surrounding areas. Rainwater in this extensive recharge area is channeled through three tributaries, one south from Samsula that eventually join and

form Spruce Creek proper. The creek traverses diverse ecosystems as it cuts through both the Atlantic Coastal Ridge and the Silver Bluff Terrace before emptying into the coastal lagoon, formed by Strickland Bay, Turnbull Bay, Rose Bay, and the Halifax River (the intracoastal waterway). Water from the creek eventually flow into the Atlantic Ocean at Ponce Inlet. Over time, the Spruce Creek drainage has formed high sandy bluffs and steep banks as it eroded the relic dune ridges.

The Spruce Creek basin is an important archaeological area in Florida, containing a broad range of prehistoric cultural resources including ceremonial mounds, extensive shell midden, burial mounds, and lithic scatter sites. Of interest is that the prehistoric inhabitants of the Spruce Creek basin were concentrated in the lower regions of the drainage and, to a lesser degree, along the upper reaches of the creek. To date, no aboriginal sites have been located in the middle sections of the basin, despite the prehistoric availability of highly elevated areas for habitation, an adjacent source of freshwater, and an abundance of natural resources. Prehistoric sites are well documented for the lower Spruce Creek basin (Piatek 1986; Volusia County 1989; Griffin and Steinbach 1990; Ste. Claire 1992, 1994) and reflect a reliance on the resource-abundant estuaries of the area. Sites in lower basin date to the St. Johns period (ca. 500 B.C. – A.D. 1500) when occupation of the coastal lagoon environments of east Florida was prevalent. For two millennia, the estuaries of Spruce Creek provided prehistoric inhabitants with stable food resources, enabling larger populations to settle the area.

These groups eventually developed complex social, political and religious systems to order increasing populations in the lower basin area, this evidenced by sites such as the Spruce Creek Mound, a large earthen ceremonial mound (Griffin and Steinbach 1990; Ste. Claire 1992:37), and numerous burial mounds (Piatek 1986; Ste. Claire 1994). It is probable that an extensive linear shoreline oyster midden along the southern shores of Turnbull Bay is the Indian Town of Caparaca, a Mayaca-influenced complex first documented by the Spanish explorer Alvaro Mexia in 1605. The density and types of artifacts recovered at the Moore site (Ste. Claire 1994) suggest a densely populated late St. Johns period village complex.

Few prehistoric sites have been located in the upper Spruce Creek basin, although enough have been located to establish an earlier occupation of the basin area. Archaeological sites found along the upper reaches of the creek, primarily along the tributaries, are small pre-ceramic Archaic period (ca. 3000 – 2000 B.C.) extractive camps evidenced in the form of spatially confined lithic scatters (Ste. Claire 1990). Sites like the McDonald Farm site (8VO02570), located approximately three miles from the lower estuarine regions of the creek, have produced Archaic stemmed projectile points and other lithic materials (Ste. Claire 1989). The McDonald Farm site artifact assemblage is dominated by debitage indicative of tool (hafted biface) repair, resharpening, and general maintenance, activities often associated with hunting stations (Ste. Claire 1990). Several other locations of preceramic Archaic deposits are known for other areas of the upper Spruce Creek basin (Ste. Claire 1990). Based on current data, it is surmised that these sites represent hunting stations that were used intermittently during the late Archaic by small groups hunting white tail deer and other game.

Despite the prehistoric availability of multiple environmental resources and highly elevated areas along the middle portions of Spruce Creek, variables that define high probability areas in terms of archaeological site predictability, these regions of the basin apparently were not inhabited by prehistoric peoples. To date, surveys of these areas have resulted in the discovery of no prehistoric sites (e.g., Ste.Claire 1996, 1995, 1991; Payne 1985; Cusick and Ste. Claire 1991). Payne (1985), in her survey of four parcels adjacent to the Sanctuary on Spruce Creek Subdivision properties, notes the “unexpected results” of her investigations, making reference to the discovery of no prehistoric sites in high probability zones.

Based on current data, prehistoric occupation of the Spruce Creek basin occurred predominantly in the lower, estuarine regions of the basin during the St. Johns period (after 500 B.C.). Use of the upper basin areas occurred intermittently during the Middle to late Archaic period (5000 – 1000 B.C.) where temporary extractive camps were occupied to hunt deer and collect other resources. Settlement of the middle basin areas was, at best, infrequent, and not visible archaeologically.

Historical Background

Florida's ownership during early historic times, from the 16th Century until 1821 when Florida became a Territory of the United States, was held by two distinctly different European nations. These settlers were primarily peoples we now define as Hispanic or citizens of the British Isles. The historic period settlers came into a land already occupied by thousands of Native Americans, whom they called Indians.

Florida's First Spanish Period occupation, from 1513 to 1763, was primarily by Spanish peoples. These early residents lived in defensible, rather tightly contained villages because their interface with the Native American population was often unpredictable. To date, historical documentation has not been found indicating that Spanish settlers from this period lived or farmed very far from the confines of St. Augustine, other than on Catholic mission sites. Many land grants were issued along Florida's east coast to Spanish citizens, but most of these properties were never developed.

Negotiations with Spain through the Treaty of Paris in 1763 transferred Florida (an area at that time much larger than present-day Florida) and the Mediterranean island of Minorca to Britain, in exchange for Havana, Cuba, captured a year earlier by the British. Possession of this territory of Florida gave Britain an unbroken line of colonies along the Atlantic seaboard of North America, from Canada to Florida. These colonies were obtained from France during the same treaty. Britain's governmental decision regarding the management of its newest colony, Florida, saw the split of the territory into two parts, East Florida and West Florida, with seats of government in each. The Apalachicola River served as the line of division between the two sections. Pensacola was chosen as seat of West Florida's government and St. Augustine was selected as the East Florida seat. Both sections had a governor appointed by the British government. East Florida's first colonial governor, Colonel James Grant, was appointed June 8, 1763, but did not arrive in St. Augustine until August 1764.

This British occupation of Florida is termed Florida's British Period, lasting only from 1763 to 1783, a twenty-year span. In 1783, another treaty between Britain and Spain returned Florida to Spanish ownership. This period, termed Florida's Second Spanish Period, ended in 1819 when Florida became an official territory of the United States. Historic documentation shows that the subject parcel's irregular Section 47 (Township 10 South, Range 30 East) was originally part of an extensive 1,000-acre Second Spanish Period land grant, issued to Martin Hernandez in 1817 (Spanish Land Grants: 1821). Hernandez was a former colonist from a British plantation, the New Smyrna Colony. Approximately half of the Double Bridges property was once the northeast portion of this Second Spanish Period grant.

Under the British Period ownership, with a desire to quickly populate its two new colonies, a system of land grants was implemented for which interested British subjects could apply. Governor Grant's plan for settling East Florida was based on the development of a plantation economy, with large land grants issued to people who would produce agricultural products for which Britain's economy and citizens would benefit. A

colonist associated with one large British plantation, the New Smyrna Colony, located in southeast Volusia County, became the owner of Section 47, a portion of the Double Bridges property in St. Johns County. The former indentured colonist left New Smyrna in 1777 for a better life in St. Augustine and in later life became an 1817 grantee of land during Florida's Second Spanish Period. This grant was designated Section 47 during surveys conducted during Florida's Territorial Period.

A brief background on the formation of the British New Smyrna Colony and of its many European indentured colonists, who immigrated to East Florida to work on this plantation, is warranted. Dr. Andrew Turnbull and two wealthy, influential partners petitioned the British government in 1766 for large grants of land in East Florida. Two adjoining 20,000-acre tracts were surveyed south of the Ponce de Leon Inlet in Volusia County and granted to these partners. Andrew Turnbull's large grant joined the equally large William Duncan grant, located to the south adjoining Turnbull's land. The partners agreed, prior to actual development on this 40,000-acre plantation, that Turnbull himself would be plantation manager.

Rather than a completely slave-based enterprise (he did have black slaves on the plantation), Turnbull decided white Mediterranean people would be better suited for agricultural work in the semi-tropical, humid climate where the plantation would be sited. He first began recruiting colonists in Greece, then Italy and several other areas but did not find sufficient numbers of willing peoples. He turned to the island of Minorca, a recent British acquisition, and began campaigning for people willing to go to East Florida as indentured colonists.

On April 17, 1768, eight ships, carrying a total of 1,403 people (including Dr. Turnbull), sailed from Gibraltar for East Florida (Griffin1991: 28). Among the passengers, immigrating as indentured colonists, were Gaspar Hernandez, Margarita, his wife and their 12-year-old son, Mariano (anglicized to Martin in later years). These family members were all natives of Minorca (re: St. Augustine Historical Society Library vertical file). Martin was born April 18, 1756, in Mahon, Minorca. Gaspar is listed in *The Minorcans of Florida* as a caulker (Rasico1990:162). The New Smyrna Colony disbanded in 1777 when the colonists, including Martin Hernandez, left this plantation and moved to St. Augustine in hopes of a better life.

Research of grants issued during the British Period in the vicinity of the project area showed that a 300-acre grant was officially issued to John Hewitt (also spelled Hewett or Hewitt in various documents) on April 18, 1771 (Siebert 1929: 282-284). No survey map was found for this grant but the site of his sawmill, erected on Hulett Branch, a tributary of Pellicer Creek, next to Sawmill Swamp on Martin Hernandez's later 1,000-acre 1817 grant map (Spanish Land Grants: 1821) (Payne, Griffin: 2000:13). Whether the 300-acre grant extended north of today's Pellicer Creek and onto the project area cannot be determined. (Pellicer Creek was named the Little Matanzas River during the British Period; it was called North West and Pellicer Creek during the Second Spanish Period). At the end of March 1775, Hewett obtained a warrant of survey for a grant of 1,000 acres (Siebert: 1929: 282-284). The location of this 1,000-acre grant is noted in Siebert (1929:

282) as adjoining the 300-acre grant but on which side is not mentioned. It may or may not have included property bounded by the road corridor. Hewett may not have farmed his land, using only the trees on the acreage for lumber. His crews may also have logged trees on surrounding property not within his own grant boundaries (Payne and Griffin: 2000:13).

An article in the 1981 *El Escribano* journal (Jones 1981:102) discusses research and archaeological work conducted during the late 1970s at the site of the 18th Century Hewett water-powered sawmill. Remains of an 18th Century dwelling house were discovered west of the mill site. In a list compiled by William Gerard DeBrahm in 1771, Hewett (who came to St. Augustine in 1768), was listed a shopkeeper, innkeeper, and joiner (Payne and Griffin 2002:13). He served as a building contractor for the British Government in St. Augustine and constructed the steeple for St. Peter's Church and the State House. He would also have supplied sawn lumber for various other construction projects in the city and perhaps to landowners outside of it. It is probable that this mill may have supplied the sawn lumber used for wooden bridges erected along the King's Road, beginning in 1771. No firm date for the discontinued use of the mill was found by Jones during his research. The complex may have been deserted at the end of the British Period in 1783 when Hewett left (Payne and Griffin: 2000:13). However, if the mill complex was used by a new owner during the Second Spanish Period, it may have been destroyed during the 1812 Patriot War (Jones: 103). Siebert (1929: 282) lists James Howe as administrator for Hewett's claims for losses of his properties in the St. Augustine area after the British Period ended. The claim was entered in a section of Siebert's book (II:282) entitled, "Examinations in the Bahamas Islands of East Florida Claimants." At some time after leaving East Florida, Hewett moved to the Bahamas and perhaps died there.

Martin Hernandez, former colonist from the New Smyrna Colony, was granted the 1,000-acre Second Spanish period grant (Section 47 in St. Johns County), a portion of which is nearby the project area. In 1780 in St. Augustine, he married a former indentured colonist from the New Smyrna plantation, Dorotea Gomila, born in 1762 in Minorca. She immigrated to East Florida with her father, Joseph, in 1768 (Rasico 1990:161). This couple had many children. One son, Jose Mariano (anglicized later to Joseph Martin), became a well-known and noted leader, serving as Attorney General and later as General during Florida's Second Seminole War Period, from 1835-1842 (St. Augustine Historical Society vertical file). Joseph, as attorney for and on behalf of his father, was the person who petitioned the Spanish Governor in 1817 for the 1,000-acre land grant approved to Martin (Spanish Land Grants: microfilm). The petition requested issuance to Martin for military services performed during defense of the province in the 1812 Patriot War. The petition itself offers some personal data regarding Martin, listed as "Chief Master Carpenter of the royal works of fortifications" in St. Augustine (Spanish Land Grants microfilm). It is not known whether Martin developed any of the land within his 1,000 acre grant. An official government survey taken of Section 47 in 1850 documented a total of 1,013.62 actual acres contained in this grant. His claim for losses after Florida became a territory of the United States in 1819 (the claim was confirmed) did not itemize anything other than the land. He did own three houses and lots in or very near the city of

St. Augustine. His son, Joseph, received a 455-acre grant in 1818 located near the mouth of Pellicer Creek (St. Augustine Historical Society: vertical files) on land now included in Favor-Dykes State Park. It is possible that Joseph had overseers engaged in agricultural pursuits on both of these grants about the same time but records viewed so far have not proven this supposition. Joseph acquired other plantations in the Pellicer Creek area, some on the barrier island and some south of Pellicer creek (Payne, Griffin:2000:22).

Preserved sections of the King's Road have been located during archaeological and historical surveys of adjacent properties, including the Double Bridges development (Ste.Claire 2002) and the West Palm Coast DRI (Ste.Claire 2004) located immediately north of the project area. The intersection of Pellicer Creek and a landing road, now known as the King's Road, has long been called Double Bridges, named after the two bridges that once existed in the Pellicer Creek and Hulett Branch basins at this location. The bridges are gone, but the remaining piers and extensive causeways serve as monuments to this historic crossing. The site is recorded as 8SJ04892, the Double Bridges Site (Ste.Claire 2002).

The Double Bridges site is defined by three extant sections of causeways and two remnant bridge spans. Most of the site occurs on lands to the immediate west of the Double Bridges project area and Pellicer Creek, these lands owned and managed by the St. Johns River Water Management District. The causeways and bridges were once part of the 18th century British Colonial period King's Road corridor, a major capital project and transportation route funded and constructed by the British Crown.

A raised causeway is found at the southern boundary of the Double Bridge development parcel on and just north of Pellicer Creek. It measures 25 meters north to south and ranges from three to four meters wide. Another section of causeway occurs on the south side of Pellicer Creek, just south of the Double Bridges property line. This causeway runs south through the swamp approximately 50 meters from the remains of the wooden bridge over Pellicer Creek to Hulett Branch where a second grouping of pilings and iron spikes from an extinct wooden bridge were noted. South of the second bridge, a raised causeway is found. Located in the southern portion of the Double Bridges, the property is a small, yet well-preserved portion of the original 18th Century King's Road. The majority of the King's Road route south from CR-204 (the northern border of the subject parcel) was obliterated by past logging activities. The remaining portion of the King's Road leads south to the north bank of Pellicer Creek, the southern boundary line of the Double Bridges project area. Wooden pilings associated with the wooden bridge that spanned Pellicer Creek, from the Double Bridges side to the south side of the creek, are still in place. Most or some of the pilings may represent repair work done after its construction in 1772, to its last usage in the early 20th Century. They appear to be post-Civil War period piers. However, some may be original pilings. Cypress, live oak and pine are native trees in this portion of St. Johns County and their timbers preserve well even in very wet environments. Remnants of iron spikes in these pilings remain. A causeway runs south through the swamp for about 95 meters to a point where higher ground begins. The average width of the causeway road in the western portion is three to four meters. The

total length of the causeway and bridge span system over the creeks and through the wetland swamps is approximately 190 meters and it is oriented north south.

Field investigations revealed that the large amount of soil required to construct the raised causeway deposited in the swamps north and south of Pellicer Creek was excavated from adjacent upland terrace areas. These excavated areas are quite visible, with the roadbed cutting through the ridges. Most likely, the wooden bridge was constructed first to allow wagons loaded with dirt easy access to the dumpsite. The fill work would then be gradually extended southward (or northward if construction began at the opposite side) as logs were placed first with sand over these to make the roadbed usable. Sand for the raised causeway that was built south of the second bridge over Hulett Branch was taken primarily from the highly elevated sand ridges that characterize the southern portion of the Double Bridges site. Borrow pits were observed along the high sandy banks which border the creek basin. On the Double Bridges property, one borrow pit measuring three meters in diameter, is located on the eastern bank or ridge approximately 30 meters from Pellicer Creek.

It could not be determined if the remaining bridge pilings dated to the original British Colonial period construction of the King's Road bridges over Pellicer Creek and Hulett Branch. As a general assessment, it is more likely that the piers are post-Civil War replacements.

It is believed that the King's Road once followed two, possible three different routes as it traveled south from the Double Bridges area. Recent survey work at the West Palm Coast DRI project to the immediate north of the road corridor project area demonstrated that the width of the Hewlitts Mill (8FL14) dam over Hulett Branch was wide enough to accommodate wagon traffic and measures approximately sixteen feet, the standard width of the original King's Road (Ste.Claire 2004). Jones (1981:104) speculated that the earthen dam constructed at the Hewett sawmill complex was utilized as a portion of the King's Road to cross Hulett Swamp (also called Sawmill Swamp). Martin Hernandez's 1817 survey plat map shows the road crossing at the old Hewlett site with another road meeting the King's Road at this junction and only one road, the King's Road, leading southeast from this point. Nearby, an early section of colonial road, possibly an original portion of the King's Road, was discovered preserved in the immediate uplands of the Hulett Creek drainage. This site was recorded as 8FL239, the Hulett Colonial Road site. Also, a St. Johns River Water Management District access road crosses Hulett Branch as a point that may have been an original colonial crossing as evidenced by remnant wood piers. This site was recorded as 8FL250, the King's Road Bridge. Remnants of the King's Road from Hulett Branch south to U.S. 1 have not been located.

James Grant, East Florida's British Governor, considered a network of roads a top priority during his administration (Schafer 2001:163). He recognized that settlers needed a dependable overland transportation route, but he initially lacked sufficient funds to pay for this work. By 1772, savings in the Governor's contingency fund allowed work to begin on segments of the road. This effort may have provided the greatest public benefit of any project undertaken by the British government. John Funk was appointed surveyor

for traversing and surveying the ground for the Public Road and was paid 12 pounds for this work (Coomes:1975). Captain Robert Bisset was hired to construct the road from Matanzas Swamp (the present-day Pellicer Creek area) south through New Smyrna to Mr. Elliott's plantation (near present-day Scottsmeer). He was paid 1150 pounds for this effort (Coomes:1975). Richard Payne was contractor for the section of road leading to the Matanzas Swamp (Schafer 2001:164). Research suggests that Payne was responsible for road building south from the St. Augustine area to the north bank of Pellicer Creek with Bisset's crew picking up from that point. However, it is possible that Payne's crew constructed the wooden bridge over Pellicer Creek with Bisset's crew taking over on the southern bank of the creek. Schafer (2001:168) described road specifications to be followed for portions of the King's Road leading north from St. Augustine. It is believed that these specifications were followed by Bisset and Payne for the southern route. The road was to measure sixteen feet across, with ditches and pine logs laid crosswise in the wet portions (corduroy ribbing) and causeways through the swamps and bridges across the many creeks and rivers.

Research at Double Bridges led archaeologists to believe that the large amount of soil required to construct the raised causeway placed through the swamp north and south of Pellicer Creek was excavated from the upland terrace areas. These excavated areas are quite visible, with the roadbed cutting through the ridges. Most likely, the wooden bridge was constructed first to allow wagons loaded with dirt easy access to the dumpsite. The fill work would then be gradually extended southward as logs were placed first with sand over these to make the roadbed usable. Sand for the raised causeway that was built south of the second bridge over Hulett Branch was taken primarily from the highly elevated sand ridges which characterize the southern portion of the Double Bridges site.

In early 1767, Dr. Andrew Turnbull requested 500 head of cattle for his plantation. Additional cattle orders from other plantations in the area brought the number of cattle requested to 1,000. Several horses were also ordered. By late May 1767 this order, filled by Georgia merchants, was assembled for the drive south to East Florida. Under Governor Grant's direction, the path to be used for the drive was blazed and perhaps cleared by approximately 20 Indians. By August 8, 1767, the path to be followed was completed. Governor Grant stated, "a considerable number of cattle, which all just arrived from Georgia for Doctor Turnbull and Sir William Duncan are to be drove by the Indian Road to New Smyrna" (Schafer:2001:124-126). It is probable that most or all of the routes taken by the cattle drive and the later King's Road followed earlier paths utilized by Native Americans, who themselves perhaps followed existing wild animal trails.

By the end of 1774, Bisset's crew had completed the southern section of the King's Road. East Florida's Acting Governor John Moultrie wrote from St. Augustine in October 1775, "I go regularly once a month to Tomoka (present-day Ormond Beach area), go through in a day, with great ease and pleasure to self and horses" (Schafer 2001:166). While the road may have been considered in very good condition in 1775, time, nature, Florida's changes of ownership, political unrest, wars, and destruction by Native Americans contributed to its disrepair and, at times, disuse, over the years. In mid-1777, approximately 500 discontented colonists left the New Smyrna plantation on a three-day walk up the King's

Road (across the Double Bridges property) to St. Augustine, in search of a better life. Their Catholic priest and several colonists who had not departed earlier followed in November (Rasico 1990:54-55), thus ending the ambitious dreams of wealth for Dr. Turnbull and his partners.

In 1825, James Gadsden wrote to the Quartermaster General regarding repairs needed to the King's Road, bridges, and causeways (Carter 1958:304). In 1837, a petition was sent to Congress by citizens living south of St. Augustine, soliciting replacement of all bridges that had been destroyed by the Seminole Indians (Carter 1960: 446-447). No action would be taken on this petition until after the end of the Second Seminole War in 1842. It is probable that U.S. Army soldiers utilized as much as the King's Road as practicable during this war with the Seminoles.

A chronology of events regarding the King's Road, from its initial conception and up to 1845 when Florida officially became a State, is included in a report prepared by Adams, et al (Adams, et al, 1997: 1-4). Activities regarding the King's Road usage during the 18th and 19th Centuries and its relation to the project area are summarized here.

By 1784, the British residents had left the province after Spain again regained control. This change in ownership and peoples affected repairs to segments of the route, particularly in areas remote to St. Augustine where there were now few or no settlers. The Patriot's War broke out in 1812 in East Florida, with rebel troops and Spanish militia using the road. At times this road was not safe for travel by private citizens, and used mainly by troops, rebels, Indians, etc. The President of the United States was authorized in 1823 to open a road "in the old track of a road known by the name of the King's Road" from the St. Mary's River to New Smyrna. Official action was not taken until 1826 when the President officially authorized the work. In 1825, Col. James Gadsden, assigned to perform survey work for road repairs, reported his observations of road conditions and repair cost estimates to the Quartermaster General (Carter 1958:304). Congress appropriated \$11,000 for the roadwork from the Georgia line to New Smyrna in 1827, with the use of Federal troops authorized. Work on the road south from St. Augustine to New Smyrna began in Jan. 1828. This work was completed to just south of the Tomoka River by September 1830. A report in 1834 stated the road from the Matanzas River (Pellicer Creek) to New Smyrna was impassable for a horse. It was reported in November 1835 that all wooden bridges along the road had been burned by Indians. The Second Seminole War began in 1835 and most residents of farms and plantations south of St. Augustine evacuated to the city. A petition was sent in 1837 to Congress by citizens living south of St. Augustine, solicited replacement of all bridges destroyed by the Seminoles as they ravaged plantations (Carter 1960: 446-447). No action would be taken on this petition until after the end of the Second Seminole War in 1842. It is probable U.S. Army soldiers utilized as much as the King's Road as practicable during this war with the Seminoles. In 1845, the U.S. federal land surveyors resumed laying out township, range and section lines, suspended in 1835 because of Indian hostilities. They used the King's Road as a survey monument.

Whether the road the East Florida survey teams in 1834 and 1849 called the King's Road was the exact same track established by British engineers in the 18th Century is unknown. It may have assumed slightly different routes over the years in some areas (Adams, et al,1997: 33). A slight route change is seen in Section 47 where the road crossed over today's Hulett Branch north of the old mill site, but the area where it crossed Pellicer Creek appears to be the same. Military paths carved out during the Second Seminole War may have later become identified as a portion of the road.

Florida's statehood in 1845 brought significant changes to administration of roads, with transfer of authority from Washington to Tallahassee, who then delegated responsibility to the counties. County commissions created local agencies to supervise construction and maintenance of roads. A committee was created in Feb. 4, 1880 by the County Board of County Commissioners to lay out a public road leading southward from St. Augustine to Pellicer Creek. This was accomplished by August that year by constructing two roads (the Carter Road and the Moultrie Road), which joined together about five miles south of the city, thus forming a single road to Pellicer Creek. The Carter Road followed the general path of the King's Road and was referred to by that designation in commission meetings (Adams, et al, 1997:34).

No historical documentation was found to indicate that the King's Road was utilized by the military during the War Between the States. Shortly after the end of the conflict, the U.S. Army began a thorough detailed mapping of the coast of Florida (Adams, et al,1997:34). It is probable that many portions of the King's Road were documented by these crews but maps depicting these road segments were not found during research.

Bockelman (1975:3) stated it was not until the (early) 20th Century, with the expansion of automobile travel and the fame of Florida's climate, that improved modern highways were built. Until then, the King's Road was the main and only highway along the east coast of the State. Most of this old road still exists, some still unpaved. Some portions run through private property. Portions have been realigned and some overlaid with modern-day highways. Some segments still carry on its old name, but are now called the Old King's Road.

During the early 20th century, the King's Road found itself part of both the Dixie Highway and U.S. Highway 1, both of which ran parallel to the ocean along the east coast (Adams, et al,1997: 36). The Dixie Highway, first to be completed, reached Miami on Oct. 25, 1915. Demands of traffic compelled construction of a second, larger U.S. Highway 1 in the early 1920s (Adams, et al,1997: 36).

Palm Coast Cultural Resources

The rich Palm Coast environs surrounding the project area have supported human inhabitants for thousands of years. Settlement began some 4,000 years ago when prehistoric peoples used the abundant estuaries and adjacent forests to gather shellfish, hunt deer, and collect nuts and berries for food. The lengthy continuum of occupation spans prehistoric times to the age of European exploration, the colonial period, the Civil War, and finally modern times.

Three important archaeological/historical sites representing three distinct periods of human occupation are found immediately adjacent to or within proximity of the project area. All three cultural resources have been recorded to the Florida Master Site File, Division of Historical Resources in Tallahassee. These include the Hernández Landing site (8FL00307), a plantation period wharf on Long Creek; the Kings Road (8FL00186), a Revolutionary War period highway; and the Big Mulberry Branch site (8FL00028), an early prehistoric campsite.

The Hernández Landing Site - 8FL00307

Research historians demonstrated that one of Joseph Hernández's grants, an 800-acre parcel authorized in 1816, is presently maintained as irregular Section 40 on the U.S.G.S. topographic map that contains the Long Creek area. A hand-drawn land grant map, nearly two centuries old, fits within the rectangular irregular section. Illustrated at the very northeast corner of the early 1800s map is an "embarcadero," Spanish for a landing for boats. Below it is a "camino carratera" or a cart road that dead ends into Long Creek, or the landing at this body of water.

Archaeologists superimposed the historic land grant on a contemporary topographic map to determine the location of the site. The landing falls on a small peninsula of land approximately 300 feet east of the Long Creek Landing Park parcel across a small marsh. Palm Harbor Parkway, the marsh, and Long Creek border the property. At the most northern point of the peninsula at Long Creek, archaeologists found a raised earthen bulkhead of historically excavated fill that forms a steep bank over Long Creek. Nearby are caches of dressed (cut) coquina stone and other early structural materials. Piles of coquina along the banks are likely secondary wharfs. The earthen bulkhead probably supported a wooden wharf during its early operation.

The site, the historic Hernández Landing on Long Creek, is located immediately south of the project area. It was recorded to the Florida Master Site File as site number 8FL00307. Later maps, including an 1882 navigational chart, show that the cart road was eventually modified and extended past the landing over the marsh and north to the Matanzas River to another principal landing. Bridge pilings sighted in the immediate area are most likely related to this later period. But before this road extension, Hernández Landing was used during colonial times as wharf to load goods such as cotton, sugar, corn, beans, Naval Stores products (pine resin), and other agricultural products into wooden boats for

transportation to larger ships anchored at Matanzas Bay. These products were taken to market at St. Augustine, Savannah, and other principal colonial ports in the colonial south. Hernández Landing was surely the first and at one time the most important commercial hub in Palm Coast.

Shipping activities likely happened at high tide, as Long Creek is tidally influenced. Shallow-draft flat boats such as the 10-ton burthen (weight) boats Andrew Turnbull described for his 18th century New Smyrna Settlement to the south were probably used. Fully loaded wooden boats, measuring some 30 x 10 feet, were moved through the channel with poles and oars. In turn, supplies needed for agricultural industries and subsistence were transported by the same boats from the main ships to the Hernández Landing and off-loaded there.

The 800-acre property that contains the landing was one of several land grants owned by Joseph Martin Hernández, the owner of Mala Compra Plantation to the east (from 1816 to 1836). Unlike other plantation owners of the early 1800s, Hernández was born and raised in Florida. His father came to Florida with Andrew Turnbull's 1766 colonization effort at New Smyrna.

Hernández and his father took part in the Patriot War on the side of the Spanish and for this they were awarded three land grants: 1,000 acres on Pellicer Creek, and 500 acres each on the St. Johns and Halifax rivers. The younger Hernández eventually inherited all three of these properties. He was also awarded 635 acres south of the Matanzas, although he did not receive this land until 1818, soon after he purchased Mala Compra.

Hernández later used his family status and influence to acquire more land. He was granted 800 acres in Graham's Swamp west of the headwaters of the Matanzas River where he developed a successful sugar plantation, called St. Josephs. He also bought 375 acres directly north of Mala Compra on which he built the Bella Vista Plantation where he grew oranges. Today, Bella Vista occupies the grounds of Washington Oaks Gardens State Park. Mala Compra was Hernández's primary residence and business headquarters for many years. Here, he managed his vast land holdings, almost 30,000 acres of land at the time (Griffin 1999).

The Kings Road - 8FL00186

The British Colonial period King's Road, or *camino real*, traversed lands immediately north of the project area (the current Old Kings Road right-of-way is located approximately two miles north of the development parcel). It was the principal road that fed all major settlements in northeast Florida during the colonial period. The linear route follows the general route of the Kings Road shown on the Clements survey map of 1834 and the Randolph survey map of 1850, as well as the modern-day route of the road that runs north-south through Palm Coast. The Kings Road is also depicted on the Hernández map as the western border of the land grant. It is shown as *Realengo*, which translates to

royal lands. The Kings Road served as a major transportation route during the British period (1763 – 1784) and subsequent historic periods in Florida.

James Grant, East Florida's British Governor, considered a network of roads a top priority during his administration (Schafer 2001:163). He recognized that settlers needed a dependable overland transportation route, but he initially lacked sufficient funds to pay for this work. By 1772, savings in the Governor's contingency fund allowed work to begin on segments of the road. This effort may have provided the greatest public benefit of any project undertaken by the British government. John Funk was appointed surveyor for traversing and surveying the ground for the Public Road and was paid 12 pounds for this work (Coomes: 1975). Captain Robert Bisset was hired to construct the road from Matanzas Swamp (the present-day Pellicer Creek area) south through New Smyrna to Mr. Elliott's plantation (near present-day Scottsmeer). He was paid 1150 pounds for this effort (Coomes: 1975). Richard Payne was contractor for the section of road leading to the Matanzas Swamp (Schafer 2001:164). Research suggests that Payne was responsible for road building south from the St. Augustine area to the north bank of Pellicer Creek with Bisset's crew picking up from that point. However, it is possible that Payne's crew actually constructed the wooden bridge over Pellicer Creek with Bisset's crew taking over on the southern bank of the creek. Schafer (2001:168) described road specifications to be followed for portions of the King's Road leading north from St. Augustine. It is believed that Bisset and Payne followed these specifications for the southern route. The road was to measure sixteen feet across, with ditches and pine logs laid crosswise in the wet portions (corduroy ribbing) and causeways through the swamps and bridges across the many creeks and rivers.

Under the British Period ownership, with a desire to quickly populate its two new colonies, a system of land grants was implemented for which interested British subjects could apply. Governor Grant's plan for settling East Florida was based on the development of a plantation economy, with large land grants issued to people who would produce agricultural products for which Britain's economy and citizens would benefit. Preserved sections of the King's Road have been located during archaeological and historical surveys of nearby properties, including the Double Bridges development (Ste.Claire 2002), the West Palm Coast development (Ste.Claire 2004) and the King's Road Widening Project (Ste.Claire 2004). In Flagler County, the intersection of Pellicer Creek and a landing road, a historic route of the Kings Road, has long been called Double Bridges, named after two bridges that once existed in the Pellicer Creek and Hulett Branch basins at this location. The bridges are gone, but remaining piers and extensive causeways serve as monuments to this historic crossing.

The Double Bridges site is defined by three extant sections of causeways and two remnant bridge spans. The majority of the site occurs on lands to the immediate west of the Double Bridges project area and Pellicer Creek, these lands owned and managed by the St. Johns River Water Management District and forming the northern border of the West Palm Coast properties. A raised causeway is found at the southern boundary of the Double Bridge development parcel on and just north of Pellicer Creek. It measures 25 meters north to south and ranges from three to four meters wide. Another section of

causeway occurs on the south side of Pellicer Creek, just south of the Double Bridges property line. This causeway runs south through the swamp approximately 50 meters from the remains of the wooden bridge over Pellicer Creek to Hulett Branch where a second grouping of pilings and iron spikes from an extinct wooden bridge were noted. South of the second bridge, a raised causeway runs south through the swamp for about 95 meters to a point where higher ground begins. The average width of the causeway road in the western portion is three to four meters. The total length of the causeway and bridge span system over the creeks and through the wetland swamps is approximately 190 meters. It is oriented north south.

Field investigations revealed that the large amount of soil required to construct the raised causeway deposited in the swamps north and south of Pellicer Creek was excavated from adjacent upland terrace areas. These excavated areas are quite visible, with the roadbed cutting through the ridges. Most likely, the wooden bridge was constructed first to allow wagons loaded with dirt easy access to the dumpsite. The fill work would then be gradually extended southward (or northward if construction began at the opposite side) as logs were placed first with sand over these to make the roadbed usable. Sand for the raised causeway that was built south of the second bridge over Hulett Branch was taken primarily from the highly elevated sand ridges that characterize the southern portion of the Double Bridges site. Borrow pits were observed along the high sandy banks which border the creek basin. On the Double Bridges property, one borrow pit measuring three meters in diameter, is located on the eastern bank or ridge approximately 30 meters from Pellicer Creek.

It is believed that the King's Road once followed through two, possible three different routes as it traveled south from the St. Johns River Water Management District lands. Survey work at West Palm Coast demonstrated that the width of the Hewlitts Mill (8FL00014) dam over Hulett Branch was wide enough to accommodate wagon traffic and measures approximately sixteen feet, the standard width of the original King's Road (Ste.Claire 2004). It is speculated that the earthen dam constructed at the Hewett sawmill complex was utilized as a portion of the King's Road to cross Hulett Swamp. Martin Hernandez's 1817 survey plat map shows the road crossing at the old Hewlett site with another road meeting the King's Road at this junction and only one road, the King's Road, leading southeast from this point.

The Big Mulberry Branch Site - 8FL00028

Drs. James Miller and John Griffin recorded the Big Mulberry Branch site to the Florida Master Site File in 1980 as part of a comprehensive archaeological survey of Palm Coast lands. The site, situated on a high bluff along the Big Mulberry Branch creek basin, a tributary of Long Creek, has produced early prehistoric materials of the Late Archaic period (ca. 4,000 years ago). It is one of the earliest known sites in Palm Coast. The project area is traversed by wetland strands thus creating very high probability areas regarding likely archaeological site occurrence.

Environment Background

In an effort to discern the past environmental conditions of the 38.77-acre Flagler Landings development property, as well as identify any historic structure or activity on the property, historic aerials were examined. In addition, early topographic maps of the area were reviewed in detail.

Historical evidence, as well as field investigations, indicate that the subject property has been used intensively for at least a half century for agricultural purposes, mainly timbering, turpentine, and planted pine (silviculture) activities. From these aerials and maps, it appears that the subject parcel was clear-cut in the 1940s or possibly long before the mid-20th century. There is substantial evidence that the property was heavily timbered and used for silviculture (planted pine agriculture) multiple times. Except for spatially isolated pockets of remnant hardwood hammocks, is doubtful if any of the subject property's original vegetation has survived.

Today, clearcut and leveled areas characterize the property. The lands on the subject parcel are extensively disturbed due to past agricultural activities. Soils are alluvial sands, almost entirely Placid Fine Sand with some Smyrna Fine Sand on the peripheries of the project area (see Figure 4). It is the general observation of investigators that no original ground surfaces remain on the subject parcel, except for the small pockets of hardwood hammocks.

Uplands quickly transition into wetlands to the south, east and west (see Figure 4). In general, wetland forested mixed (FLUCFCS 630) represent approximately 80% of the project tract (30.25 acres), while central uplands represent the remaining 20% (8.52 acres) (see Figure 5).



CARTER ENVIRONMENTAL
SERVICES, INC.



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904-540-1786

www.carterenv.com

Existing Site Conditions
Flagler Landings Conceptual

Project: 5.12074.01

Flagler County, FL

Date: Jul 25 2024

Figure:

4





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Soils Map		
Flagler Landings Conceptual		
Project:	5.12074.01	Flagler County, FL
		Date: Jul 25 2024




Figure: .

Previous Archaeological Investigations

A TRS search through the Florida Master Site File, Tallahassee (May 22, 2025) revealed that eight CRAS surveys have been conducted within a 2.0-mile radius of the subject property (Table 1). One of these surveys (MS# 296) interfaces with the Area of Potential Effect (APE).

Table 1. List of CRAS recorded to the FMSF within 1.0-mile radius of the subject property.

<u>FMSF No.</u>	<u>Title</u>	<u>Author (s)</u>	<u>Date</u>
17498	<i>Section 106 Review, TCNS #59980, Proposed 155-Foot Overall Height Monopole Telecommunications Structure Palm Coast High School Tower</i>	Destephano	2010
15910	<i>Cultural Resource Assessment Survey of the Flagler County Airport, Florida</i>	Ste.Claire	2008
15059	<i>An Archaeological and Historical Survey of the DAY376A FPL Palm Coast Town Center Tower in Flagler County, Florida FCC Form 620</i>	Florida History, LLC	2008
11714	<i>Cultural Resource Assessment Survey of the Airport Commerce Center, Flagler County, Florida</i>	Ste.Claire	2005
7451	<i>Cultural Resource Assessment Survey of the Town Center Development City of Palm Coast, Flagler County, Florida</i>	Ste.Claire	2002
5393	<i>Cultural Resource Assessment Survey for the State Road 100 from US 1 (SR 5) to SR 9 (I-95) Re-evaluation for Design Project, Flagler County, Florida</i>	Janus Research, Inc.	1998
1867	<i>Proposed Multilaning of SR 100, from SR 5/US 1 easterly to SR A1A, excluding replacement of the bridge over the Intercoastal Waterway/Smith Creek</i>	Florida Department of Transportation	1988
296	<i>Cultural Resource Assessment of the Palm Coast Property: Phase I Results</i>	Miller	1977

Four historical and archaeological resources have been recorded in the vicinity of the subject parcel, including two historic structures, one resource group, and one archaeological site. None of these resources are located within the boundary of the subject parcel.

Two surveys took place within the subject property. In 1977, Cultural Resource Management, Inc. conducted a 77,000-acre CRAS of the Palm Coast Property (MS# 296). CRM, Inc. investigated 14 previously recorded sites and documented four new sites and several historical properties in St. Johns and Flagler counties. None of the sites investigated during this survey were in the vicinity of the subject parcel (Miller 1977).

A CRAS was conducted ahead of the Town Center Development in 2002 by Heritage Services, Inc. (MS# 7451). During the 1,500-acre survey, one new site (8FL228) was documented. The early-20th century artifact scatter related to the Durrance Homestead (8FL228) is located 0.25-mile north of the subject parcel. The home is no longer standing, but early 1900s glass, ceramic, iron, and graniteware fragments were present (Ste.Claire 2002).

Two surveys were conducted of the SR-100 corridor, more than 0.5-mile south of the project area. In 1998, Janus Research, Inc. conducted a CRAS of 17 proposed pond

locations along the roadway (MS# 5393). In their investigation, 16 previously recorded and 18 new sites were documented. Two of the new sites are in the vicinity of the subject parcel. 2205 State Road 100 – GV (8FL205), one mile southwest of the APE, is a c.1948 masonry vernacular structure and SHED – GV (8FL206), 0.75-mile southeast of the APE, is a c.1935 Frame Vernacular shed. Both are considered ineligible for the NRHP, as they lack any historical associations (Janus Research, Inc. 1998).

The Florida Department of Transportation conducted a survey of the roadway ahead of a lane expansion and Intracoastal Waterway bridge replacement project in 1988 (MS# 1867). No new sites were documented during this survey (Florida Department of Transportation 1988).

Two CRAS were conducted by Heritage Services, Inc. relating to the Flagler County Airport; a 2005 survey of the Airport Commerce Center (MS# 11714) and a 2008 survey of the full airport property (MS# 15910). As a result of the 2008 investigation, one previously recorded (8FL33) and three new (8FL296, 8FL297, 8FL308) were evaluated. The Bunnell Navy Airfield (8FL308) resource group was documented approximately 0.75-mile south of the subject parcel. The group contains four contributing resources, the four runways of the Flagler County Airport, which are believed to be a similar footprint to the WWII-era Bunnell Navy Airfield. The original buildings and other structures have since been destroyed or developed during subsequent renovations. The group is not considered NRHP eligible. The other three sites investigated were not in the vicinity of the APE for this project (Ste.Claire 2005, Ste.Claire 2008).

Research Design and Field Methodology

Prehistoric settlement in the Northeast Florida archaeological region, of which Flagler County is part, occurs predominantly in two major areas – the estuarine regions of the east coast and the St. Johns River basin. Prehistoric sites, especially those of later cultural periods, are well known for these areas, including two site complexes at the nearby Faver-Dykes State Park (8SJ00035, 8SJ03133, 8SJ03742) (see Payne and Griffin 2000) the enigmatic Grand Haven Cove and Grand haven Hammock sites (8FL00174 and 8FL00181), two Late St. Johns period site located along the Graham Swamp strand, and many sites in the lower Tomoka River Basin. While few prehistoric sites are known for interior regions such as those hinterlands occupied by and surrounding sections of the project area, more recent archaeological surveys have revealed the presence of sites that fall outside of the coastal and riverine settlement regions. These interior sites have been documented for Flagler County and St. Johns County (Miller 1980, 1992) and for Volusia County (Ste. Claire 1990, 1992). One important interior site, the Palm Coast Midden (8FL00015), was located during an earlier survey of Palm Coast for the ITT Community Development Corporation (see Miller 1980, 1992).

The Palm Coast Midden site is a small Archaic period coquina midden. In a similar fashion, interior sites known for Volusia County are related to this cultural period, but most are lithic scatters found along minor drainages and swamps. The reader is referred to Miller (1992), Ste. Claire (1990), and Russo and Ste. Claire (1992) for a discussion of Archaic period settlement in Northeast Florida. Of particular importance are two unrecorded prehistoric sites that exist approximately 1.5 miles east of the project area, in the western uplands along Graham Swamp. The sites are located respectively at the northeastern and northwestern corners of an existing spray irrigation field. Investigated by archaeologist John W. Griffin in the early 1980s, the sites give clear indication of interior occupations during the Archaic and later cultural periods. One site is a low coquina midden that contains a St. Johns component and an earlier Archaic period component, the latter recently verified by a surface collection of an Archaic stemmed projectile point. The other is a sand burial mound which dates to at least the early St. Johns period as indicated by St. Johns plain ceramics observed at the site by the author.

The Grand Haven Cove site (8FL00174) was discovered and investigated by Ray Willis in 1987 during an archaeological survey of the 800-acre ITT Palm Coast Retirement Community Tract, now the Lowe Palm Coast Grand Haven Development. The site measures approximately 200 x 65 meters and is situated at a “cove” along the eastern margin of Graham Swamp (Grand Haven Swamp) on a sand ridge with mesic vegetation. Grand Haven Cove is described as a St. Johns II Village site (Willis 1987:7), this based on the recovery of 14 St. Johns Check-Stamped pottery sherd, 29 St. Johns Plain sherds, and 14 fragments of sand-tempered plain ceramic. The site is characterized as an area of prehistoric occupation with differential concentrations of coquina (Donax)_midden, pottery, and bone. The general culture-bearing strata, a dark gray midden with or without coquina, begins at 5 cms b.s. and extends to 10 – 20 cms b.s., and sometimes to depths of 45 cms b.s. (Willis 1987:8). Some features such as shell midden lenses were observed.

The nearby Grand Haven Hammock site is an extensive (ca. 180 x 100 meters) inland coquina midden that occupies a spatial position along a ridge near a freshwater marsh that was most likely a pond during the time of prehistoric inhabitation (Ste.Claire 1997). The roughly oblong site occurs at a topographic point where a U.S.G.S. 15-foot contour line intersects the wetland apron. The surrounding environment is characterized by a mesic hammock community with temperate mixed hardwoods, mostly oak and hickory trees, with a patchy understory of palmetto. Associated soils are Paola and Pomello fine sands. The site was discovered during selective subsurface testing of this high probability area, and its boundaries were determined subsequently through 42 .5-meter controlled shovel tests. Site strata and general depth of deposit were determined through the shovel tests and through two half meter-square excavation units. Both selective and systematic testing was conducted to delineate site boundaries.

Cultural deposits at the Grand Haven Hammock site are characterized by varying densities of coquina (Donax) shell midden with pottery, shell tools, and animal bone. The midden begins approximately 5 – 10 cms b.s. and in some areas, extends to 50 cms b.s. In the two excavation units, the cultural layer with varying amounts of coquina midden occurs in a grayish-brown sand matrix (5 –30 cms b.s.), the obvious effects of cultural staining, as off-site testing could not locate the same soil discoloration.

Artifacts recovered from Phase I and Phase II (Ste.Claire n.d.) investigations at the site include St. Johns Plain ceramic, St. Johns Check-Stamped pottery, one sherd of cob-marked pottery, worked Busycon whelk fragments, and worked deer bone. The ceramic assemblage suggests a late St. Johns (St. Johns II) culture period for the site (ca. A.D. 800 - 1200). Faunal materials in an excellent state of preservation currently are being studied for seasonality and subsistence information.

The Grand Haven Cove and Grand Haven Hammock sites represent rare, intact inland coquina shell middens, currently considered an anomaly in the settlement model for the Northeast region of Florida, in absence of patterned occurrence, which, through the recent discovery of similar site types, is beginning to emerge as an integral element in the paradigm. It should be noted that the site does not represent a shellfish collecting station, even though coquina constitutes the largest class of material remains at the 8FL181. Instead, the coquina remains are the remnants of foods transported from the coast - shellfish which served as temporary and adequate nutrition to sustain a small to medium-size group of prehistoric peoples, allowing them to carry out the seasonal exploitation of interior, non-marine resources, most likely whitetail deer and hickory nuts. Cultural deposits at 8FL181 suggest that the site was used over a long period of time for seasonal forays, but for short stays only. The absence of a full range of tools probably precludes the site functioning as a permanent village.

Similar shell “scatter” sites, typified by the presence of varying deposits of marine shell that may or may not contain prehistoric artifacts, have been identified for the west coast of Florida by Estabrook and Austin (1989). Their research has indicated that these sites are more complex than their outward appearance would suggest, and that the sites reveal important aspects of site structure, technology, seasonality, and settlement organization.

The Grand Haven Hammock site, with its excellent state of preservation and extensive degree of cultural deposit, has the potential to contribute valuable information in the development of a new regional settlement model. Testing of such coquina middens, even to a limited degree, has resulted in large bodies of data concerning prehistoric settlement and subsistence (see Russo and Ste.Claire 1992).

Prehistoric sites are known for the Pellicer Creek basin to the north. Most of these sites, however, are located in the lower basin areas, or those that occur in or approach the estuarine areas. The closest of these recorded sites occur in the Faver-Dykes State Park, located approximately three miles east of the project area. The prehistoric sites include two site complexes (8SJ00035 and 8SJ03133) and a St. Johns ceramic scatter (8SJ3742). The Rootan Branch site complex (Douglass 1885:77; Payne and Griffin 2000) is comprised of two early St. Johns period burial mounds near a site center. 8SJ00033 is an L-shaped midden dating to the St. Johns I and II periods.

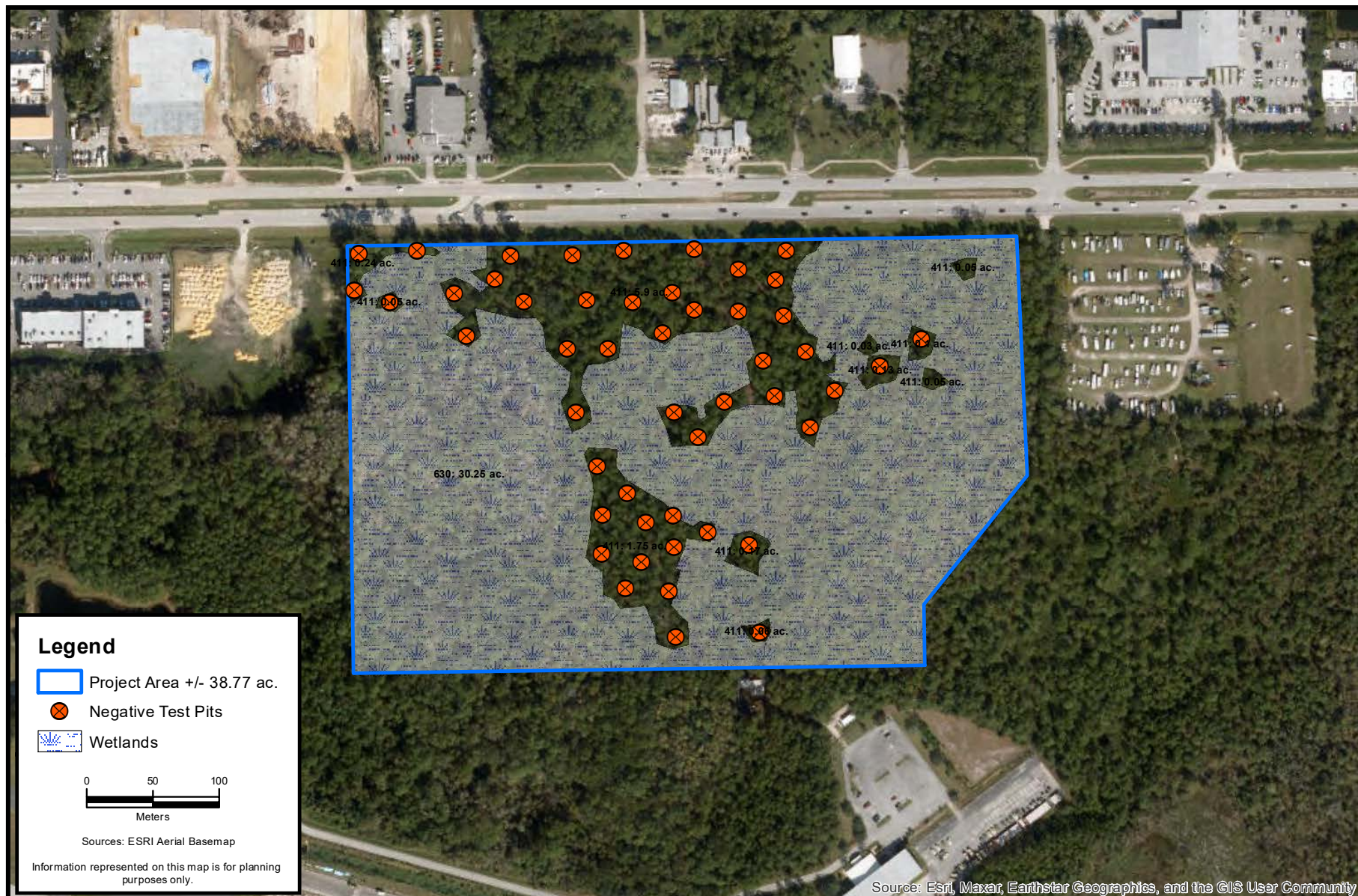
Evaluations of archaeological or historical site significance are based on the potential of a site to contribute to the knowledge of regional prehistory or history. Thus, consideration of these sites within the context of a larger, regional settlement system is essential. While archaeological sites are known for the coastal areas of Flagler County, little is known about prehistoric and early historic settlements in the interior areas of the region with its freshwater creeks, marshes, ponds, swamps, and other drainages. These concerns were incorporated into the research design, as well.

Because of early and continuous land use across the subject parcel original land surfaces have been extensively altered by land clearing & leveling, planted pine agriculture and road construction. These cleared and disturbed areas afforded exceptional surface visibility of exposed subsurface soils and materials. During the field investigations, these exposed surfaces were intensively examined.

Due to the extensive disturbance on the subject property, subsurface testing was done at 100-meter intervals across the Flagler Landings development parcel, as well as judgmentally (see Figure 6). Subsurface testing focused on uplands along the margins of wetlands. Shovel tests, measuring approximately 50 centimeters in diameter, were excavated to a depth of at least one meter through mostly sandy soils. All excavated soil was screened through a 1/4-inch mesh hardware cloth screen. In some areas of suspected historic occupation, metal detectors were employed, as well as intensive probing for structural remains. The survey also incorporated information provided by a local informant on the history of land use for the subject parcel. While none were recovered during the investigation, any cultural materials found are typically processed and stored at the Heritage Cultural Services, LLC, laboratory in St. Augustine. Field notes, records and photographs by procedure are stored and managed at the offices of Heritage Cultural Services, LLC.

During archaeological investigations, if sites were found and determined to contain unmarked human burials and human skeletal remains, by procedure these would be brought to the attention of a District Medical Examiner, if it was determined that the

burial(s) represent an individual (or individuals) who had been dead less than 75 years, or to the attention of the State Archaeologist in the case that the remains were determined to be older than 75 years. Archaeological and development activities would cease immediately until proper authorities, the District Medical Examiner or the State Archaeologist, made a determination and authorized the continuance of work through their respective jurisdiction as defined by Florida Statutes. Procedures outlined in Chapter 872.05, Florida Statutes, would be followed regarding site preservation and protection, or mitigation, and reporting, this through the authority and direction of the District Medical Examiner and/or the State Archaeologist. Unexpected archaeological finds occurring during subsequent development of the subject property will follow these procedures.



HERITAGE CULTURAL SERVICES, LLC



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Archaeological Shovel Test Pit Location Map

Flagler Landings

Project: 12074.01

Flagler County, FL

Date: May 31 2025

Figure:

6



Survey Results and Management Recommendations

Comprehensive Phase I archaeological investigations across the 38.77-acre Flagler Landings development property in Palm Coast, Flagler County, Florida – including systematic subsurface testing, metal detector surveys, probing, surface collections and historic map reviews - resulted in the discovery of no new archaeological or historical sites.

Consequently, it is the opinion and recommendation of Heritage Cultural Services, LLC, that no cultural resources eligible for listing on the *National Register of Historic Places* will be impacted by development of the Flagler Landings property as described in this report. No further archaeological work is recommended.

Photographic Plates



Figure 1 - Planted pine density



Figure 2 - Property off S.R. 100 (Moody Boulevard)



Figure 3 - Dense second growth interiors



Figure 4 - Planted pine interiors



Figure 5 – Interiors



Figure 6 - Shovel test pit profile showing disturbed sandy soils and shallow water table



Figure 7 - Shovel test pit showing wet humic sandy soils

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Attachment A:
Survey Log Sheet

Ent D (FMSF only) _____



Survey Log Sheet

Florida Master Site File

Version 5.0 3/19

Survey # (FMSF only) _____

Consult *Guide to the Survey Log Sheet* for detailed instructions.

Manuscript Information

Survey Project (name and project phase)

Flagler Landings Development Property Archaeological Survey, City of Palm Coast, Flagler County, Florida; City of Palm Coast LDC CRAS Requirement

Report Title (exactly as on title page)

Phase I Cultural Resource Assessment Survey of the Flagler Landings Development Property, Flagler County, Florida

Report Authors (as on title page)

1. Ste.Claire, Dana

3. _____

2. _____

4. _____

Publication Year 2025

Number of Pages in Report (do not include site forms) 63

Publication Information (Give series, number in series, publisher and city. For article or chapter, cite page numbers. Use the style of *American Antiquity*.)

HSI Report Series 2025-64

Supervisors of Fieldwork (even if same as author) Names

Dana Ste.Claire, M.A., RPA

Affiliation of Fieldworkers: Organization

Heritage Research, Inc.



City Ponte Vedra

Key Words/Phrases (Don't use county name, or common words like *archaeology*, *structure*, *survey*, *architecture*, etc.)

1. Flagler Airport

3. Moody Boulevard

5. Silviculture

7. Agricultural

2. Bunnell Navy Airport

4. S.R. 100

6. Planted Pine

8. Disturbed

Survey Sponsors (corporation, government unit, organization, or person funding fieldwork)

Clear Sponsor Values

Name Tidelands Investment LLC

Organization OTHR

Address/Phone/E-mail Jacksonville, Florida

Recorder of Log Sheet

Dana Ste.Claire, M.A., RPA

Date Log Sheet Completed 5-28-2025

Is this survey or project a continuation of a previous project?

☒ No

☐ Yes:

Previous survey #s (FMSF only)

Project Area Mapping

Clear Mapping Values

Counties (select every county in which field survey was done; attach additional sheet if necessary)

1. Flagler



3. _____



5. _____

2. _____



4. _____



6. _____

USGS 1:24,000 Map Names/Year of Latest Revision (attach additional sheet if necessary)

1. Name FLAGLER BEACH WEST



Year 1993

4. Name _____



Year _____

2. Name _____



Year _____

5. Name _____



Year _____

3. Name _____



Year _____

6. Name _____



Year _____

Field Dates and Project Area Description

Fieldwork Dates: Start 5-21-2025 End 5-28-2025

Total Area Surveyed (fill in one) _____ hectares 38.77 acres

Number of Distinct Tracts or Areas Surveyed 1

If Corridor (fill in one for each) Width: _____ meters _____ feet Length: _____ kilometers _____ miles

Research and Field Methods

Types of Survey (select all that apply): ☒ archaeological ☐ architectural ☐ historical/archival ☐ underwater
☐ damage assessment ☐ monitoring report ☐ other(describe): _____

Scope/Intensity/Procedures

Pedestrian survey and systematic shovel testing at 25 - 100 meter intervals; .5 meter units screened through 1/4" mesh. Metal detection and probing in areas of suspected historical activity.

Preliminary Methods (select as many as apply to the project as a whole)

☐ Florida Archives (Gray Building) ☒ library research- local public ☒ local property or tax records ☒ other historic maps ☐ LIDAR
☐ Florida Photo Archives (Gray Building) ☐ library-special collection ☒ newspaper files ☒ soils maps or data ☐ other remote sensing
☒ Site File property search ☐ Public Lands Survey (maps at DEP) ☒ literature search ☐ windshield survey
☒ Site File survey search ☐ local informant(s) ☐ Sanborn Insurance maps ☒ aerial photography
☐ other (describe): _____

Archaeological Methods (select as many as apply to the project as a whole)

☐ Check here if **NO** archaeological methods were used.
☒ surface collection, controlled ☒ shovel test-other screen size ☐ block excavation (at least 2x2 m) ☒ metal detector
☐ surface collection, uncontrolled ☐ water screen ☐ soil resistivity ☐ other remote sensing
☒ shovel test-1/4" screen ☐ posthole tests ☐ magnetometer ☒ pedestrian survey
☐ shovel test-1/8" screen ☐ auger tests ☐ side scan sonar ☐ unknown
☐ shovel test 1/16" screen ☐ coring ☐ ground penetrating radar (GPR)
☒ shovel test-unscreened ☐ test excavation (at least 1x2 m) ☐ LIDAR
☐ other (describe): Probing

Historical/Architectural Methods (select as many as apply to the project as a whole)

☐ Check here if **NO** historical/architectural methods were used.
☐ building permits ☐ demolition permits ☐ neighbor interview ☐ subdivision maps
☐ commercial permits ☐ windshield survey ☐ occupant interview ☐ tax records
☒ interior documentation ☒ local property records ☐ occupation permits ☐ unknown
☐ other (describe): _____

Survey Results

Resource Significance Evaluated? ☐ Yes ☒ No

[Clear Check Boxes](#)

Count of Previously Recorded Resources 0 Count of Newly Recorded Resources 0

List Previously Recorded Site ID#s with Site File Forms Completed (attach additional pages if necessary)

None

List Newly Recorded Site ID#s (attach additional pages if necessary)

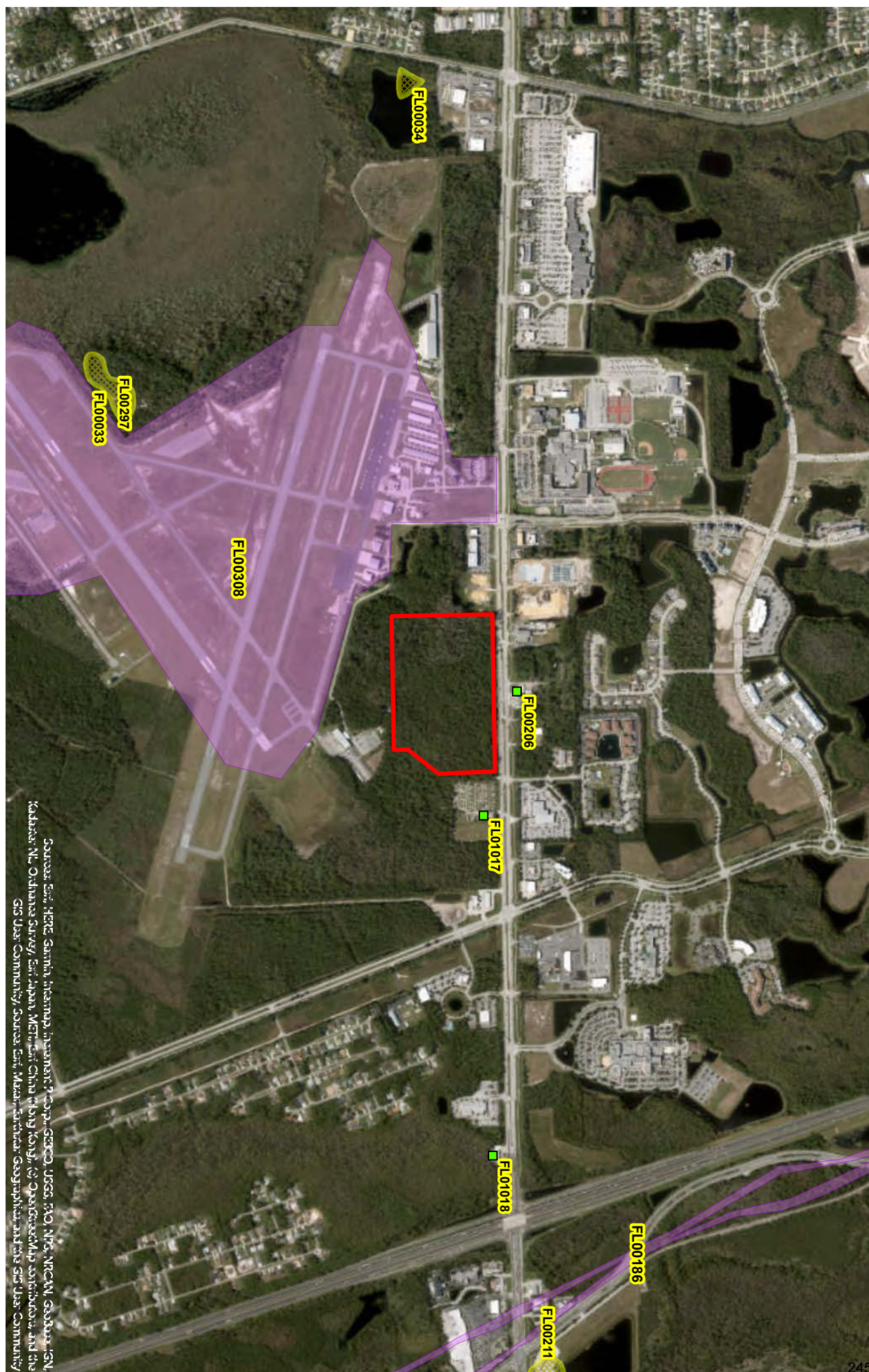
None

Site Forms Used: ☐ Site File Paper Forms ☒ Site File PDF Forms

REQUIRED: Attach Map of Survey or Project Area Boundary

SHPO USE ONLY	SHPO USE ONLY	SHPO USE ONLY
Origin of Report: <input type="checkbox"/> 872 <input type="checkbox"/> Public Lands <input type="checkbox"/> UW <input type="checkbox"/> 1A32 # _____ <input type="checkbox"/> Academic <input type="checkbox"/> Contract <input type="checkbox"/> Avocational		
<input type="checkbox"/> Grant Project # _____	<input type="checkbox"/> Compliance Review: CRAT # _____	
Type of Document: <input type="checkbox"/> Archaeological Survey <input type="checkbox"/> Historical/Architectural Survey <input type="checkbox"/> Marine Survey <input type="checkbox"/> Cell Tower CRAS <input type="checkbox"/> Monitoring Report		
<input type="checkbox"/> Overview <input type="checkbox"/> Excavation Report <input type="checkbox"/> Multi-Site Excavation Report <input type="checkbox"/> Structure Detailed Report <input type="checkbox"/> Library, Hist. or Archival Doc		
<input type="checkbox"/> Desktop Analysis <input type="checkbox"/> MPS <input type="checkbox"/> MRA <input type="checkbox"/> TG <input type="checkbox"/> Other: _____		
Document Destination: <u>Plottable Projects</u>	Plotability: _____	

Attachment B:
Florida Master Site File Data



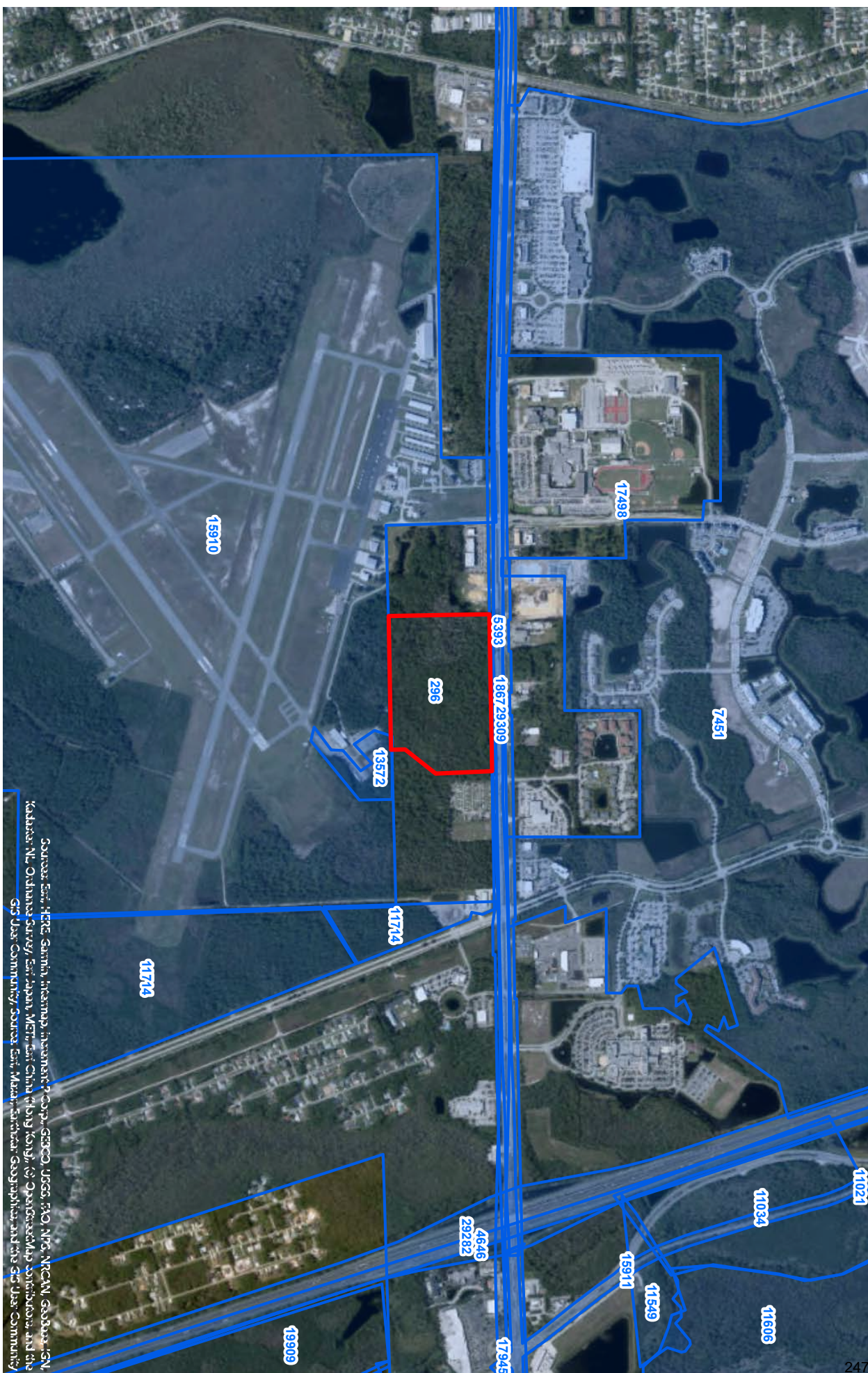


AR=3
 SS=3
 CM=1
 RG=2
 BR=0
 Total=9

Cultural Resource Roster

246

SiteID	Type	Site Name	Address	Additional Info	SHPO Eval	NR Status
FL00033	AR	F 1	Bunnell	Human Remains May Be Present	Not Eligible	
FL00034	AR	F 2				
FL00186	RG	OLD KING'S ROAD	Palm Coast	Linear Resource - 0 Contrib Resources	Eligible	
FL00206	SS	SHED	NA, BUNNELL GV	c1935 Frame Vernacular		
FL00211	AR	BOTTLE DUMP	FLAGLER BEACH			
FL00297	CM	White Cemetery 1914	Bunnell/Palm Coast	Established 1914, Graves = 2	Insufficient Info	
FL00308	RG	Bunnell Airfield	Palm Coast	Designed Historic Landscape - 4 Contrib Resources	Not Eligible	
FL01017	SS	5845 SR 100 E	5845 SR 100 E, Palm Coast	1968+ Frame Vernacular		
FL01018	SS	5935 SR 100 E	5935 SR 100 E, Palm Coast	1969+ Commercial		





Total=19

Manuscript Roster

248

MS#	Title	Publication Information	Year
29282	Cultural Resource Assessment Survey in Support of the SR 9 (I-95) Weigh-in-Motion Station Project, Flagler County, Florida	On file at SEARCH, Newberry, FL. FM 441990-3.	2023
29309	Cultural Resource Assessment Survey, SR 100 from N Palmetto Street to Old Kings Road South, Flagler County, Florida; Financial Project ID No.: 445219-1-32-01; Federal Aid Project No.: D521-051-B	ACI, Sarasota; P22018	2022
26184	Cultural Resource Assessment Survey of the Graham Swamp Trail and Pedestrian Bridge over State Road 100, Flagler County, Florida	On file at SEARCH, Newberry, Florida. SEARCH Project No. T19020. FM No. 438635-1-38-01	2019
19909	Cultural Resource Assessment Survey of the Bulow Creek LC DRI, Flagler County, Florida	HSI Report Series 2013-22	2013
17945	A Cultural Resource Reconnaissance Survey of the Teco/Sea Ray Boats Gas Line Corridor Flagler County, Florida	Environmental Services, Inc., 7220 Financial Way, Suite 100, Jacksonville, Florida 32256, January 2011, Project: EG10046.00	2011
17498	Section 106 Review, TCNS #59980, Proposed 155-Foot Overall Height Monopole Telecommunications Structure Palm Coast High School Tower		2010
15910	Cultural Resource Assessment Survey of the Flagler County Airport, Florida	HSI Report Series 2008-001. Heritage Services, Inc., Ponte Vedra. Prepared for DMJM Aviation, Inc., Tampa	2008
15911	Cultural Resource Assessment Survey of the Kings Road Four-Lane Widening Project, Palm Coast, Florida	HSI Report Series 2008-011. Heritage Services, Inc., Ponte Vedra. Prepared for Ayres Associates, Inc., Jacksonville	2008
13572	Phase I Cultural Resource Survey of the Flagler County Airport Taxiway E Extension, Palm Coast, Flagler County, Florida	On file at DHR and SEARCH, Jonesville	2006
11549	12-Acre Extension of Gardner Parcel A, Flagler County, Florida	SouthArc, Inc. Gainesville. Submitted to James E Gardner, Palm Coast, Florida.	2005
11714	Cultural Resource Assessment Survey of the Airport Commerce Center, Flagler County, Florida	Heritage Services, Inc., Ponte Vedra. Submitted to Florida Landmark Communities, Inc., Palm Coast	2005
11021	Cultural Resources Survey and Assessment Gardner Borrow Tracts, Flagler County, Florida	SouthArc, Inc., Gainesville. Submitted to James E. Gardner, Palm Coast	2005
11034	Cultural Resource Survey and Assessment Gardner Parcels A and B, Flagler County, Florida	Dickinson, Martin F. and Lucy B. Wayne. 2004. Cultural Resources Survey and Assessment, Gardner Parcels A and B, Flagler County, Florida. SouthArc, Inc., Gainesville, FL.	2005
11606	Cultural Resources Survey and Assessment, SR 100 Property, Flagler County, Florida	Waters, Gifford J., Martin F. Dickinson, Lucy B. Wayne. Cultural Resources Survey and Assessment, SR 100 Property, Flagler County, Florida. SouthArc, Inc., Gainesville, FL.	2005
7451	Cultural Resource Assessment Survey of the Town Center Development City of Palm Coast, Flagler County, Florida	HERITAGE SERVICES. Submitted TO ENVIRONMENTAL MANAGEMENT SYSTEMS, INC., ALTAMONTE SPRINGS	2002
5393	Cultural Resource Assessment Survey for the State Road 100 from US 1 (SR 5) to SR 9 (I-95) Re-evaluation for Design Project, Flagler County, Florida	JANUS RESEARCH, ST. PETERSBURG. Submitted TO THE FLORIDA DEPARTMENT OF TRANSPORTATION, DISTRICT FIVE, DELAND	1998
4646	A Cultural Resources Survey of Interstate 95 from a Point 0.32 KM North of U.S. 92 in Volusia County to a Point 0.64 KM North of the St. Johns County Line in Flagler County, Florida	Florida Archeological Services, Inc., Jacksonville. Submitted to Bowyer-Singleton & Associates, Orlando	1995
1867	Proposed multilaning of SR 100, from SR 5/US 1 easterly to SR A1A, excluding replacement of the bridge over the Intercoastal Waterway/Smith Creek	Florida Department of Transportation, Tallahassee.	1988
296	Cultural Resource Assessment of the Palm Coast Property: Phase I Results	Cultural Resource Management, Inc., Tallahassee.	1977

EXHIBIT M
LIST OF ADJACENT OWNERS (500')

List of Property Owner's Within 500'

AIRPORT COMMONS LLC
170 NW SPANISH RIVER BOULEVARD SUITE 101
BOCA RATON, FL 33431

AIRPORT SHOPPES LLC
170 NW SPANISH RIVER BOULEVARD SUITE 101
BOCA RATON, FL 33431

TOWN CENTER COMMONS LLC
1912 NIGHTFALL DRIVE
NEPTUNE BEACH, FL 32266

TLG LLC
5850 E HWY 100
PALM COAST, FL 32164

CITY OF PALM COAST
160 LAKE AVENUE
PALM COAST, FL 32164

ROSAMOND BARBARA A & RONALD F
KRUPA & JULIE A H&W JTWROS
508 MOODY LANE
FLAGLER BEACH, FL 32136

SLS LAND HOLDINGS LLC
PO BOX 354122
PALM COAST, FL 32135

FLAGLER COUNTY BOCC
1769 E MOODY BLVD
BUNNELL, FL 32110

SKUSA PALM COAST LLC
C/O ANDOVER PROPERTIES LLC
150 E 52nd STREET 32nd FLOOR
NEW YORK, NY 10022

FLAGLER COUNTY
1769 E MOODY BLVD BLDG 2 SUITE 302
BUNNELL, FL 32110

BJS WHOLESALE CLUB INC
350 CAMPUS AVENUE
MARLBOROUGH, MA 01752

SEMINOLE WOODS INVESTMENTS, LLC

1490 HWY A1A STE 301
SATELLITE BEACH, FL 32937

CORNERSTONE SEMINOLE WOODS ASSOCIATION, INC
1490 FLORIDA A1A SUITE 301
SATELLITE BEACH, FL 32937

TRIPLE M GEORGIA INVESTMENT, LLC & MHW PC , LLC
2227 S BABCOCK STREET
MELBOURNE, FL 32901

CENTRAL BAPTIST CHURCH INC,THE
5830 E STATE HIGHWAY 100
PALM COAST, FL 32164

TRIPLE M GEORGIA INVESTMENT, LLC & MHW PC , LLC
2227 S BABCOCK STREET
MELBOURNE, FL 32901

MHW PC, LLC
2227 S BABCOCK STREET
MELBOURNE, FL 32901

TRIPLE M GEORGIA INVESTMENTS, LLC
346 N 11TH STREET
FLAGLER BEACH, FL 32136



**NOTIFICATION AFFIDAVIT FOR COMPREHENSIVE PLAN AMENDMENT
& OFFICIAL ZONING MAP AMENDMENT (REZONING)**

**COUNTY OF FLAGLER
STATE OF FLORIDA**

Before me this 3rd day of September, 2025 personally appeared
Kristy Goodwin who after providing personally known as
identification and who did, ✓ did not take an oath, and who being duly sworn, deposes
and says as follows: "I have read and fully understand the provisions of this instrument".

3 signs have been posted on the subject property subject to a rezoning as described
(# of signs) with **Application #** 6312 & 6313

 At least fourteen (14) calendar days before the hearing date advertising the date, time, and
location of the Planning & Land Development Regulation Board (PLDRB)

AND/OR

 At least fourteen (14) calendar days before the hearing date advertising the date, time, and
location of the City Council 1st public hearing.

AND/OR

 At least ten (10) calendar days before the hearing date advertising the date, time, and location of
the City Council 2nd public hearing.

K. Goodwin
Signature of Responsible Party

391 Palm Coast Pkwy., SW, Unit #1, Palm Coast, FL 32137
Print Name & Mailing Address

R. E. Sword
Signature of Person Taking Acknowledgement

Raven E. Sword
Name of Acknowledger (Typed, Printed or Stamped)



This document, once executed, must be returned to a Land Development Technician in the City of Palm Coast Community Development Department prior to the hearing date. Failure to provide document by that time will result in the application not being placed on the agenda for a public hearing.

Please attach a photo of posted sign(s).





City of Palm Coast, Florida

Agenda Item

Agenda Date: September 17, 2025

Department	COMMUNITY DEVELOPMENT	Amount
Division	PLANNING	Account #
Subject: ORDINANCE 2025-XX ZONING MAP AMENDMENT FOR 38.8+/- ACRES FROM FLAGLER COUNTY GENERAL COMMERCIAL (C-2) AND MULTI-FAMILY RESIDENTIAL (R-3B) TO CITY OF PALM COAST GENERAL COMMERCIAL (COM-2)		
Presenter: Jose Papa, AICP, Senior Planner		
Attachments: <ol style="list-style-type: none"> 1. Agenda Summary 2. Staff Report 3. Ordinance 4. Current Zoning Map 5. Proposed Zoning Map 6. Application Cover letter 7. Traffic Study-Rezoning 		
Background: <p>This zoning map amendment is a request from applicant, Jay Livingston as agent for Flagler Pines Properties, LLC for ±38.81 acres of vacant land ½ mile west of Seminole Woods Boulevard on the southside of State Road 100 from Flagler County General Commercial (C-2) and Multi-family Residential (R-3b) to City of Palm Coast General Commercial (COM-2) this is a companion amendment to a Future Land Use Map amendment for same property from Flagler County designations of Commercial: High intensity and Residential: High Density to City of Palm Coast: Mixed Use.</p> <p>Staff analyzed the proposed rezoning based on the criteria in the City of Palm Coast Land Development Code. In summary, staff makes the following findings:</p> <ul style="list-style-type: none"> - Public facilities are available to accommodate the impact of the zoning amendment, - The requested zoning amendment meets the developmental criteria of LDC Sections 2.05.05 and 2.06.03, <ul style="list-style-type: none"> o SR100 is commercial corridor, o Proposed zoning is consistent with surrounding parcels, o Potential annexation warrants change to City designations. - The requested zoning is consistent with various Comprehensive Plan policies. <p>Public Process</p> <p>Neighborhood Meeting</p> <p>The applicant hosted a neighborhood meeting as required by Unified Land Development Code (LDC) Section 2.05.02 on April 15, 2025 from 6 p.m. to 8 p.m. A City of Palm Coast staff member attended the meeting but no member of the public attended.</p>		

Recommended Action: Staff recommends that the Planning and Land Development Regulation Board (PLDRB) find Application #6313 consistent with the Comprehensive Plan and recommend that City Council approve the proposed zoning map amendment from Flagler County General Commercial (C-2) and Multi-family residential (R-3b) to City of Palm Coast General Commercial (COM-2)



**COMMUNITY DEVELOPMENT DEPARTMENT
OFFICIAL ZONING MAP AMENDMENT STAFF REPORT
PUBLIC HEARING ON SEPTEMBER 17, 2025**

OVERVIEW

Application Number: 6313
Applicant: Jay Livingston, Esq., agent for owner
Property Description: Approximately $\pm 1/2$ mile west of Seminole Woods Blvd. on the southside of State Road 100
Property Owner: Flagler Pines Properties, LLC
Parcel ID #: 08-12-31-0650-000B0-0070
Parcel Address: 5821 State Highway 100 E
Current FLUM: Flagler County - Commercial: High Intensity & Residential: High Density (There is a companion FLUM amendment to change the designation of subject parcel to Mixed Use)
Current Zoning: Flagler County – General Commercial (C-2) & Multi-family Residential (R-3b)
Current Use: Vacant
Size of Property: ± 38.81 acres
Requested Action: Rezoning from the Flagler County designations of C-2 and R-3b to City of Palm Coast General Commercial (COM-2) Zoning District

ANALYSIS

REQUESTED ACTION

Jay Livingston as agent for Flagler Pines Properties, LLC, is requesting to rezone (a zoning map amendment) ± 38.8 acres of vacant land on the southside of State Road 100 (SR100) from Flagler County General Commercial and Multi-family Residential to City of Palm Coast designation of General Commercial in order for the property owner to develop the subject parcel with a variety of non-residential uses (retail, restaurants, & offices). There are companion applications in process that are associated with this request.

BACKGROUND/SITE HISTORY

The current land use and zoning designations permit a mix of commercial and residential use. The subject property is currently within the jurisdiction of unincorporated Flagler County. In 2024, the property owner filed an annexation petition to the City. During the first reading of the annexation ordinance in Feb. 2025, the City Council requested additional information regarding the intended use for the subject property. In response, the applicant has filed a Future Land Use Map (FLUM) amendment and Zoning Map amendment (rezoning) for the subject property. A summary of the applications is that the request will render the entire subject parcel permissible for commercial development. A potential for residential use may exist as part of a "Live Local" mixed-use project.

PROJECT DESCRIPTION

As previously cited, the 38.81 acre property is the subject to the following on-going applications:

- Annexation petition,
- FLUM amendment from Flagler County designation of Commercial: High Intensity & Residential: High Density to City of Palm Coast Mixed Use, and
- Zoning map amendment from Flagler County General Commercial & Multi-family Residential (R-3b) to City of Palm Coast General Commercial.

Additionally, if the requests above are approved, the property would be subject to a commercial plat process and technical site plan review process prior to the issuance of building permits on the subject property.

LAND USE AND ZONING INFORMATION

USE SUMMARY TABLE:

CATEGORY:	EXISTING:	PROPOSED:
Future Land Use Map (FLUM)	Flagler County - Commercial: High Intensity & Residential: High Density	Palm Coast-Mixed Use
Zoning District	Flagler County – General Commercial (C-2) & Multi-family Residential (R-3b)	Palm Coast – General Commercial (COM-2)
Use	Vacant Land	Vacant Land proposed for Commercial Development
Acreage	±38.81 acres	±38.81 acres

SURROUNDING LAND USES:

NORTH:	FLUM: Zoning:	City of Palm Coast – Mixed Use General Commercial and Public/Semi-Public
EAST:	FLUM: Zoning:	Industrial, High Intensity Commercial (Flagler County) – portions are within City limits Industrial, and General Commercial (Flagler County designation)
SOUTH:	FLUM: Zoning:	Industrial (Flagler County designation) Industrial (Flagler County designation)
WEST:	FLUM: Zoning:	Industrial and Agriculture (Flagler County) Industrial, and Agriculture & Timberlands (Flagler County designation)

SITE DEVELOPMENT REQUIREMENTS:

Criteria	Current Zoning – C-2	Current Zoning – R-3b	Proposed Zoning – COM-2
Min. Lot Size	10,000 sq. ft.	2,000 sq. ft. (Townhomes)	20,000 sq. ft.
Min. Lot Width	100 feet	20 feet (Townhomes)	100 feet
Max. Impervious Surface Ratio	70%	70%	70%
Min. Front Setback	35 feet	25 feet	25 feet
Min. Rear Setback	10 feet	20 feet	10 feet
Min. Interior Side Setback	10 feet	None	10 feet
Max. Building Height	65 feet	35-45 feet depending on distance from perimeter	100 feet (due to proximity to airport, it is unlikely that this max building height will be achievable – 35' height is likely more realistic height)
Max. Floor Area Ratio	.40	9 dwelling units/acre	.40

ANALYSIS BASED ON UNIFIED LAND DEVELOPMENT CODE, CHAPTER 2, SECTION 2.05.05

The Unified Land Development Code, Chapter 2, Part II, Section 2.05.05 states: *When reviewing a development order application, the approval authority shall determine whether sufficient factual data was presented in order to render a decision. The decision to issue a development order shall be based upon the following, including but not limited to:*

A. *The proposed development must not be in conflict with or contrary to the public interest;*

Staff Finding: The proposed rezoning will change the zoning for the 38.81 acre parcel from a combination of approximately 10.5 acres of commercial zoning (C-2) and 28.3 acres of multi-family zoning (R-3b), all Flagler County zoning designations to 38.81 acres of commercial zoning (COM-2), City of Palm Coast designation. There are companion applications pending that propose to annex the subject parcel into the City of Palm Coast municipal boundaries, and a FLUM amendment to designate the property with a City of Palm Coast Mixed Use designation. The change to City FLUM and Zoning designations would only be necessitated by an annexation of the subject parcel into the City's municipal boundaries.

The proposed rezoning is not in conflict with or contrary to the public interest in that it will provide additional opportunities for employment opportunities and consumer services (shopping, restaurants, and professional office space) for residents.

The subject parcel's location along a major commercial corridor is appropriate for the location of the permitted commercial uses in COM-2 and will permit uses that are similar and consistent with the existing development pattern found along the corridor. Additionally, the proximity of the project to Flagler Executive Airport will require coordination with Flagler County airport and City planning

staff to ensure that no conflict will be created between airport operations and the proposed uses on the subject property.

Except for a mixed-use development which meets the “Live Local Act” provisions in Florida Statutes, the rezoning will eliminate the multi-family residential zoning district and will further the City Council’s objective to encourage and facilitate commercial development.

B. The proposed development must be consistent with the Comprehensive Plan and the provisions of this LDC;

Staff Finding: The application for rezoning is accompanied by an application to amend the FLUM designation of the property to Mixed Use. If the FLUM amendment is approved the proposed COM-2 zoning and planned commercial development will be consistent with the City’s Comprehensive Plan. As found in the staff report for the companion FLUM amendment the following policies are found to be consistent with the proposed request:

Policy 1.1.4.3 – Land use patterns will be required to be efficient and not disproportionately increase the cost of providing and maintaining public facilities, as well as providing housing and transportation strategies that will foster energy conservation.

Analysis: The subject property is located along one of the City/County’s main commercial corridor – SR 100. This arterial serves numerous other non-residential uses along with one of the City/County’s major hospital, a high school, as well as serving as the main route to the Flagler County Airport. This entire corridor is served by existing water and wastewater lines and has access to reuse water. Any extension necessary to serve the subject property will be the responsibility of the developer/owner.

Policy 1.3.1.3 - The City shall encourage development to locate in the areas where public facilities, infrastructure, and services are available. Where there are deficiencies and where appropriate, the City shall require the developer to provide or extend the facilities as necessary to accommodate development provided such provision or extension is consistent with state law. Applicable impact fees shall be used by the City consistent with State law to offset the costs of the City providing facilities.

Analysis: The subject properties are located along SR 100 which is an arterial linking numerous commercial and institutional uses within the City. Utility lines are located along the corridor. Additionally, the subject site has access to reuse water line.

Policy 5.1.3.2 – The City shall designate urban densities or intensities on the Future Land Use Map only in areas that have sufficient existing or planned capacity for potable water facilities and wastewater facilities where connection is available consistent with Policies 1.1.1.2 and 1.1.3.2. For the purposes of this Plan, any residential density exceeding one (1) dwelling unit per acre shall be deemed to be an urban density.

Policy 5.2.2.3 – The City shall designate urban densities or intensities on the Future Land Use Map only in areas that have sufficient existing or planned capacity for sanitary sewer facilities and where connection is available as set forth in State law and City regulations. The City shall minimize the use of septic tanks in accordance with the provisions of Objective 5.2.3 and policies implementing that objective. For the purpose of this Plan, any residential density exceeding one (1) dwelling unit per acre shall be deemed to be an urban density.

Analysis: The proposed zoning map amendment along with the companion Future Land Use Map amendment to expand the commercial uses on the property is consistent with the Comprehensive Plan policies above to create urban densities or intensities in areas that have sufficient existing or planned capacity for potable water and wastewater facilities. Central water and sewer services are available adjacent to the subject property.

Policy 11.1.3.2 - Optimize the utilization of the City's existing infrastructure, public services, and facilities by placing economic employment hubs in areas that are currently by the City's infrastructure services and systems.

Analysis: The subject property is located within a developing commercial corridor (SR 100) and will take advantage of existing public infrastructure.

C. The proposed development must not impose a significant financial liability or hardship for the City;

Staff Finding: Potable water and sewer services are available to serve the project. The proposed rezoning amendment does not impose significant financial liability for the City. The project will be required to pay the required impact fees during its development. Therefore, it is unlikely to impose a significant financial liability on the City. As part of the development review process, an analysis of the development impact on public infrastructure will be completed, as necessary, proportionate share fees may be necessary in order to proceed with development.

D. The proposed development must not create an unreasonable hazard, or nuisance, or constitute a threat to the general health, welfare, or safety of the City's inhabitants;

Staff Finding: The proposed rezoning to COM-2 is for a subject parcel that is located on a developing commercial corridor, SR 100. The permitted uses in COM-2 and the uses likely to be developed on the subject property are consistent with the development patterns along the corridor and will therefore not constitute a threat to the health, welfare, or safety of residents who patronize the businesses in this area. Additionally, future development of the subject site will have to continue through the development process such as Technical Site Plan review and will therefore provide more detail as to the design and operations on the site. This review ensures that the development is compliant with the requirements of the Land Development Code and safety standards required by the Florida Building Code or FDOT standards regarding traffic operations along a state highway (SR 100). Additionally, coordination with Flagler County staff (Airport and Growth Management) is expected to ensure that no conflicts are created between the permitted uses and airport operations. As previously stated, a potential for a mixed-use project that meets the "Live Local Act" provisions may be permissible on the subject property. However, the applicant has coordinated with City staff on a site plan which does not include any residential uses.

E. The proposed development must comply with all other applicable local, state and federal laws, statutes, ordinances, regulations, or codes.

Staff Finding: The subject property will be required to comply with the City's LDC, Comprehensive Plan, and the requirements of all other applicable local, state and federal agencies throughout the development process.

ANALYSIS BASED ON UNIFIED LAND DEVELOPMENT CODE, CHAPTER 2, SECTION 2.06.03

The Unified Land Development Code, Chapter 2, Part II, Sec. 2.06.03 states: “*The Planning and Land Development Regulation Board and City Council shall consider the following criteria, in addition to the findings listed in Subsection 2.05.05, when reviewing a rezoning application*”:

A. *Whether it is consistent with all adopted elements of the Comprehensive Plan and whether it furthers the goals and objectives of the Comprehensive Plan;*

Staff Finding: As noted previously in the analysis prepared for LDC Chapter 2, Part II, Section 2.05.05 of this staff report, the requested zoning district is consistent with the goals, objectives, and policies of the Comprehensive Plan.

B. *Its impact upon the environment and natural resources;*

Staff Finding: Regardless of the zoning of the subject property, if the property is annexed into the City, the property owners will be required to meet all applicable environmental and natural resource-based regulations and laws at the time of development for the subject properties including submittal of a wildlife utilization survey. The site is not within a Special Flood Hazard Area and no impacts are expected on the floodplain. The site is not within an aquifer recharge zone or wellhead protection area and will therefore have no impact on groundwater. A historic resource and cultural report provided no new evidence of historical or cultural resources on site and therefore will not have a negative impact on these resources.

As there are wetlands on the site the property will be analyzed during its development review process to ensure any impacts are minimized. Any impacts will need to be permitted through St. Johns River Water Management District (SJRWMD) and/or the Florida Department of Environmental Protection (FDEP). The wetlands on the property classify as Moderate Quality Wetlands according to Uniform Mitigation Assessment Method (UMAM).

C. *Its impact on the economy of any affected area;*

Staff Finding: The proposed rezoning to COM-2 is for a subject parcel that is located on a developing commercial corridor, SR 100. The permitted uses to be developed on the subject property are consistent with the development patterns along the corridor. This rezoning reinforces SR 100 as a commercial corridor for the City of Palm Coast and Flagler County, it is also important to note that SR 100's direct connection to Interstate-95 makes it an attractive corridor to provide services for travelers using Interstate-95. Finally, as a corridor that connects various cities in Flagler County (Palm Coast, Flagler Beach and Bunnell) this corridor serves more than just the immediate area and it can be expected that services offered along the corridor will be patronized by residents throughout Flagler County.

D. *Its impact upon necessary governmental services such as schools, sewage disposal, potable water, drainage, fire and police protection, solid waste, or transportation;*

Staff Finding: An analysis of the impacts of the proposed rezoning was provided as part of the FLUM amendment. The public facilities impact analysis shows that there will be slight net increase in the demand for water services and a decrease in the demand for sewer service. Central water and sewer services are available along SR 100 with reclaimed water available along Seminole Woods Blvd. (approximately ½ mile to the east of the subject property). However, as the proposed rezoning changes the existing Multi-family Residential (R-3b) to a commercial zoning designation, the demand on school facilities, and park and recreation facilities are eliminated. As previously stated, there may be potential for a mixed-use project that meets the provisions of the “Live Local

Act” under Florida Statutes. However, the applicant has coordinated with City staff on a site plan which does not include any residential uses.

Flagler Landing Rezoning Traffic Impact Analysis (RTIA) Application Summary:

The rezoning proposes an amendment from the existing zoning designation of two (2) parcels, a total of 38.811 acres, from Flagler County General Commercial (C-2) (10.494 acres) and Multifamily Residential (R-3b) (28.317 acres) to Palm Coast General Commercial (COM-2). The traffic impact analysis will be based on maximum development potential of the existing zoning and the proposed zoning which typically does not reflect the final development plan proposed for the site. An actual site plan development will follow the zoning application for site development. The trip difference between the maximum development potential between the existing zoning and proposed zoning results in a 16,372 total daily trip increase, 303 am trip increase and 1,548 additional pm peak hour total trips increase. Based on maximum development potential difference and based on a five-year window to 2029 will have impacts on SR 100's level of service from I-95 to Palm Coast City Limits to the west and Belle Terre Pkwy from Rymfire Drive to East Hampton Blvd. The analysis indicates potential roadway deficiencies that may occur due to the potential increase in traffic associated with the proposed zoning. Transportation concurrency and any mitigation strategies including proportionate share will be assessed at the time of the final site plan application.

E. Any changes in circumstances or conditions affecting the area;

Staff Finding: There are no changes in circumstances or conditions affecting the area. The SR 100 corridor has been a hub of construction activity for retail and other commercial services with an increase in activity in recent years. The proposed amendment seeks to continue the trend of development along the corridor.

A circumstance or condition affecting the subject property is the pending annexation of the subject parcels into the corporate limits of the City of Palm Coast. An annexation action mandates the designation of the subject parcel to the codes and rules of the annexing city. Hence, the necessity to designate the properties with City of Palm Coast FLUM and zoning designation.

F. Compatibility with proximate uses and development patterns, including impacts to the health, safety, and welfare of surrounding residents;

Staff Finding: An analysis of this criteria yields a similar result for Criteria 2.05.05D (previous section of this staff report), the proposed rezoning to COM-2 is for a subject parcel that is located on a developing commercial corridor, SR 100. The permitted uses in COM-2 and the uses likely to be developed on the subject property are consistent with the development patterns along the corridor and will therefore not constitute a threat to the health, welfare, or safety of residents who patronize the businesses along this corridor. Additionally, future development of the subject site will have to continue through the development process such as potentially a Non-residential Controlling Master Site Plan, Preliminary Plat, Final Plat, or Technical Site Plan review and will therefore provide more detail as to the operations on the site. This progression through the development review process ensures that the development is in compliance with the requirements of the Land Development Code, the safety standards required by the Florida Building Code, FDOT standards regarding traffic operations along a state highway (SR 100), or other standards established by an agency. Additionally, coordination with Flagler County staff (likely from the Airport & Growth Management) is expected to ensure that no conflicts are created between the permitted uses and airport operations.

G. *Whether it accomplishes a legitimate public purpose:*

Staff Finding: The proposed rezoning allows the development of the property with a variety of commercial uses. As one of the major commercial corridors in the City/County, it serves a legitimate public purpose to continue to promote commercial development where services (water, sewer, or transportation) are available. The potential volume of traffic that may result from the subject property may most readily be accommodated on a four-lane major arterial like SR 100. During the course of the development approval process, additional technical analysis will be given to any project's impact on the public infrastructure. This technical review will reveal significant impacts or deficiencies that may need to be mitigated prior to approval.

Additionally, the population of the City of Palm Coast/Flagler County continues to grow, an approximately 17% increase since 2020. This growing population results in a demand for more services and a greater variety of different services. This rezoning provides an opportunity for the private sector to serve the demands of a growing community.

PUBLIC PARTICIPATION

The applicant hosted a neighborhood meeting as required by Unified Land Development Code (LDC) Section 2.05.02 on April 15, 2025, from 6 p.m. to 8 p.m. A City of Palm Coast staff member attended the meeting but no member of the public attended.

RECOMMENDATION

Staff recommends that the Planning and Land Development Regulation Board (PLDRB) find Application #6313 consistent with the Comprehensive Plan and recommend that City Council approve the proposed zoning map amendment from Flagler County General Commercial (C-2) and Multi-family residential (R-3b) to City of Palm Coast General Commercial (COM-2)

ORDINANCE 2025-____
REZONING APPLICATION NO. ____
FLAGLER LANDINGS

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PALM COAST, FLORIDA, AMENDING THE OFFICIAL ZONING MAP, AS ESTABLISHED IN SECTION 2.06 OF THE CITY OF PALM COAST UNIFIED LAND DEVELOPMENT CODE, FOR 38.8± ACRES OF CERTAIN REAL PROPERTY DESCRIBED AS TAX PARCEL IDENTIFICATION NUMBER [08-12-31-0650-000B0-0070], GENERALLY LOCATED ½ MILE WEST OF SEMINOLE WOODS BLVD. ON THE SOUTHSIDE OF STATE ROAD 100 AND BEING MORE PARTICULARLY DESCRIBED IN ATTACHED EXHIBIT A, FROM FLAGLER COUNTY DESIGNATION OF COMMERCIAL-2 AND MULTI-FAMILY RESIDENTIAL R-3b TO GENERAL COMMERCIAL (COM-2) ZONING DISTRICT; PROVIDING FOR SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.

WHEREAS, the City of Palm Coast, as the governing body of the City, pursuant to the authority vested in Chapter 163 and Chapter 166, Florida Statutes and the City of Palm Coast Unified Land Development Code, is authorized and empowered to consider applications relating to zoning; and

WHEREAS, the notice and public hearing requirements, as provided for in Chapter 2 (Review Authority, Enforcement, and Procedures) of the City of Palm Coast Unified Land Development Code have been satisfied; and

WHEREAS, the City Council of the City of Palm Coast has considered the evidence and testimony presented by the applicant and other interested parties, the recommendations of the various City reviewing departments, and the recommendation of the Planning and Land Development Regulation Board (PLDRB); and

WHEREAS, the City Council has considered the findings in the staff report and the following findings of fact:

1. The rezoning is consistent with the purposes, goals, objectives, and policies of the City of Palm Coast Comprehensive Plan;
2. The rezoning is compatible as defined in the Unified Land Development Code Section 2.06.03F, and generally consistent with the uses and character of the land surrounding and in the vicinity of the land proposed for rezoning;

3. The rezoning will result in a logical, timely and orderly development pattern;
4. The staff report has demonstrated sufficient justification that there are changed circumstances, which would require the rezoning request.

NOW, THEREFORE, IT IS HEREBY ORDAINED BY THE CITY OF PALM COAST, FLORIDA:

SECTION 1. LEGISLATIVE AND ADMINISTRATIVE FINDINGS. The above recitals (whereas clauses) are hereby adopted as the legislative and administrative findings of the City Council.

SECTION 2. OFFICIAL ZONING MAP AMENDED. The 38.8± acres of land, identified as tax parcel identification number [08-12-31-0650-000B0-0070], located approximately ½ mile west of Seminole Woods Blvd. on the southside of State Road 100, legally described in “Exhibit A” and as depicted in “Exhibit B,” attached hereto, is hereby amended from the Flagler County Zoning Designation of Commercial-2 and Multi-family Residential (R-3b) to City of Palm Coast Zoning Designation of General Commercial (COM-2) zoning district.

SECTION 3. SEVERABILITY. It is hereby declared to be the intention of the City Council that the sections, paragraphs, sentences, clauses and phrases of this Code are severable, and if any phrase, clause, sentence, paragraph or section of this Code shall be declared unconstitutional by the valid judgment or decree of a court of competent jurisdiction, such unconstitutionality shall not affect any of the remaining phrases, clauses, sentences, paragraphs and sections of this Code.

SECTION 4. CONFLICTS. All Ordinances or parts of Ordinances in conflict with this Ordinance are hereby repealed.

SECTION 5. EFFECTIVE DATE. This Ordinance shall become effective immediately upon its passage and adoption or becomes effective immediately upon the effective date of Ordinance No. 2025-XX as adopted by the City Council of the City of Palm Coast, FL, and pursuant to the City Charter. If Ordinance No. 2025-XX does not become effective, then this ordinance shall become null and void.

APPROVED on first reading this _____ day of _____ 2025.

ADOPTED on second reading after due public notice and hearing this _____ day
of _____ 2025.

ATTEST:

CITY OF PALM COAST

KALEY COOK, CITY CLERK

MICHAEL NORRIS, MAYOR

APPROVED AS TO FORM AND LEGALITY

MARCUS DUFFY, CITY ATTORNEY

Attachments:

Exhibit “A” – Legal Description of Property Subject to Official Zoning Map Amendment

Exhibit “B” – Revised Official Zoning Map

EXHIBIT "A"
LEGAL DESCRIPTION

LEGAL DESCRIPTION:

A PARCEL OF LAND IN GOVERNMENT SECTION 8, TOWNSHIP 12 SOUTH, RANGE 31 EAST, BEING A PORTION OF THE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 1387, PAGE 1869 OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

AS A POINT OF REFERENCE, COMMENCE AT THE NORTHWEST CORNER OF LOT 1, AIRPORT COMMERCE CENTER PHASE 2, AS RECORDED IN PLAT BOOK 38, PAGES 2-4, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA, SAID POINT BEING ON THE SOUTHERLY RIGHT-OF-WAY LINE OF STATE ROAD 100 (A 200' RIGHT-OF-WAY); THENCE ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF STATE ROAD 100 (A 200' RIGHT-OF-WAY) S89°09'05"W A DISTANCE OF 1223.50' FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE DEPARTING SAID RIGHT-OF-WAY LINE S02°27'01"E A DISTANCE OF 593.68 FEET; THENCE S38°32'07"W A DISTANCE OF 410.00 FEET; THENCE S00°50'03"E A DISTANCE OF 150.01 FEET; THENCE S89°09'52"W A DISTANCE OF 1414.74 FEET; THENCE N00°50'55"W A DISTANCE OF 1060.02 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF STATE ROAD 100 (A 200' RIGHT-OF-WAY); THENCE ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF STATE ROAD 100 (A 200' RIGHT-OF-WAY) N89°09'05"E A DISTANCE OF 1658.33 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION.

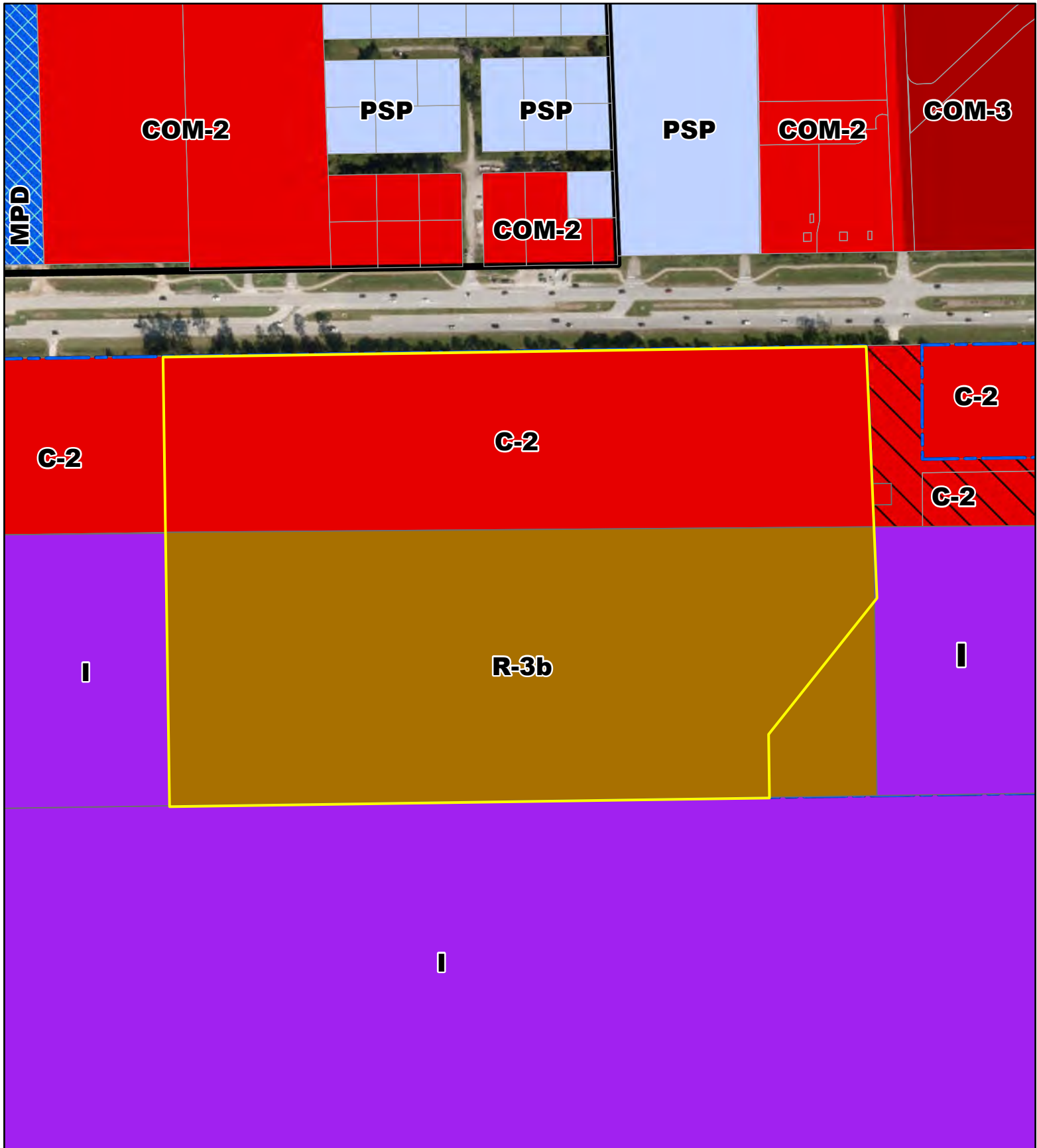
CONTAINING 38.811 ACRES, MORE OR LESS.

EXHIBIT "B"

REVISED OFFICIAL ZONING MAP



The City of Palm Coast prepares and uses this map/map data for its own purposes. This map/map data displays general boundaries and may not be appropriate for site specific uses. The City uses data believed to be accurate, however, a degree of error is inherent in all maps. This map/map data is distributed AS-IS without warranties of any kind, either expressed or implied including, but not limited to, warranties of suitability to a particular purpose or use. This map/map data is intended for use only at the published scale. Detailed on-the-ground surveys and historical analyses of sites may differ substantially from this map/map data.



Current Zoning Map

Palm Coast City Limits
 Subject Property

Palm Coast Zoning Districts

COM-2
 COM-3
 PSP

I : Annexed Area, Flagler County Zoning adopted
 C-2 : Annexed Area, Flagler County Zoning adopted
 MPD, MPD pre 11-16-08 designation
Flagler Zoning
 AC
 C-2

I
 R-3B
Current Zoning
 C-2
 R-3b



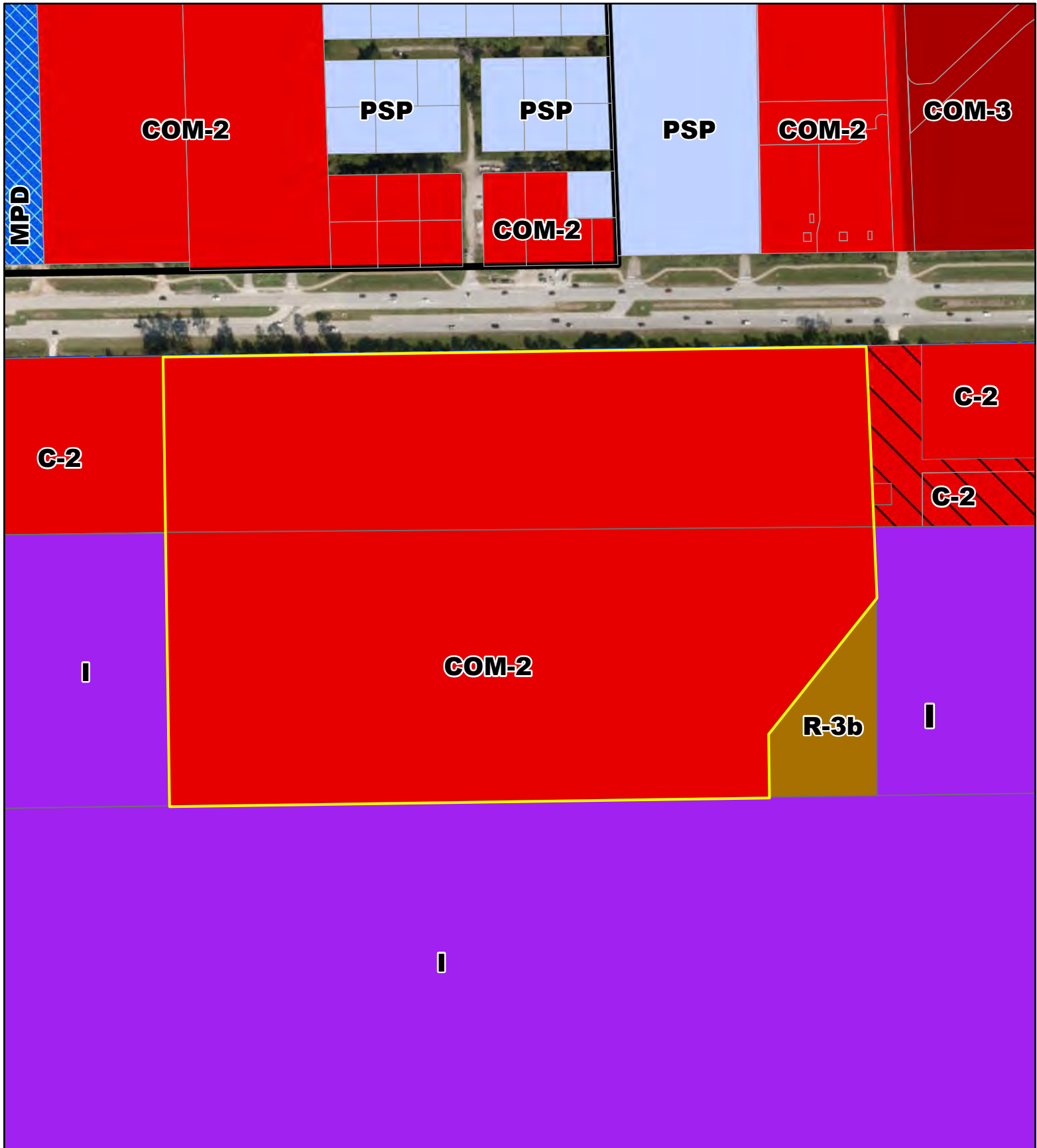
0 300
 Feet



Map Provided by the Planning Division

Date: 7/3/2025

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Proposed Zoning Map

Palm Coast City Limits
 Subject Property

Palm Coast Zoning Districts

COM-2
 COM-3
 PSP
 I : Annexed Area, Flagler County Zoning adopted

C-2 : Annexed Area, Flagler County Zoning adopted
 MPD, MPD pre 11-16-08 designation

Flagler Zoning

AC
 C-2
 I
 R-3B



0 300 Feet



Map Provided by the Planning Division

Date: 8/18/2025

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LIVINGSTON & SWORD, P.A.

Attorneys At Law

June 9, 2025

Ray Tyner
Deputy Director of Community Development
City of Palm Coast
160 Lake Avenue
Palm Coast, FL 32164

Subject: Application for Rezoning
Project: Flagler Landing
Property: 08-12-31-0650-000B0-0070

Dear Mr. Tyner:

This letter is being provided in support of the accompanying application to rezone the above described property to the COM-2 zoning district. The property, which is located between the northern boundary of the Flagler County Executive Airport and the southern boundary of SR 100, is currently in unincorporated Flagler County. It is designated Commercial High Intensity and Residential High Density on the County's Future Land Use Map and in the County's C-2 and R-3B zoning districts, with the majority of the 38.811 acres zoned and planned for multi-family development. The proposed application intends to rezone the property to COM-2 so that it will be used and developed exclusively for commercial purposes.

An ordinance annexing the property into the municipal boundaries of the City of Palm Coast is currently pending before City Council. In addition, an application to amend the City's Future Land Use Map to designate the property Mixed Use is being submitted along with the application for rezoning. Per the direction provided by City Council, the ordinances annexing, rezoning and amending the future land use designation for the property will all be considered for adoption at the same time.

When considering an application for rezoning, the City's Planning and Land Development Regulation Board and City Council are required to make findings and consider the criteria set forth in subsections 2.05.05 and 2.06.03 of the City's Land Development Code. The criteria and the analysis in support of the application to rezone the property are as follows:

Subsection 2.05.05

A. The proposed development must not be in conflict with or contrary to the public interest.

391 Palm Coast Parkway SW #1
Palm Coast, Florida 32137
T 386.439.2945
F 866.896.5573
jay.livingston314@protonmail.ch

The City Council has prioritized commercial and job producing development over new residential development. The application will change the zoning on 28.317 acres from Flagler County's R-3B zoning district to the City of Palm Coasts COM-2 zoning district. This will eliminate the possibility that any portion of the property will be developed for residential uses. Rezoning all 38.811 acres to COM-2 is consistent with the public interest and will further the City Council's stated policy goals to encourage and facilitate commercial development.

B. The proposed development must be consistent with the Comprehensive Plan and the provisions of the Land Development Code.

The application for rezoning is accompanied by an application to amend the Future Land Use Map designation for the property to Mixed Use. If the Future Land Use Map amendment is approved the proposed COM-2 zoning and planned commercial development will be consistent with the City's Comprehensive Plan. All development on the Property will be in accordance with the Land Development Code.

C. The proposed development must not impose a significant financial liability or hardship on the City.

The application for rezoning will not impose any financial liability or hardship on the City. The commercial development contemplated for the Property will also not impose any financial liability or hardship on the City. The development will have a net positive economic impact on the City by increasing the non-residential tax base as well as by generating jobs and other economic opportunities to the citizens and visitors of the City. Finally, the development will generate impact fees to contribute to the costs of infrastructure and public services needed to accommodate the growth caused by the development.

D. The proposed development must not create an unreasonable hazard, or nuisance, or constitute a threat to the general health, welfare, or safety of the City's inhabitants.

The application for rezoning will not create any unreasonable hazard, nuisance or constitute a threat to the general health, welfare, or safety of the City's inhabitants. The commercial development contemplated for the Property will be similar to and compatible with the commercial developments to the east and west of the Property. No development is proposed or contemplated that would constitute a hazard, nuisance or threat to the public's welfare. In addition, the height of the development will be controlled to ensure that it does not conflict with or create a hazard, nuisance or threat to the operations at the Flagler Executive Airport, which is immediately to the south of the Property.

E. The proposed development must comply with all other applicable local, state, and federal laws, statutes, ordinances, regulations, or codes.

The application for rezoning is being submitted in compliance with applicable local and state laws. If the rezoning is approved, all development on the Property will comply with applicable local, state and federal laws, statutes, ordinances, regulations and codes.

Subsection 2.06.03

A. Whether the application is consistent with all adopted elements of the Comprehensive Plan and whether it furthers the goals and objectives of the Comprehensive Plan.

If the application to amend the Future Land Use Map designation to Mixed Use is approved then the application to rezone the Property to the COM-2 zoning district will be consistent with the adopted elements of the Comprehensive Plan. A more thorough land use analysis regarding consistency with the Comprehensive Plan is contained in the application to amend the Future Land Use Map. The commercial development contemplated for the Property will also further Goal 1.4 of the Comprehensive Plan by expanding the City's economic base and providing new employment and business opportunities.

B. The application's impact upon the environment or natural resources.

The application for rezoning will not have any impact on the environment or natural resources. If the application is approved, all impacts on the environment and natural resources will be assessed and permitted through all local, state and federal agencies with jurisdiction over the development project. If impacts do occur, as determined through the development permitting process, then appropriate mitigation will be implemented as required by law.

C. The application's impact on the economy of any affected area.

The commercial development contemplated for the Property will have a net positive impact on the economy of the immediate area and the City as a whole by expanding the City's economic base and providing new business and employment opportunities.

D. The application's impact upon necessary governmental services such as schools, sewage disposal, potable water, drainage, fire and police protection, solid waste, or transportation systems.

The application for rezoning will have no impact on schools because it will eliminate the possibility of residential development on the Property. Impacts to sewage disposal, potable water, solid waste and fire and police protection will be nominal in comparison to residential development. In addition, commercial development on the Property will contribute impact fees to the City for all of the impacted infrastructure and services. The potential impacts to the City's transportation systems are explained in detail in the Technical Memorandum for the Flagler Landing/SR 100 Mixed Use – Rezoning Traffic Impact Analysis (RTIA) Palm Coast dated May 28, 2025 as prepared by LTG, Inc., which has been submitted in support of the application.

E. Any changes in circumstances or conditions affecting the area.

There have been no changes in circumstances or conditions in the immediate area of the Property that are relevant to the application for rezoning.

F. Compatibility of the application with proximate uses and development patterns, including impacts to the health, safety, and welfare of surrounding residents.

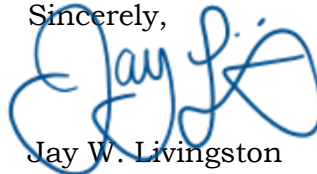
The application for rezoning will ensure the compatibility of development on the Property with proximate uses and development patterns in the immediate area by removing the possibility that residential uses will be developed. The property immediately to the north (across SR 100), east and west of the Property either have existing commercial development or are being planned for commercial development. Like these existing and planned developments, the commercial development contemplated for the Property are compatible with the Flagler County Executive Airport, which is immediately to the south of the Property.

G. Whether the application accomplishes a legitimate public purpose.

As noted above, the City Council has prioritized commercial and job producing development to support the recent surge in residential projects throughout the City. In addition, at the first reading of the ordinance annexing the Property into the municipal boundaries of the City, the City Council advised that it would be in the best interest of the City to eliminate the Property's existing residential zoning. The application to rezone the property to COM-2 will further and help to accomplish all of the above.

Please contact me if you have any questions or require additional information.

Sincerely,



Jay W. Livingston



- GENERAL APPLICATION:** ☒ Rezoning ☐ Special Exception
☐ Nonstatutory Land Division/Parcel Reconfiguration ☐ Vacating Plat
☐ Subdivision Master Plan ☐ Preliminary Plat ☐ Final Plat
☐ Master Site Plan ☐ Nonresidential Controlling Master Site Plan
☐ Technical Site Plan ☐ Site Plan Addition ☐ Development Order Modification
☐ Variance ☐ Parking Flexibility
☐ Wireless Communication Facility (new structure)

CD Plus Application #: _____ Application Submittal Date: _____
Fee Paid: \$ _____ Date of Acceptance: _____
Employee Name Accepting Application (print name): _____
Rejected on _____ Rejected by: _____
Reason for Rejection: _____

- A. PROJECT NAME: Flagler Landing
- B. LOCATION OF SUBJECT PROPERTY (PHYSICAL ADDRESS): 5821 State Hwy 100 E, Palm Coast, FL 32164
- C. PROPERTY APPRAISER'S PARCEL NUMBER(s): 08-12-31-0650-00080-0070
- D. LEGAL DESCRIPTION: _____ Subdivision Name: _____ Section: _____ Block: _____ Lot: _____
See attached Exhibit "A"
- E. SUBJECT PROPERTY ACRES / SQUARE FOOTAGE: 38.811 acres
- F. FUTURE LAND USE MAP DESIGNATION: Mixed Use EXISTING ZONING DISTRICT: County - C2 & R-3B
OVERLAY DISTRICT: N/A
- G. FLOOD ZONE: X COMMUNITY PANEL NUMBER: 120085-0230 DATE: 6/6/2018
- H. PRESENT USE OF PROPERTY: Vacant
- I. DESCRIPTION OF REQUEST / PROPOSED DEVELOPMENT (MAY ATTACH ADDITIONAL SHEETS):
Request to rezone from Flagler County C-2 & R-3B to Palm Coast COM-2. There is an accompanying application for a Future Land Use Map amendment to Mixed Use and a pending annexation into the City.
- J. PROPOSED NUMBER OF LOTS: 11
- K. CHECK APPROPRIATE BOX FOR SITE PLAN:
☐ Tier 1 (up to 40,000 sq. ft. / 40 units)
☐ Tier 2 (up to 100,000 sq. ft. / 100 units)
☒ Tier 3 (exceeding 100,000 sq. ft. / 100 units)
- L. LIST BELOW ANY APPLICATIONS CURRENTLY UNDER REVIEW OR RECENTLY APPROVED ASSOCIATED WITH THIS APPLICATION:
Petition for annexation and FLUM Amendment Application
- M. WATER/SEWER PROVIDER: City of Palm Coast
- N. IS THERE AN EXISTING MORTGAGE? ☐ Yes ☒ No

**OWNER:**

Name: **Flagler Pines Properties LLC**
 Mailing Address: **4 Lambert Cove**
Flagler Beach, FL 32136
 Phone Number: **(386) 793-4740**
 E-mail Address: **j@flaglerpa.com**

APPLICANT / AGENT:

Name: **Jay W. Livingston, Esq. / Livingston & Sword PA**
 Mailing Address: **391 Palm Coast Parkway SW #1**
Palm Coast, FL 32137
 Phone Number: **(386) 439-2945**
 E-mail Address: **jay.livingston314@protonmail.com**

MORTGAGE HOLDER:

Name:
 Mailing Address:
 Phone Number:
 E-mail Address:

ENGINEER OR PROFESSIONAL:

Name:
 Mailing Address:
 Phone Number:
 E-mail Address:

PLANNER:

Name:
 Mailing Address:
 Phone Number:
 E-mail Address:

TRAFFIC ENGINEER:

Name:
 Mailing Address:
 Phone Number:
 E-mail Address:

SURVEYOR:

Name:
 Mailing Address:
 Phone Number:
 E-mail Address:

LANDSCAPE ARCHITECT:

Name:
 Mailing Address:
 Phone Number:
 E-mail Address:

ATTORNEY:

Name: **Same as applicant**
 Mailing Address:
 Phone Number:
 E-mail Address:

DEVELOPER OR DOCKMASTER:

Name:
 Mailing Address:
 Phone Number:
 E-mail Address:

I HEREBY CERTIFY THAT ALL INFORMATION ON THIS APPLICATION IS CORRECT:

Signature of owner OR person authorized to represent this application

Signature(s)

Printed or typed name(s): Jay W. Livingston

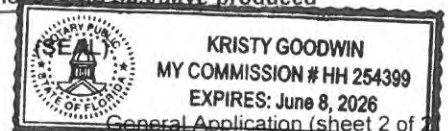
NOTARY: This instrument was acknowledged before me on this 9th day of JUNE, 20 25 by

Jay W. Livingston

who is/are personally known to me or who has/have produced

as identification.

Signature of Notary Public, State of Florida



October 1, 2009 (Revised 4-9-2010)

VIII-44

EXHIBIT "A"

A PARCEL OF LAND IN GOVERNMENT SECTION 8, TOWNSHIP 12 SOUTH, RANGE 31 EAST, BEING A PORTION OF THE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 1387, PAGE 1869 OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

AS A POINT OF REFERENCE, COMMENCE AT THE NORTHWEST CORNER OF LOT 1, AIRPORT COMMERCE CENTER, PHASE 2, AS RECORDED IN PLAT BOOK 38, PAGES 2-4, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA, SAID POINT BEING ON THE SOUTHERLY RIGHT-OF-WAY LINE OF STATE ROAD 100 (A 200' RIGHT-OF-WAY); THENCE ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF STATE ROAD 100 (A 200' RIGHT-OF-WAY) S89°09'05"W A DISTANCE OF 1223.50 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE DEPARTING SAID RIGHT-OF-WAY LINE S02°27'01"E A DISTANCE OF 593.68 FEET; THENCE S38°32'07"W A DISTANCE OF 410.00 FEET; THENCE S00°50'03"E A DISTANCE OF 150.01 FEET; THENCE S89°09'52"W A DISTANCE OF 1414.74 FEET; THENCE N00°50'55"W A DISTANCE OF 1060.02 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF STATE ROAD 100 (A 200' RIGHT-OF-WAY); THENCE ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF STATE ROAD 100 (A 200' RIGHT-OF-WAY) N89°09'05"E A DISTANCE OF 1658.33 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION.

THE ABOVE-DESCRIBED PARCEL OF LAND CONTAINING 38.811 ACRES, MORE OR LESS.

Via email: ken@atlessgroup.net

Ref: 5964.10

TECHNICAL MEMORANDUM

To: Ken Atlee – Flagler Landing, LLC

From: Kady L. Dearing, PE

Subject: Flagler Landing/SR 100 Mixed Use – Rezoning Traffic Impact Analysis (RTIA)
Palm Coast, FL

Date: August 8, 2025

INTRODUCTION

LTG, Inc. (LTG) has been retained by Flagler Landing, LLC to conduct traffic engineering and transportation planning services on behalf of the proposed Rezoning Traffic Impact Analysis (RTIA) for the project known as SR 100 Mixed Use. The subject property is located south of SR 100 and west of Seminole Woods Boulevard in Palm Coast, Florida. **Figure 1** depicts the location of the development in relation to the roadway network.

The rezoning proposes annexation to the City of Palm Coast, changing the existing zoning designation of two (2) parcels, a total of 38.811 acres from Flagler County General Commercial (C-2) (10.494 acres) and Flagler County Multifamily Residential (R-3b) (28.317 acres) to City of Palm Coast General Commercial (COM-2). The proposed RTIA is accompanied by a Comprehensive Plan Amendment (CPA) application which is provided under separate cover. A conceptual site plan is shown in **Exhibit A**.

As stated on the Flagler County Land Development Code (LDC), the City of Palm Coast LDC, and the Volusia Flagler Transportation Planning Organization (VFTPO) guidelines, the transportation impacts will be assessed for roadway segments within a two-mile radius of the property for the difference in trips between the pre-and post- maximum development scenarios. The impact of the trip difference will be assessed through a segment analysis for the year 2029 when the trip differential is over a 10% increase. Please note that the development scenarios are based on maximum development potential of the existing zoning and the proposed zoning and may not reflect the final development plan proposed for the site. If/when the Applicant decides to file for transportation concurrency, a Traffic Impact Analysis (TIA) will be conducted and submitted during the site plan approval process.

TRIP GENERATION FOR EXISTING VS. PROPOSED ZONING DESIGNATION

The maximum potential trip generation, under daily, a.m. and p.m. peak hour conditions, was calculated using the Institute of Transportation Engineers (ITE) document, *Trip Generation Manual, 11th Edition*. The existing County General Commercial (C-2) and Multifamily Residential (R-3b) designations were examined. The County General Commercial (C-2) allows for a maximum floor area ratio (FAR) of 0.4, per the LDC, resulting in a maximum development program of approximately 182,847 square-feet of retail land use permitted. Multifamily Residential (R-3b) has an allowable intensity of ten (10) dwelling units per acre, resulting in 283 multifamily residential dwelling units. Shopping Center (ITE LUC 820) and Multifamily Residential (Low-Rise) (ITE LUC 220) were utilized as the highest trip-generating uses for the existing zoning. The daily, a.m., and p.m. peak-hour trip generation are shown in **Table 1**.



Tidelands
Mixed Use



Project Location Map

Project No.: 5964.10

Figure 1



1450 W. Granada Blvd, Suite 2 – Ormond Beach, Florida 32174
Telephone: 386.257.2571 Fax: 386.257.6996 EB# 0009227
281

TECHNICAL MEMORANDUM

Ken Atlee
August 8, 2025
Page 3

Table 1
Existing Zoning Trip Generation
SR 100 Mixed Use – RTIA

Time Period	FLU Designation	Land Use	ITE LUC	Trip Rate Equation	Quantity (X)	Percent Enter	Percent Exit	Trips Entering	Trips Exiting	Total Trips (T)	
Daily	Commercial High Intensity	Shopping Center	820	T=37.01(X)	182.847	KSF	50%	50%	3,383	3,384	6,767
	Residential High Density	Multifamily Housing (Low-Rise)	220	T=6.41(X)+75.31	283	DU	50%	50%	944	945	1,889
	Total:								4,327	4,329	8,656
AM Peak Hour	Commercial High Intensity	Shopping Center	820	T=0.84(X)	182.847	KSF	62%	38%	95	59	154
	Residential High Density	Multifamily Housing (Low-Rise)	220	T=0.31(X)+22.85	283	DU	24%	76%	27	84	111
	Total:								122	143	265
PM Peak Hour	Commercial High Intensity	Shopping Center	820	T=3.4(X)	182.847	KSF	48%	52%	299	324	622
	Residential High Density	Multifamily Housing (Low-Rise)	220	T=0.43(X)+20.55	283	DU	63%	37%	89	53	142
	Total:								388	377	764

The development potential for the requested City General Commercial (COM-2) designation was examined. The requested zoning has a maximum floor area ratio (FAR) of 0.40, resulting in 676,243 square-feet of retail land uses. Shopping Center (ITE LUC 820) was used as the highest potential trip generator for the proposed zoning. The daily, a.m., and p.m. peak-hour trip generation are shown in **Table 2**.

Table 2
Proposed Zoning Trip Generation
SR 100 Mixed Use – RTIA

Time Period	Zoning Designation	Land Use	ITE LUC	Trip Rate Equation	Quantity (X)		Percent Enter	Percent Exit	Trips Entering	Trips Exiting	Total Trips (T)
Daily	General Commercial (COM-2)	Shopping Center (>150K)	820	T=37.01(X)	676.243	KSF	50%	50%	12,514	12,514	25,028
AM Peak Hour				T=0.84(X)			62%	38%	352	216	568
PM Peak Hour				T=3.4(X)			48%	52%	1,104	1,195	2,299

The trip difference between the existing zoning and proposed zoning results in a 16,372 total daily trip increase, 303 a.m. peak hour total trips increase, and 1,535 additional p.m. peak hour total trips. The trip comparison summary is shown in **Table 3**. Due to the potential trip increase between the existing and proposed zoning designations, a five (5) year segment analysis is required to determine the potential impacts associated with the proposed change.

Table 3
Trip Comparison Summary
SR 100 Mixed Use – RTIA

Condition	Daily	AM Peak Hour	PM Peak Hour
Existing Zoning	8,656	265	764
Proposed Zoning	25,028	568	2,299
Increase	16,372 (+189.14%)	303 (+114.34%)	1,535 (+200.92%)

TECHNICAL MEMORANDUM

Ken Atlee

August 8, 2025

Page 4

PROJECT TRIP DISTRIBUTION

The process of determining the directional flow of traffic associated with a new development is called trip distribution. The Central Florida Regional Planning Model, Version 7 (CFRPM7) was used to estimate the travel patterns associated with the proposed development. The resulting trip distribution used in the assessment is shown in **Figure 2**.

STUDY AREA

Using the difference in p.m. peak hour trips from the existing and proposed zoning and the CFRPM7 project trip distribution, the increase in potential project trips were assigned to the roadway segments where the potential trip differential consumes 3% or more of the roadway capacity from the site location. The existing peak hour two-way capacities of the segments are based on the Palm Coast Transportation Facility Status Report where applicable. The resulting analysis segments, the number of lanes, adopted Level of Service (LOS), and corresponding peak hour two-way capacity are summarized in **Table 4**.

TECHNICAL MEMORANDUM

Ken Atlee

August 8, 2025

Page 5

Table 4
Study Area Significance Test
SR 100 Mixed Use - RTIA

Roadway	Segment		No. of Lanes	Jurisdiction	Adopted LOS	Peak-Hour Two-Way Capacity ¹	Build Out Project Distribution	PM Peak-Hour Two-Way		
	From	To						Project Trip Differential	Impact of LOS	3% Significant?
SR 100	A1A/Ocean Shore Blvd	Flagler Ave	4	FDOT	D	3,580	3.5%	54	2.40%	No
	Flagler Ave	John Anderson Dr	4	FDOT	D	3,580	6.4%	98	2.74%	No
	John Anderson Dr	Colbert Ln	4	FDOT	D	3,580	7.6%	117	3.27%	Yes
	Colbert Ln	Tuscany Blvd	4	FDOT	D	3,580	8.0%	123	3.44%	Yes
	Tuscany Blvd	Old Kings Rd	4	FDOT	D	3,580	11.6%	178	4.97%	Yes
	Old Kings Rd	I-95	4	FDOT	D	3,580	17.5%	269	7.51%	Yes
	I-95	Memorial Medical Pkwy	4	FDOT	D	3,580	41.9%	643	17.96%	Yes
	Memorial Medical Pkwy	Seminole Woods Pkwy	4	FDOT	D	3,580	41.9%	643	17.96%	Yes
	Seminole Woods Pkwy	Bulldog Dr	4	FDOT	D	3,580	100.0%	1535	42.88%	Yes
	Bulldog Dr	Landings Blvd	4	FDOT	D	3,580	45.7%	701	19.58%	Yes
	Landings Blvd	Belle Terre Pkwy	4	FDOT	D	3,580	45.7%	701	19.58%	Yes
	Belle Terre Pkwy	Palm Coast City Limit	4	FDOT	D	3,580	10.2%	157	4.39%	Yes
Belle Terre Pkwy	Pine Lakes Pkwy	Parkview Dr	4	Palm Coast	D	3,580	4.9%	75	2.09%	No
	Parkview Dr	White View Pkwy	4	Palm Coast	D	3,580	8.7%	134	3.74%	Yes
	White View Pkwy	Rymfire Dr	4	Palm Coast	D	3,580	16.6%	255	7.12%	Yes
	Rymfire Dr	Royal Palms Pkwy	4	Palm Coast	D	3,580	21.9%	336	9.39%	Yes
	Royal Palms Pkwy	East Hampton Blvd	4	Palm Coast	D	3,580	29.2%	448	12.51%	Yes
	East Hampton Blvd	SR 100	4	Palm Coast	D	3,580	32.0%	491	13.72%	Yes
Belle Terre Blvd	SR 100	Zebulas Tr	2	Palm Coast	D	2,990	3.5%	54	1.81%	No
Town Center Blvd	Hospital Dr	SR 100	4	Palm Coast	D	5,900	1.3%	20	0.34%	No
Seminole Woods Blvd	SR 100	Ulaturn Pl	4	Palm Coast	D	5,900	9.1%	140	2.37%	No
Central Ave	Belle Terre Pkwy	Market Ave	4	Palm Coast	D	3,040	0.2%	3	0.10%	No
	Market Ave	Lake Ave	4	Palm Coast	D	3,040	0.2%	3	0.10%	No
	Lake Ave	Landing Blvd	4	Palm Coast	D	3,040	0.2%	3	0.10%	No
	Landing Blvd	Park St	2	Palm Coast	D	1,410	0.5%	8	0.57%	No
	Park St	Bulldog Dr	2	Palm Coast	D	1,410	0.9%	14	0.99%	No
	Bulldog Dr	Brookhaven Dr	2	Palm Coast	D	1,410	0.4%	6	0.43%	No
	Brookhaven Dr	Town Center Blvd	2	Palm Coast	D	1,410	0.4%	6	0.43%	No
Bulldog Dr	SR 100	Central Ave	2	Palm Coast	D	1,410	1.3%	20	1.42%	No
Old Kings Rd	Town Center Blvd	SR 100	4	Palm Coast	D	5,900	2.2%	34	0.58%	No
	SR 100	Palm Coast City Limit	2	Palm Coast	D	2,170	3.5%	54	2.49%	No
I-95	Palm Coast Pkwy	SR 100	6	FDOT	D	10,060	14.7%	226	2.25%	No
	SR 100	Old Dixie Hwy	6	FDOT	D	10,060	9.8%	150	1.49%	No

¹Per the Palm Coast Transportation Facility Status Report (2023)

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285

TECHNICAL MEMORANDUM

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EXISTING SEGMENT ANALYSIS

The existing peak hour two-way operating conditions of the segments included in the study area were examined to determine whether any existing deficiencies are currently present using the latest Average Annual Daily Traffic (AADT) counts collected by the local agencies. The results of the analysis are summarized in **Table 5**.

Table 5
Study Area Segment Analysis – Existing Conditions
SR 100 Mixed Use - RTIA

Roadway	Segment		Jurisdiction	No. of Lanes	Adopted LOS	Peak-Hour Two-Way Capacity at Adopted LOS ¹	2023 AADT ²	Existing Peak-Hour Two-Way Volume ³	Existing Volume Exceed Adopted LOS?
SR 100	John Anderson Dr	Colbert Ln	FDOT	4	D	3,580	23,062	2,076	No
	Colbert Ln	Tuscany Blvd	FDOT	4	D	3,580	24,630	2,217	No
	Tuscany Blvd	Old Kings Rd	FDOT	4	D	3,580	24,346	2,191	No
	Old Kings Rd	I-95	FDOT	4	D	3,580	27,565	2,481	No
	I-95	Memorial Medical Pkwy	FDOT	4	D	3,580	37,732	3,396	No
	Memorial Medical Pkwy	Seminole Woods Pkwy	FDOT	4	D	3,580	34,523	3,107	No
	Seminole Woods Pkwy	Bulldog Dr	FDOT	4	D	3,580	34,279	3,085	No
	Bulldog Dr	Landings Blvd	FDOT	4	D	3,580	32,283	2,905	No
	Landings Blvd	Belle Terre Pkwy	FDOT	4	D	3,580	28,600	2,574	No
	Belle Terre Pkwy	Palm Coast City Limit	FDOT	4	D	3,580	32,025	2,882	No
Belle Terre Pkwy	Parkview Dr	White View Pkwy	Palm Coast	4	D	3,580	27,740	2,497	No
	White View Pkwy	Rymfire Dr	Palm Coast	4	D	3,580	28,101	2,529	No
	Rymfire Dr	Royal Palms Pkwy	Palm Coast	4	D	3,580	30,109	2,710	No
	Royal Palms Pkwy	East Hampton Blvd	Palm Coast	4	D	3,580	30,628	2,757	No
	East Hampton Blvd	SR 100	Palm Coast	4	D	3,580	25,394	2,285	No

¹Adopted LOS and capacity obtained from the 2023 Palm coast Transportation Facility Status Report

²Existing AADT obtained from 2023 Palm Coast Historical AADT Spreadsheet

³Existing PM Peak-Hour Two-Way Volume obtained by multiplying 2023 AADT by k-factor (0.09)

⁴2023 AADT Volume for SR 100 from Lambert Avenue to John Anderson Drive obtained from FDOT Traffic Online

FUTURE BACKGROUND GROWTH

The historical annual growth rates for the study area roadway segments were determined using 5-years of historical AADT and FDOT *Traffic Trends* software using the best fitted regression analysis. A minimum of 2% growth was applied when historical growth is less than 2.00% or the R² value is less than 70.0%. The growth comparison and applied growth rates used are provided in **Table 6**. The FDOT *Traffic Trends* analysis worksheets are attached as **Exhibit C**.

BUILD-OUT ROADWAY SEGMENT ANALYSIS

The p.m. peak hour trip generation difference between the existing and proposed zoning designations was added to the future background traffic to determine build-out traffic anticipated as a result of the project under 2029 future conditions. The 2029 future year segment analysis is summarized in **Table 7**.

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Table 6
2029 Growth Rates
SR 100 Mixed Use - RTIA

Roadway	Segment		Historical Average Annual Growth Rate		Applied Growth Rate
			5 Year		
			R ²	Growth	
SR 100	John Anderson Dr	Colbert Ln	84.48%	2.19%	2.19%
	Colbert Ln	Tuscany Blvd	89.90%	4.89%	4.89%
	Tuscany Blvd	Old Kings Rd	18.20%	4.38%	2.00%
	Old Kings Rd	I-95	8.90%	-3.79%	2.00%
	I-95	Memorial Medical Pkwy	69.70%	6.11%	2.00%
	Memorial Medical Pkwy	Seminole Woods Pkwy	94.40%	4.51%	4.51%
	Seminole Woods Pkwy	Bulldog Dr	77.20%	4.35%	4.35%
	Bulldog Dr	Landings Blvd	100.00%	4.18%	4.18%
	Landings Blvd	Belle Terre Pkwy	100.00%	2.45%	2.45%
	Belle Terre Pkwy	Palm Coast City Limit	98.00%	11.86%	11.86%
Belle Terre Pkwy	Parkview Dr	White View Pkwy	55.30%	4.21%	2.00%
	White View Plwy	Rymfire Dr	66.30%	3.92%	2.00%
	Rymfire Dr	Royal Palms Pkwy	76.90%	3.60%	3.60%
	Royal Palms Pkwy	East Hampton Blvd	70.02%	4.08%	4.08%
	East Hampton Blvd	SR 100	26.20%	3.09%	2.00%

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Table 7
Study Area Segment Analysis – 2029 Future Conditions
SR 100 Mixed Use – RTIA

Roadway	Segment		Jurisdiction	No. of Lanes	Adopted LOS	Peak-Hour Two-Way Capacity at Adopted LOS	Existing Peak-Hour Two-Way Volume	Applied Growth Rate	Vested Trips	2029 Total Background Volume	Background Volume Exceed Adopted LOS?	Project Trip Distribution	Peak Hour Trip Differential	2029 Total Build-Out Volume	2029 Build-Out Volume Exceed Adopted LOS?
SR 100	John Anderson Dr	Colbert Ln	FDOT	4	D	3,580	2,076	2.19%	232	2,580	No	7.6%	117	2,697	No
	Colbert Ln	Tuscany Blvd	FDOT	4	D	3,580	2,217	4.89%	252	3,119	No	8.0%	123	3,242	No
	Tuscany Blvd	Old Kings Rd	FDOT	4	D	3,580	2,191	2.00%	252	2,706	No	11.6%	178	2,884	No
	Old Kings Rd	I-95	FDOT	4	D	3,580	2,481	2.00%	408	3,187	No	17.5%	269	3,456	No
	I-95	Memorial Medical Pkwy	FDOT	4	D	3,580	3,396	2.00%	747	4,550	Yes	41.9%	643	5,193	Yes
	Memorial Medical Pkwy	Seminole Woods Pkwy	FDOT	4	D	3,580	3,107	4.51%	745	4,693	Yes	41.9%	643	5,336	Yes
	Seminole Woods Pkwy	Bulldog Dr	FDOT	4	D	3,580	3,085	4.35%	249	4,139	Yes	100.0%	1,535	5,674	Yes
	Bulldog Dr	Landings Blvd	FDOT	4	D	3,580	2,905	4.18%	232	3,866	Yes	45.7%	701	4,567	Yes
	Landings Blvd	Belle Terre Pkwy	FDOT	4	D	3,580	2,574	2.45%	232	3,184	No	45.7%	701	3,885	Yes
	Belle Terre Pkwy	Palm Coast City Limit	FDOT	4	D	3,580	2,882	11.86%	236	5,169	Yes	10.2%	157	5,326	Yes
Belle Terre Pkwy	Parkview Dr	White View Pkwy	Palm Coast	4	D	3,580	2,497	2.00%	375	3,171	No	8.7%	134	3,305	No
	White View Pkwy	Rymfire Dr	Palm Coast	4	D	3,580	2,529	2.00%	428	3,261	No	16.6%	255	3,516	No
	Rymfire Dr	Royal Palms Pkwy	Palm Coast	4	D	3,580	2,710	3.60%	412	3,707	Yes	21.9%	336	4,043	Yes
	Royal Palms Pkwy	East Hampton Blvd	Palm Coast	4	D	3,580	2,757	4.08%	384	3,815	Yes	29.2%	448	4,263	Yes
	East Hampton Blvd	SR 100	Palm Coast	4	D	3,580	2,285	2.00%	269	2,829	No	32.0%	491	3,320	No

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CONCLUSION

This traffic analysis was conducted to evaluate the impact of the proposed change to the zoning designation from Flagler County General Commercial (C-2) (10.494 acres) and Multifamily Residential (R-3b) (28.317 acres) to City General commercial (COM-2). The existing and proposed zoning for the property was evaluated using allowable maximum development criteria under each designation. The proposed zoning would result in a potential daily trip increase of 16,372 daily trips, 303 a.m. peak hour trips, and 1,535 p.m. peak hour trips.

Based on the roadway segment analysis under year 2029, the following roadway segments are expected to operate outside of the adopted LOS:

- SR 100 from I-95 to Palm Coast City Limits
- Belle Terre Parkway from Rymfire Drive to East Hampton Boulevard

This analysis indicates potential roadway deficiencies that may occur due to the potential increase in traffic associated with the proposed zoning designation. However, transportation concurrency and any mitigation strategies required to offset anticipated impacts due to buildout of the project will be assessed at the time of the final site plan application.

Attachments:

Exhibit A – Conceptual Site Plan

Exhibit B – 2029 Traffic Trends

I affirm, by affixing my signature below, that the findings contained herein are, to my knowledge, accurate and truthful and were developed using current procedures standard to the practice of professional planning.

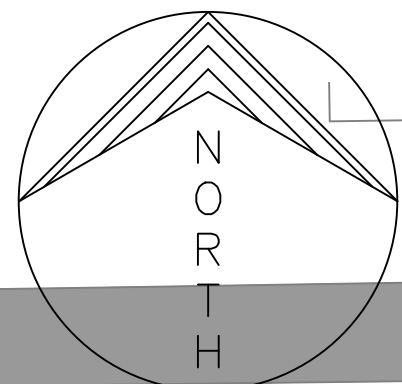
Name : Kady L. Dearing, PE

Signature: 

Date: August 8, 2025

EXHIBIT A

Conceptual Site Plan



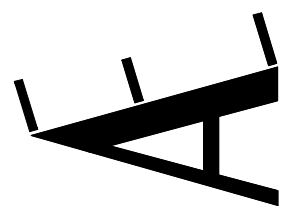
SCALE: 1"=60'

SR 100

SR 100

ASPHALT ROADWAY

ALANN ENGINEERING
GROUP, INC.
CONSULTING ENGINEERS
CERTIFICATE NO. EB5479
880 AIRPORT ROAD, SUITE 113
DUNEDIN, FLORIDA 33514
TEL: (888) 673-3927
FAX: (888) 673-3927



FLAGLER LANDING
PALM COAST, FLORIDA
CONCEPTUAL LAYOUT - EXHIBIT C

NO.	DATE	REVISION	BY

DESIGNER KAB	FILE BASE	DATE 04/14/2025
DRAWN BY CT8	PROJECT 2213-1	SCALE AS NOTED

NOT VALID UNLESS SIGNED AND SEALED
GEO. L. BOG. P.E., 88099

SHEET

291

3 OUT-PARCELS

5 OUT-PARCELS

2 OUT-PARCELS

FUEL
1.94 ACRES±

1,618 SF

258,538 SQFT POND

55,172 S.F.
F.F.E. = 32
121 SPACES
3.81 AC. PARCEL

RETAIL

170,995 S.F. (GROC)
4,364 SF (LB)
F.F.E. = 32
852 SPACES
45 PICKUP
17.41 AC. PARCEL

4,365 SF

5,133 SF

VACANT
WOODED

EXHIBIT B

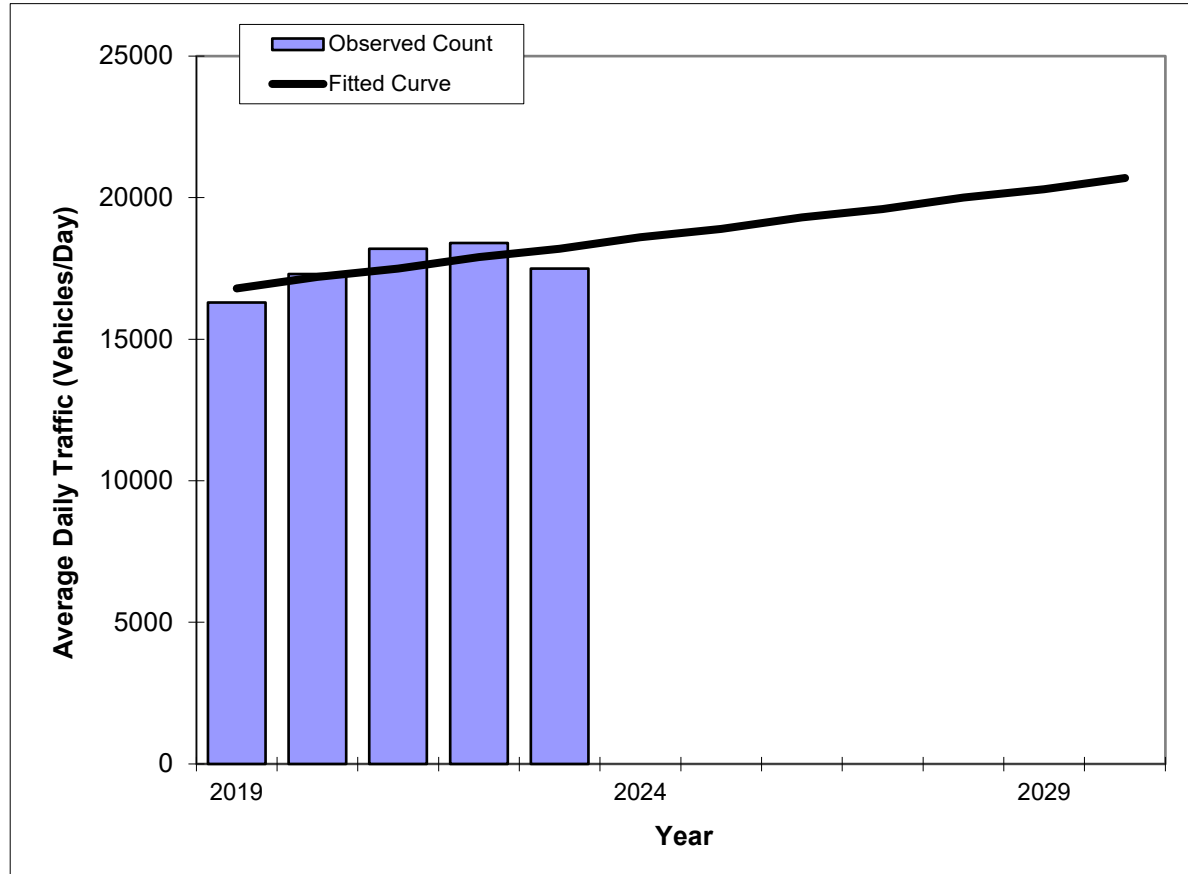
2029 and 2035 Traffic Trends

TRAFFIC TRENDS

SR 100 -- Lambert to John Anderson

County:
Station #:
Highway:

Flagler
1000
SR 100



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	16300	16800
2020	17300	17200
2021	18200	17500
2022	18400	17900
2023	17500	18200
2025 Opening Year Trend		
2025	N/A	18900
2027 Mid-Year Trend		
2027	N/A	19600
2029 Design Year Trend		
2029	N/A	20300
TRANPLAN Forecasts/Trends		

** Annual Trend Increase: 350
Trend R-squared: 44.2%
Trend Annual Historic Growth Rate: 2.08%
Trend Growth Rate (2023 to Design Year): 1.92%
Printed: 15-May-25

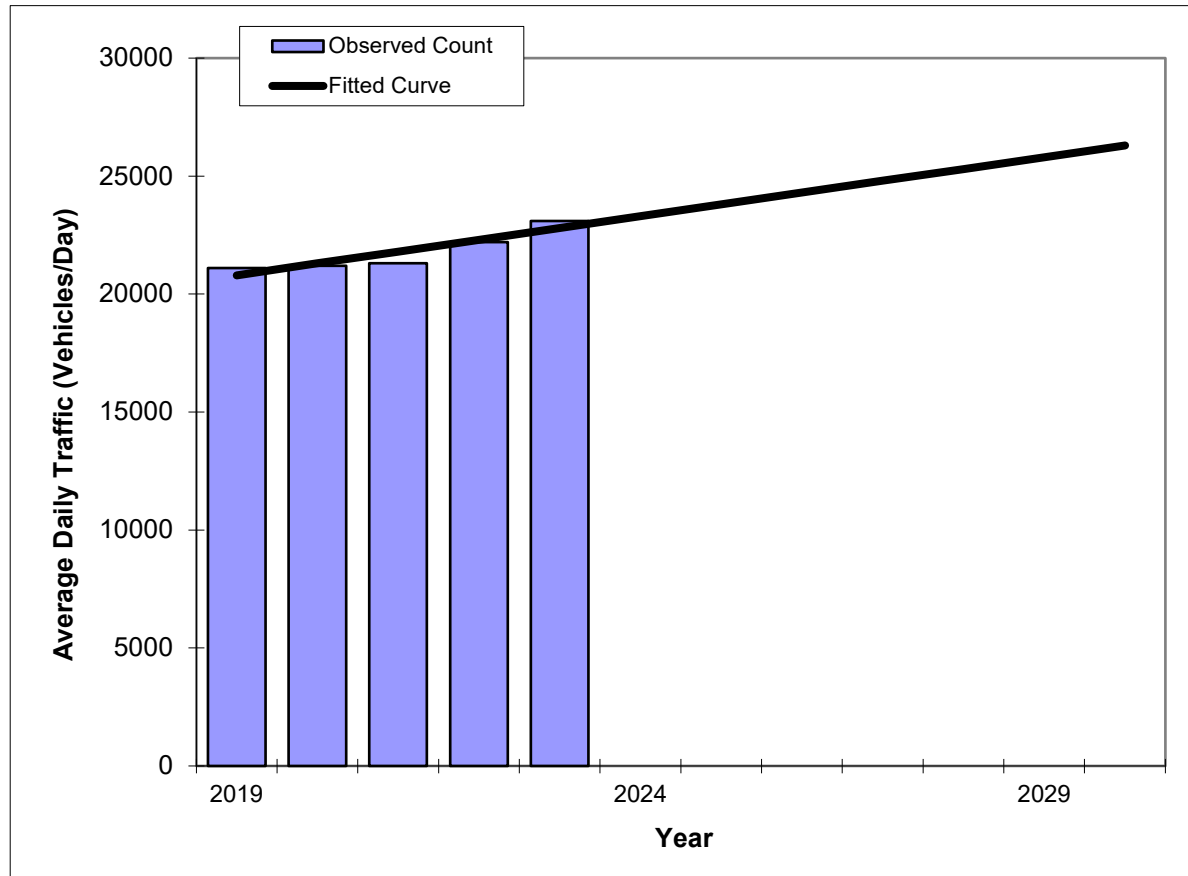
Straight Line Growth Option

*Axle-Adjusted

TRAFFIC TRENDS

SR 100 -- John Anderson to Colbert

County:	Flagler
Station #:	1000
Highway:	SR 100



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	21100	20800
2020	21200	21300
2021	21300	21800
2022	22200	22300
2023	23100	22800
2025 Opening Year Trend		
2025	N/A	23800
2027 Mid-Year Trend		
2027	N/A	24800
2029 Design Year Trend		
2029	N/A	25800
TRANPLAN Forecasts/Trends		

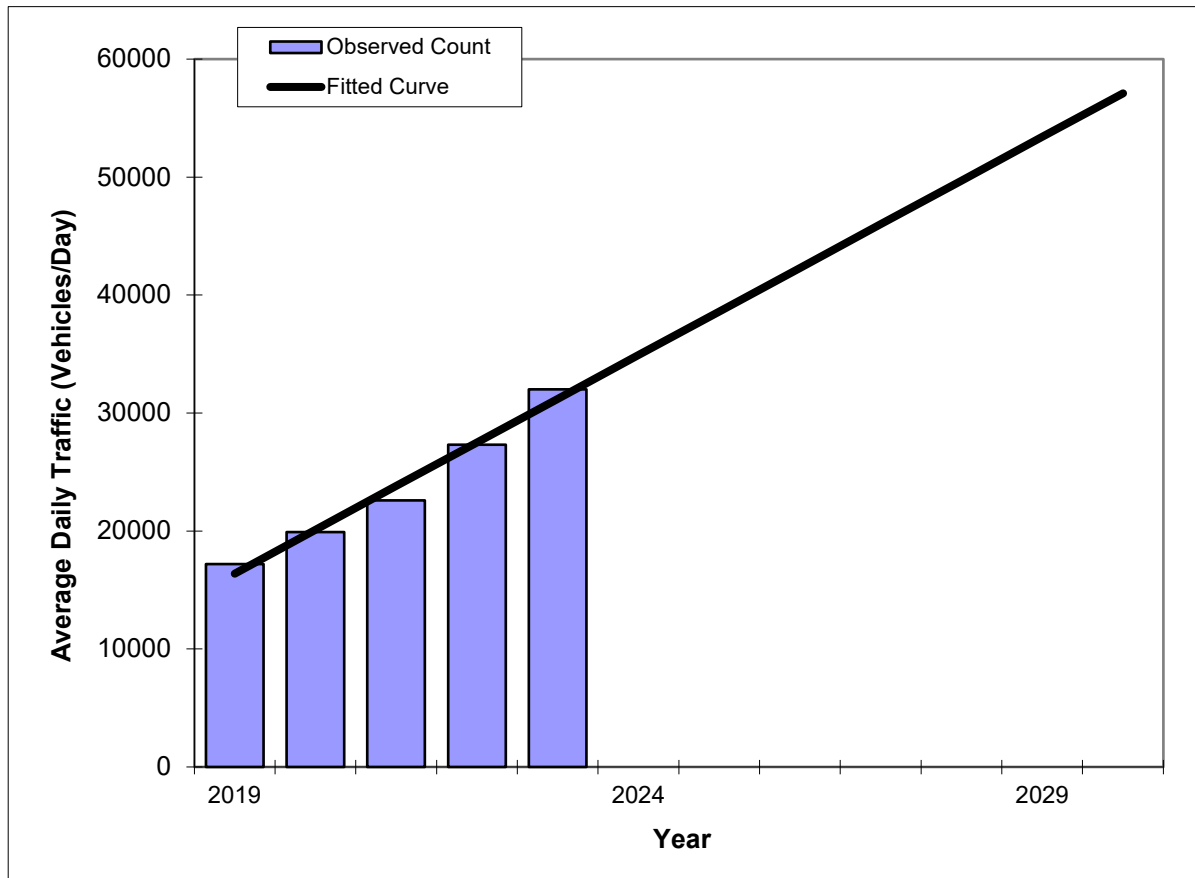
** Annual Trend Increase:	500
Trend R-squared:	84.8%
Trend Annual Historic Growth Rate:	2.40%
Trend Growth Rate (2023 to Design Year):	2.19%
Printed:	15-May-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS

SR 100 -- BTB to PC Limits

County:	Flagler
Station #:	1000
Highway:	SR 100



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	17200	16400
2020	19900	20100
2021	22600	23800
2022	27300	27500
2023	32000	31200
2025 Opening Year Trend		
2025	N/A	38600
2027 Mid-Year Trend		
2027	N/A	46000
2029 Design Year Trend		
2029	N/A	53400
TRANPLAN Forecasts/Trends		

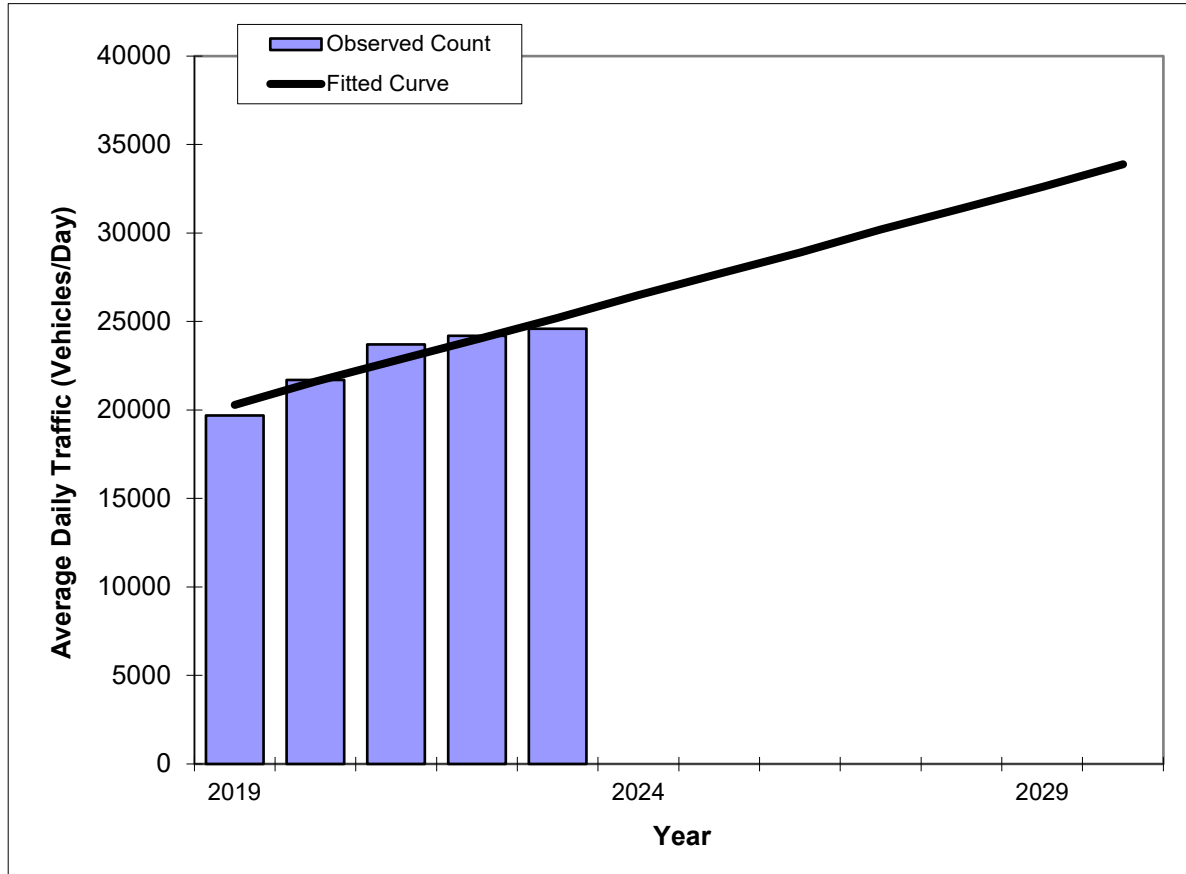
***Axle-Adjusted**

** Annual Trend Increase:	3,700
Trend R-squared:	98.0%
Trend Annual Historic Growth Rate:	22.56%
Trend Growth Rate (2023 to Design Year):	11.86%
Printed:	15-May-25

Straight Line Growth Option

TRAFFIC TRENDS **SR 100 -- Colbert to Tuscany**

County:	Flagler
Station #:	1000
Highway:	SR 100



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	19700	20300
2020	21700	21600
2021	23700	22800
2022	24200	24000
2023	24600	25200
2025 Opening Year Trend		
2025	N/A	27700
2027 Mid-Year Trend		
2027	N/A	30200
2029 Design Year Trend		
2029	N/A	32600
TRANPLAN Forecasts/Trends		

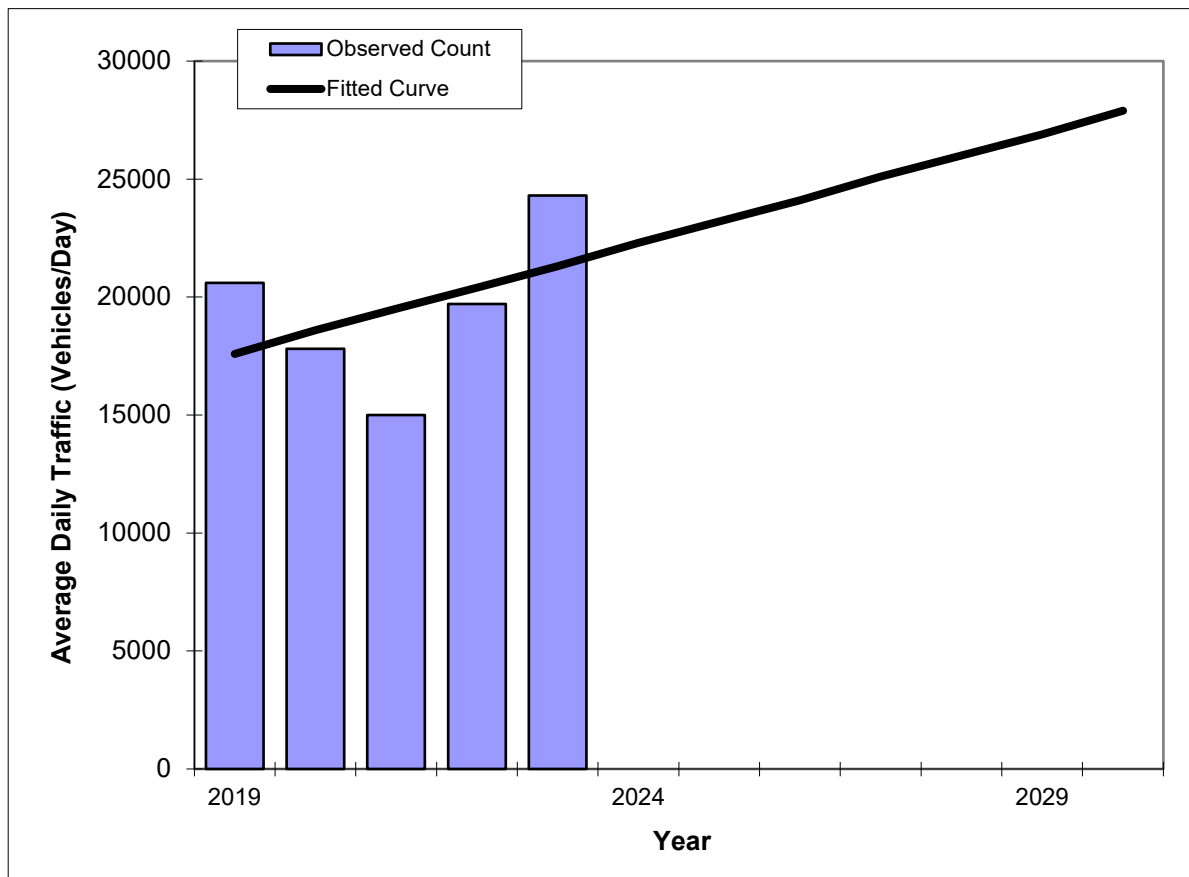
** Annual Trend Increase:	1,230
Trend R-squared:	89.9%
Trend Annual Historic Growth Rate:	6.03%
Trend Growth Rate (2023 to Design Year):	4.89%
Printed:	15-May-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS

SR 100 -- Tuscany to Old Kings

County: Flagler
 Station #: 1000
 Highway: SR 100



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	20600	17600
2020	17800	18600
2021	15000	19500
2022	19700	20400
2023	24300	21300
2025 Opening Year Trend		
2025	N/A	23200
2027 Mid-Year Trend		
2027	N/A	25100
2029 Design Year Trend		
2029	N/A	26900
TRANPLAN Forecasts/Trends		

** Annual Trend Increase: 930
 Trend R-squared: 18.2%
 Trend Annual Historic Growth Rate: 5.26%
 Trend Growth Rate (2023 to Design Year): 4.38%
 Printed: 15-May-25

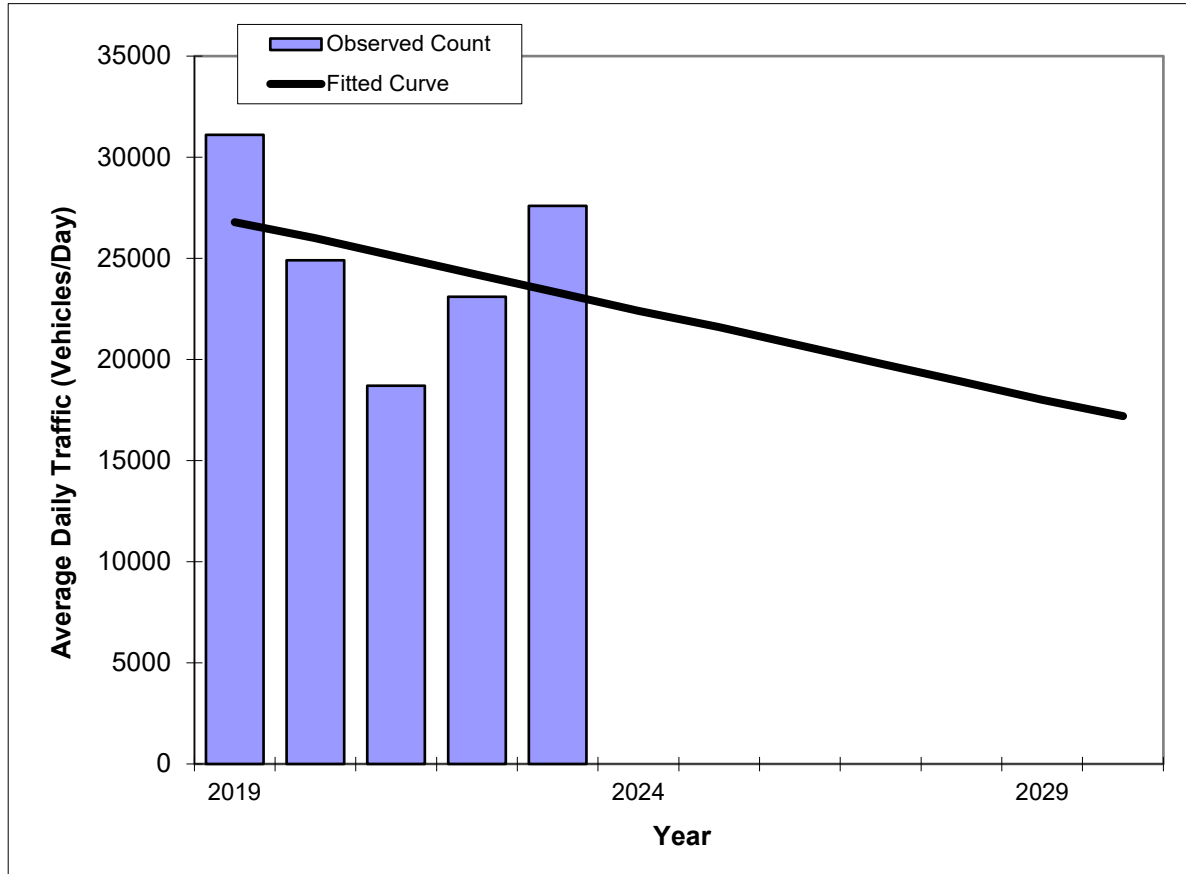
Straight Line Growth Option

*Axle-Adjusted

TRAFFIC TRENDS

SR 100 -- OKR to I95

County: Flagler
 Station #: 1000
 Highway: SR 100



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	31100	26800
2020	24900	26000
2021	18700	25100
2022	23100	24200
2023	27600	23300
2025 Opening Year Trend		
2025	N/A	21600
2027 Mid-Year Trend		
2027	N/A	19800
2029 Design Year Trend		
2029	N/A	18000
TRANPLAN Forecasts/Trends		

** Annual Trend Increase: -880
 Trend R-squared: 8.9%
 Trend Annual Historic Growth Rate: -3.26%
 Trend Growth Rate (2023 to Design Year): -3.79%
 Printed: 15-May-25

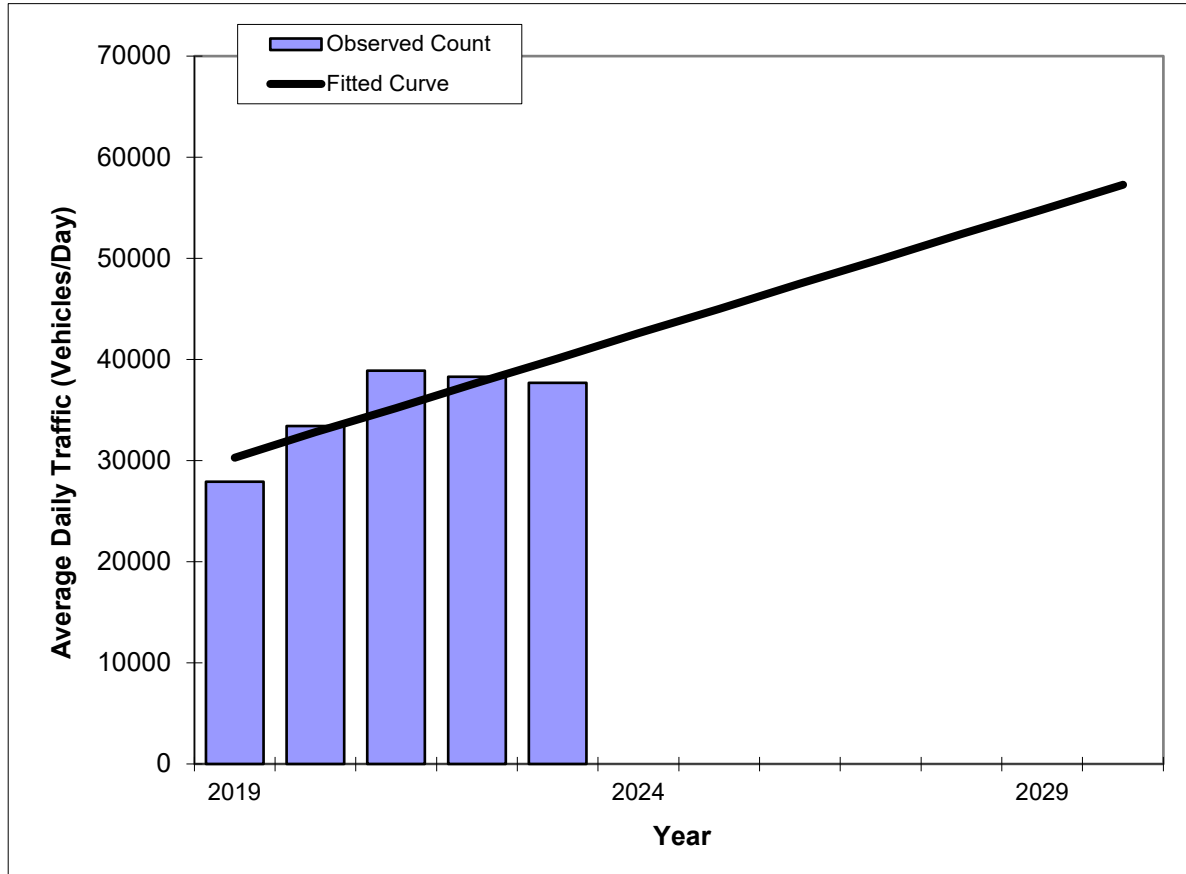
Straight Line Growth Option

*Axle-Adjusted

TRAFFIC TRENDS

SR 100 -- OKR to I95

County: Flagler
 Station #: 1000
 Highway: SR 100



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	27900	30300
2020	33400	32800
2021	38900	35200
2022	38300	37700
2023	37700	40100
2025 Opening Year Trend		
2025	N/A	45000
2027 Mid-Year Trend		
2027	N/A	49900
2029 Design Year Trend		
2029	N/A	54800
TRANPLAN Forecasts/Trends		

** Annual Trend Increase: 2,450
 Trend R-squared: 69.7%
 Trend Annual Historic Growth Rate: 8.09%
 Trend Growth Rate (2023 to Design Year): 6.11%
 Printed: 15-May-25

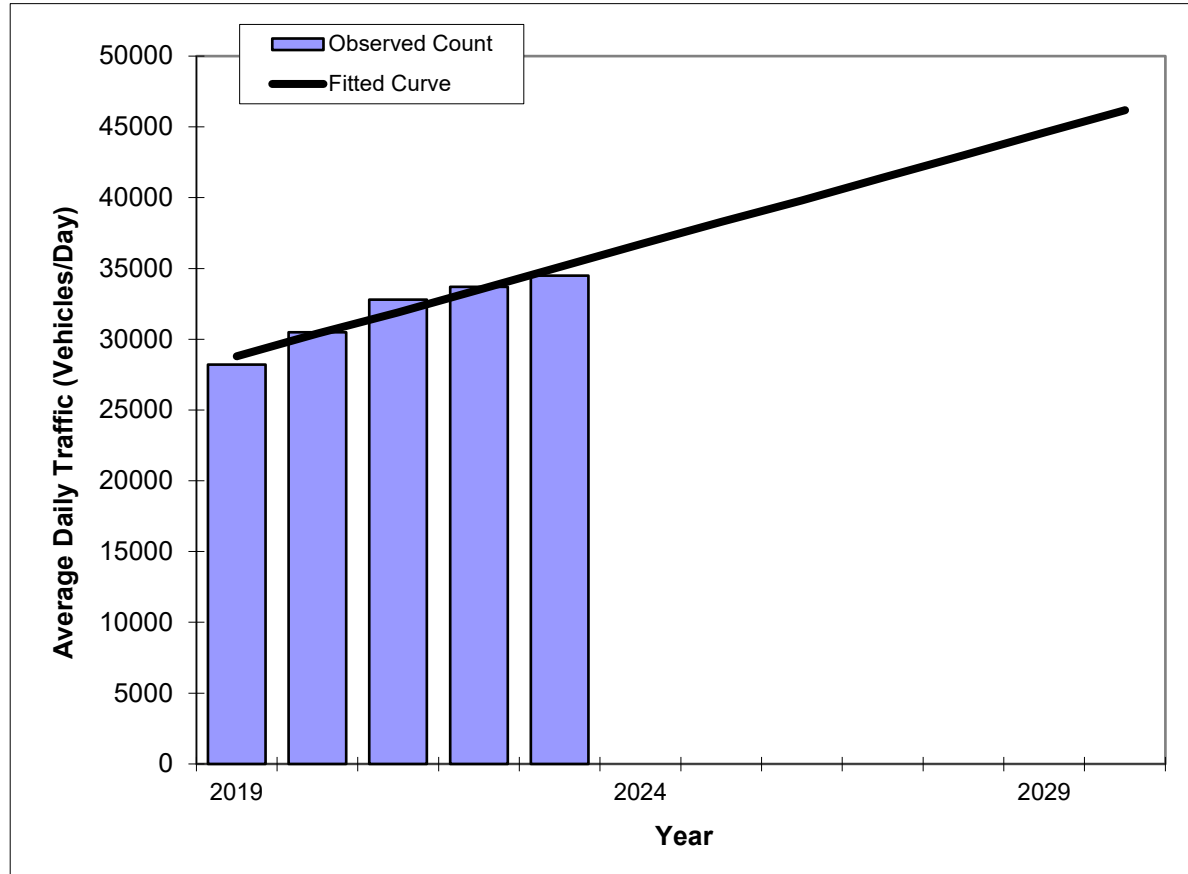
Straight Line Growth Option

*Axle-Adjusted

TRAFFIC TRENDS

SR 100 -- MMP to Seminole Woods

County:	Flagler
Station #:	1000
Highway:	SR 100



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	28200	28800
2020	30500	30400
2021	32800	31900
2022	33700	33500
2023	34500	35100
2025 Opening Year Trend		
2025	N/A	38300
2027 Mid-Year Trend		
2027	N/A	41400
2029 Design Year Trend		
2029	N/A	44600
TRANPLAN Forecasts/Trends		

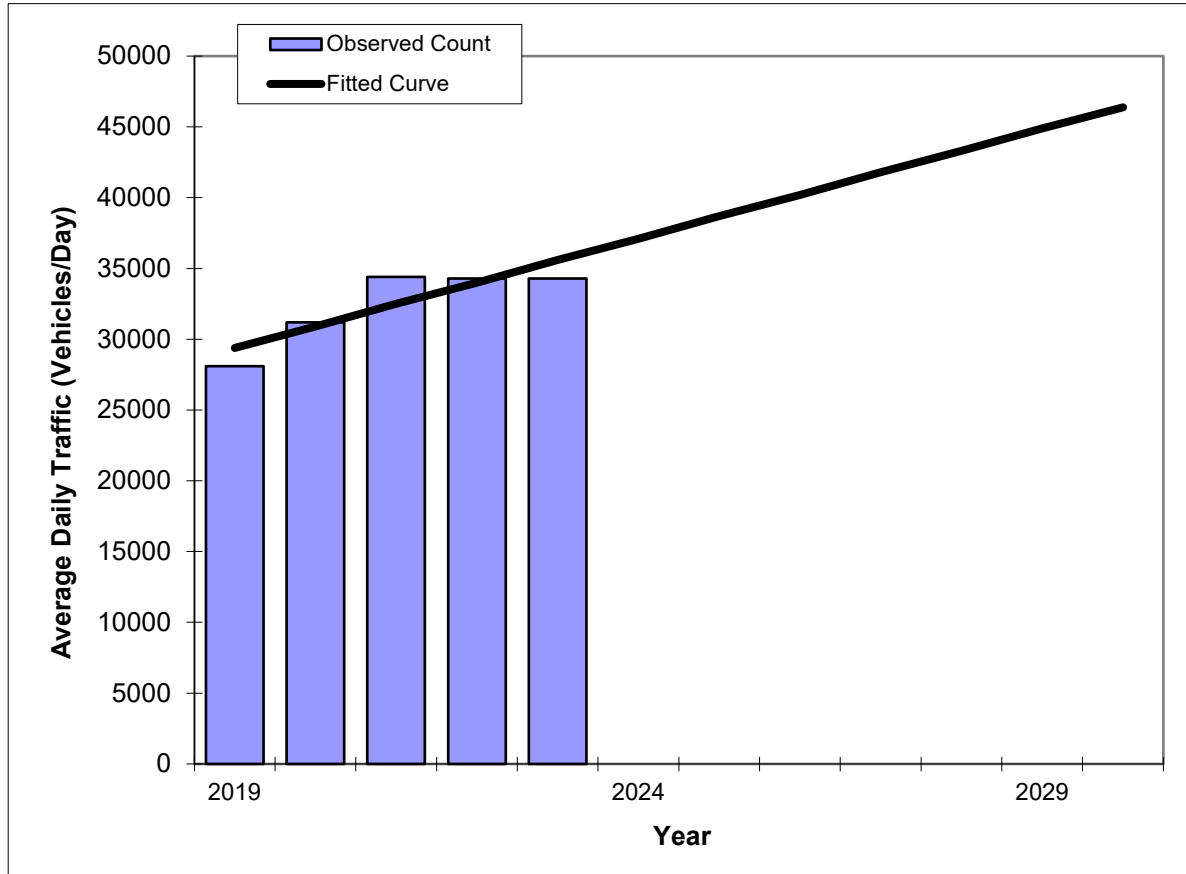
** Annual Trend Increase:	1,580
Trend R-squared:	94.4%
Trend Annual Historic Growth Rate:	5.47%
Trend Growth Rate (2023 to Design Year):	4.51%
Printed:	15-May-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS

SR 100 -- Seminole to Bulldog

County: Flagler
 Station #: 1000
 Highway: SR 100



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	28100	29400
2020	31200	30900
2021	34400	32500
2022	34300	34000
2023	34300	35600
2025 Opening Year Trend		
2025	N/A	38700
2027 Mid-Year Trend		
2027	N/A	41800
2029 Design Year Trend		
2029	N/A	44900
TRANPLAN Forecasts/Trends		

** Annual Trend Increase: 1,550
 Trend R-squared: 77.2%
 Trend Annual Historic Growth Rate: 5.27%
 Trend Growth Rate (2023 to Design Year): 4.35%
 Printed: 15-May-25

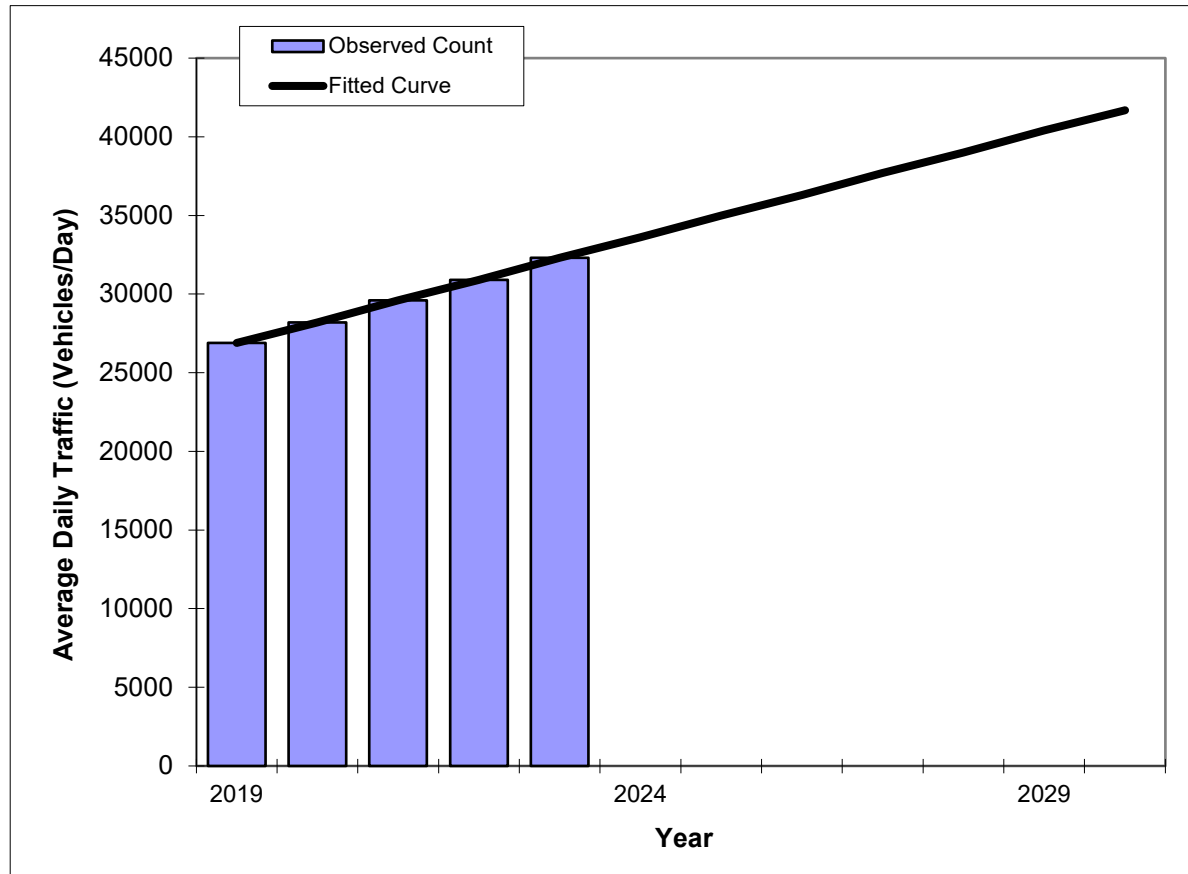
Straight Line Growth Option

*Axle-Adjusted

TRAFFIC TRENDS

SR 100 -- bulldog to landings

County:	Flagler
Station #:	1000
Highway:	SR 100



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	26900	26900
2020	28200	28200
2021	29600	29600
2022	30900	30900
2023	32300	32300
2025 Opening Year Trend		
2025	N/A	35000
2027 Mid-Year Trend		
2027	N/A	37700
2029 Design Year Trend		
2029	N/A	40400
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	1,350
Trend R-squared:	100.0%
Trend Annual Historic Growth Rate:	5.02%
Trend Growth Rate (2023 to Design Year):	4.18%
Printed:	15-May-25

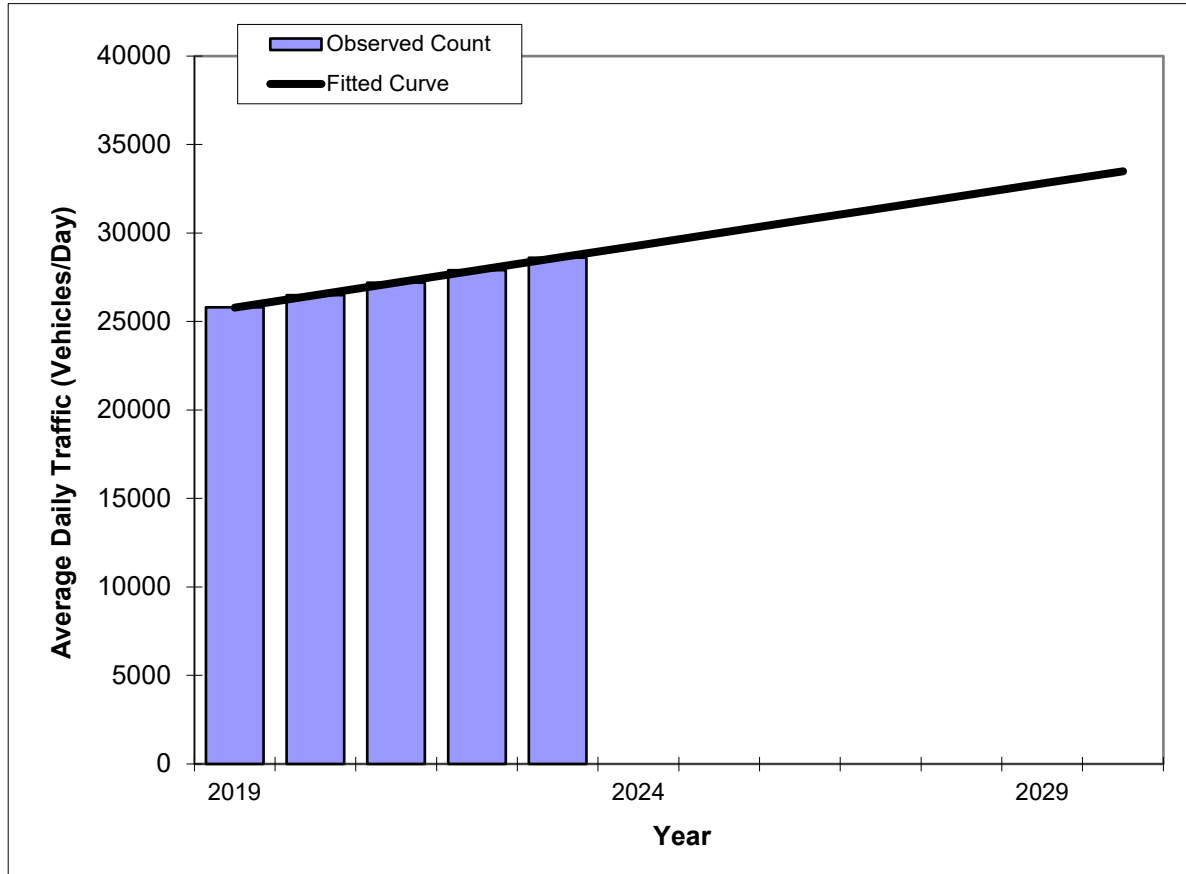
Straight Line Growth Option

*Axle-Adjusted

TRAFFIC TRENDS

SR 100 -- bulldog to landings

County: Flagler
 Station #: 1000
 Highway: SR 100



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	25800	25800
2020	26500	26500
2021	27200	27200
2022	27900	27900
2023	28600	28600
2025 Opening Year Trend		
2025	N/A	30000
2027 Mid-Year Trend		
2027	N/A	31400
2029 Design Year Trend		
2029	N/A	32800
TRANPLAN Forecasts/Trends		

** Annual Trend Increase: 700
 Trend R-squared: 100.0%
 Trend Annual Historic Growth Rate: 2.71%
 Trend Growth Rate (2023 to Design Year): 2.45%
 Printed: 15-May-25

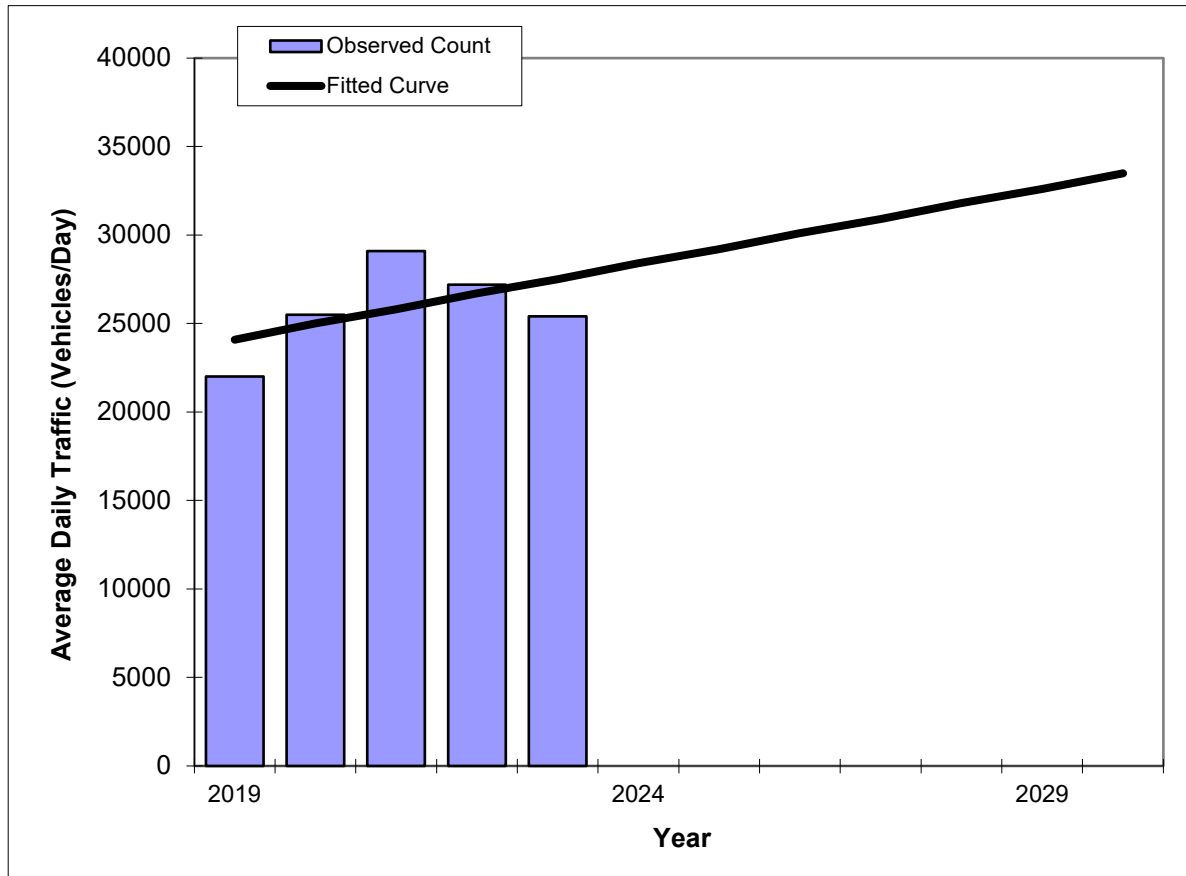
Straight Line Growth Option

*Axle-Adjusted

TRAFFIC TRENDS

BTB -- EH to Sr 100

County: Flagler
 Station #: 1000
 Highway: BTB



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	22000	24100
2020	25500	25000
2021	29100	25800
2022	27200	26700
2023	25400	27500
2025 Opening Year Trend		
2025	N/A	29200
2027 Mid-Year Trend		
2027	N/A	30900
2029 Design Year Trend		
2029	N/A	32600
TRANPLAN Forecasts/Trends		

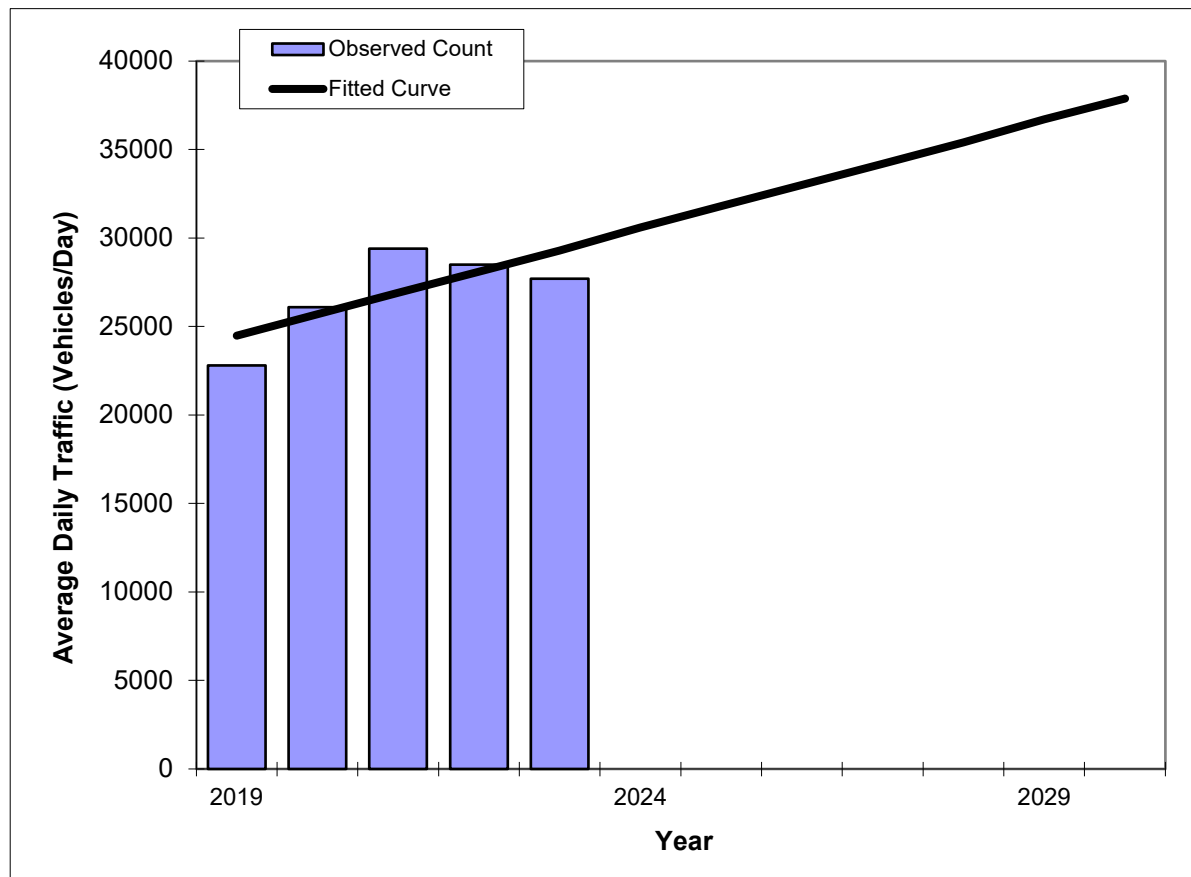
** Annual Trend Increase: 850
 Trend R-squared: 26.2%
 Trend Annual Historic Growth Rate: 3.53%
 Trend Growth Rate (2023 to Design Year): 3.09%
 Printed: 15-May-25

Straight Line Growth Option

*Axle-Adjusted

TRAFFIC TRENDS **BTB -- Parkview to White View**

County: Flagler
Station #: 1000
Highway: BTB



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	22800	24500
2020	26100	25700
2021	29400	26900
2022	28500	28100
2023	27700	29300
2025 Opening Year Trend		
2025	N/A	31800
2027 Mid-Year Trend		
2027	N/A	34200
2029 Design Year Trend		
2029	N/A	36700
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:** 1,220
Trend R-squared: 55.3%
Trend Annual Historic Growth Rate: 4.90%
Trend Growth Rate (2023 to Design Year): 4.21%
Printed: 15-May-25

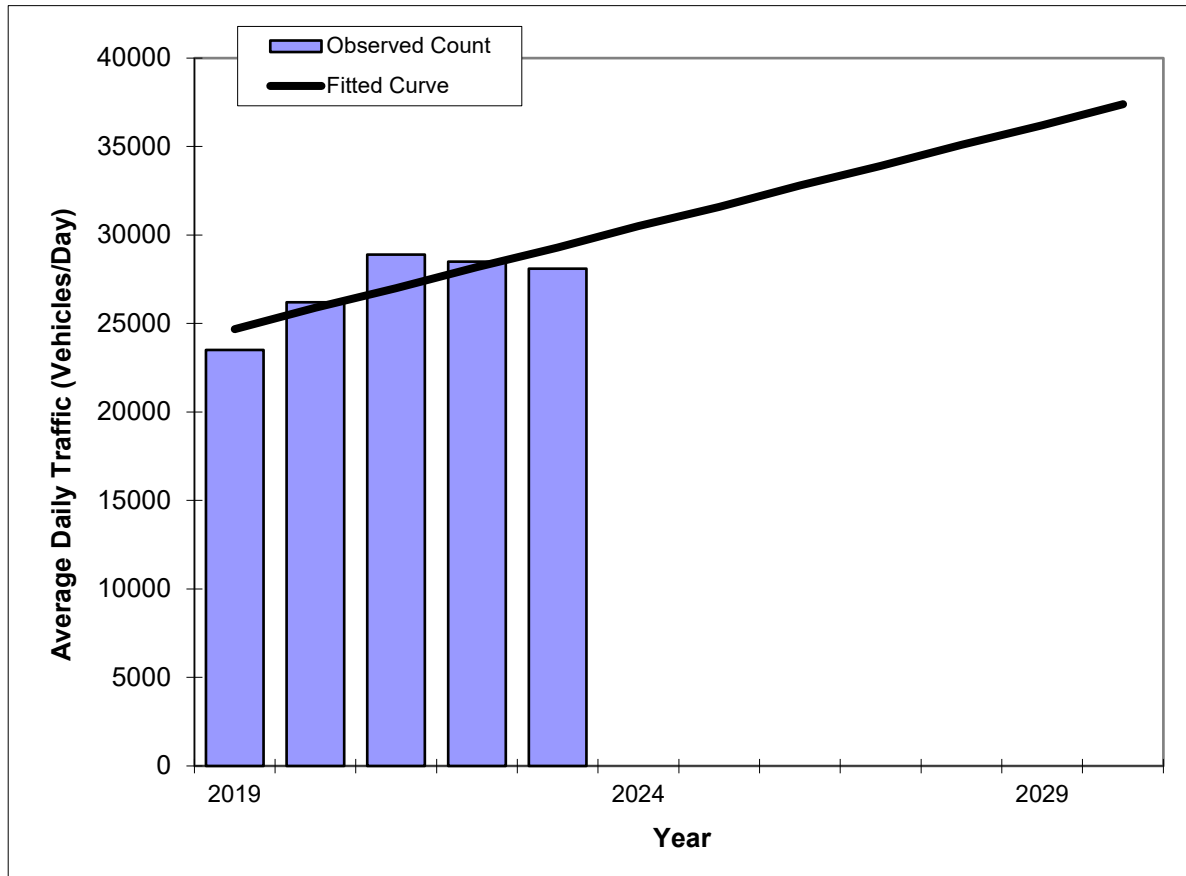
Straight Line Growth Option

*Axle-Adjusted

TRAFFIC TRENDS

BTB -- Whiteview to Rymfire

County:	Flagler
Station #:	1000
Highway:	BTB



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	23500	24700
2020	26200	25900
2021	28900	27000
2022	28500	28200
2023	28100	29300
2025 Opening Year Trend		
2025	N/A	31600
2027 Mid-Year Trend		
2027	N/A	33900
2029 Design Year Trend		
2029	N/A	36200
TRANPLAN Forecasts/Trends		

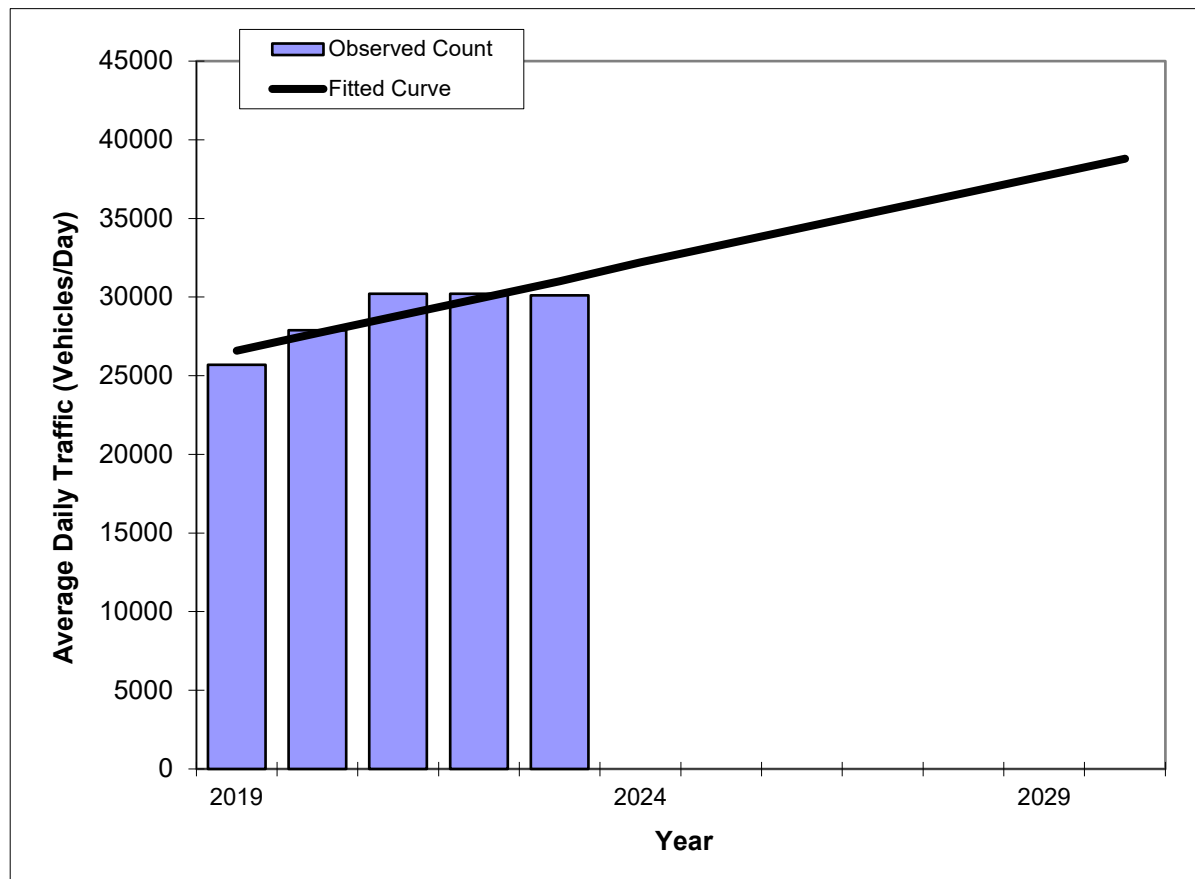
** Annual Trend Increase:	1,150
Trend R-squared:	66.3%
Trend Annual Historic Growth Rate:	4.66%
Trend Growth Rate (2023 to Design Year):	3.92%
Printed:	15-May-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS

BTB -- Rymfire to Royal Palms Pkwy

County:	Flagler
Station #:	1000
Highway:	BTB



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	25700	26600
2020	27900	27700
2021	30200	28800
2022	30200	29900
2023	30100	31000
2025 Opening Year Trend		
2025	N/A	33300
2027 Mid-Year Trend		
2027	N/A	35500
2029 Design Year Trend		
2029	N/A	37700
TRANPLAN Forecasts/Trends		

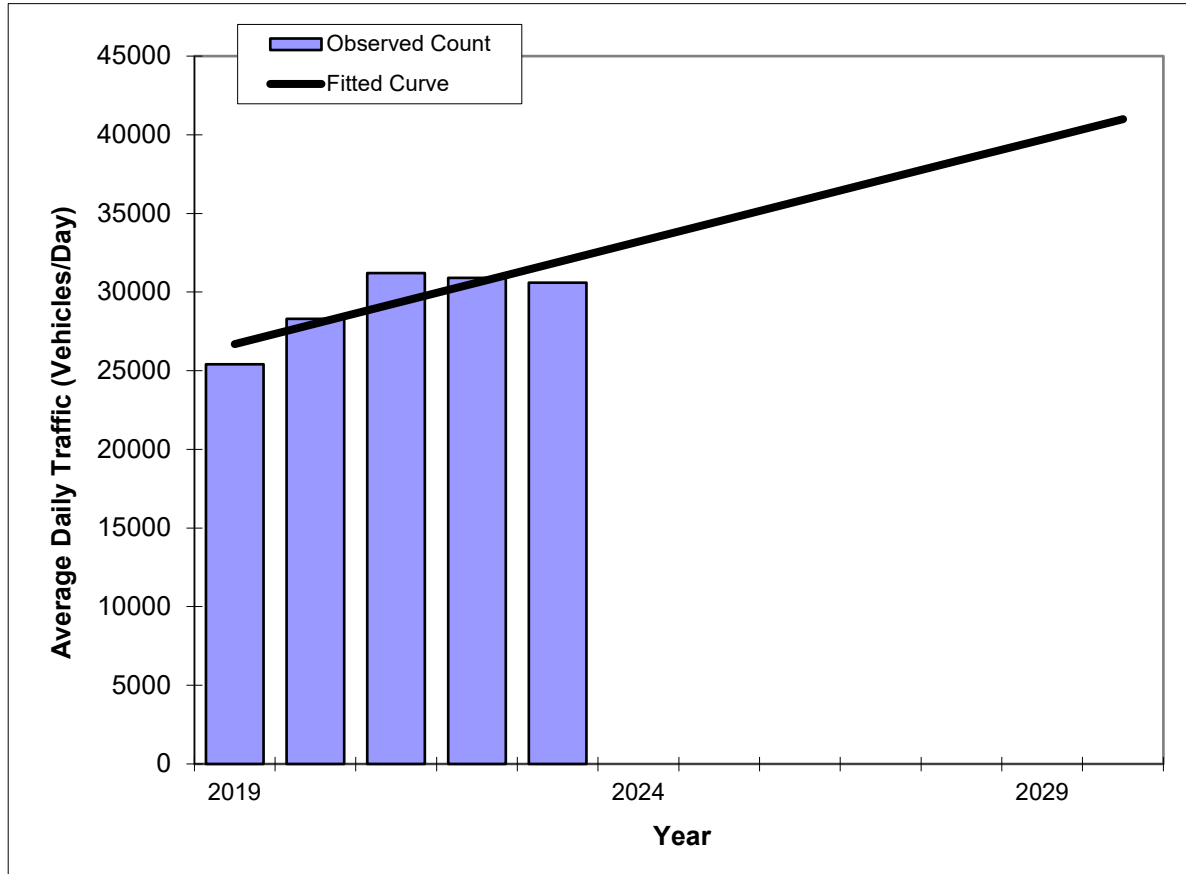
** Annual Trend Increase:	1,110
Trend R-squared:	76.9%
Trend Annual Historic Growth Rate:	4.14%
Trend Growth Rate (2023 to Design Year):	3.60%
Printed:	15-May-25
Straight Line Growth Option	

*Axle-Adjusted

TRAFFIC TRENDS

BTB -- Royal to East Hampton

County: Flagler
 Station #: 1000
 Highway: BTB



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2019	25400	26700
2020	28300	28000
2021	31200	29300
2022	30900	30600
2023	30600	31900
2025 Opening Year Trend		
2025	N/A	34500
2027 Mid-Year Trend		
2027	N/A	37100
2029 Design Year Trend		
2029	N/A	39700
TRANPLAN Forecasts/Trends		

** Annual Trend Increase: 1,300
 Trend R-squared: 70.2%
 Trend Annual Historic Growth Rate: 4.87%
 Trend Growth Rate (2023 to Design Year): 4.08%
 Printed: 15-May-25

Straight Line Growth Option

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 73 - FLAGLER

SITE: 1000 - ON SR-100, 0.057 MI. E OF CR-201 (RVL)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
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2024	18000	F	E	9500	W	8500	9.00	56.40	10.80
2023	17500	C	E	9200	W	8300	9.00	58.90	10.80
2022	18400	S	E	9300	W	9100	9.00	58.70	5.10
2021	18200	F	E	9200	W	9000	9.00	58.50	5.00
2020	18000	C	E	9100	W	8900	9.00	60.10	5.10
2019	16300	F	E	8300	W	8000	9.00	60.70	4.50
2018	16100	C	E	8200	W	7900	9.00	59.70	6.30
2017	18700	C	E	9700	W	9000	9.00	59.80	5.60
2016	18600	C	E	9300	W	9300	9.00	60.00	4.70
2015	17600	C	E	9100	W	8500	9.00	60.00	5.10
2014	18500	C	E	9700	W	8800	9.00	62.50	5.00
2013	17300	C	E	9000	W	8300	9.00	60.70	4.70
2012	16300	C	E	8500	W	7800	9.00	60.90	4.30
2011	16700	C	E	8700	W	8000	9.00	61.50	4.60
2010	16400	C	E	8600	W	7800	9.79	57.48	4.70
2009	17400	C	E	9200	W	8200	10.15	58.20	4.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



**NOTIFICATION AFFIDAVIT FOR COMPREHENSIVE PLAN AMENDMENT
& OFFICIAL ZONING MAP AMENDMENT (REZONING)**

**COUNTY OF FLAGLER
STATE OF FLORIDA**

Before me this 3rd day of September, 2025 personally appeared
Kristy Goodwin who after providing personally known as
identification and who did, ✓ did not take an oath, and who being duly sworn, deposes
and says as follows: "I have read and fully understand the provisions of this instrument".

3 signs have been posted on the subject property subject to a rezoning as described
(# of signs) with **Application #** 6312 & 6313

 At least fourteen (14) calendar days before the hearing date advertising the date, time, and
location of the Planning & Land Development Regulation Board (PLDRB)

AND/OR

 At least fourteen (14) calendar days before the hearing date advertising the date, time, and
location of the City Council 1st public hearing.

AND/OR

 At least ten (10) calendar days before the hearing date advertising the date, time, and location of
the City Council 2nd public hearing.

KSG
Signature of Responsible Party

391 Palm Coast Pkwy., SW, Unit #1, Palm Coast, FL 32137
Print Name & Mailing Address

R
Signature of Person Taking Acknowledgement

Raven E. Sword
Name of Acknowledger (Typed, Printed or Stamped)



This document, once executed, must be returned to a Land Development Technician in the City of Palm Coast Community Development Department prior to the hearing date. Failure to provide document by that time will result in the application not being placed on the agenda for a public hearing.

Please attach a photo of posted sign(s).







City of Palm Beach
NOTICE OF PUBLIC HEARING
Resolution Number: 13-02-06-013
6:30 PM - 7:30 PM, 2013
The following is a notice of public hearing for the proposed amendment to the City of Palm Beach Comprehensive Zoning Ordinance, Chapter 15, Article 1, Section 15.01, to add a new zoning district, the "Palm Beach Professional Office" (PBPO) district, and to amend the "Professional Office" (PO) district to include the "Palm Beach Professional Office" (PBPO) district. The proposed amendment is being presented to the City Commission for their consideration and approval. The public hearing will be held on the 13th day of June, 2013, at 6:30 PM, at the City Commission Chamber, 100 South Dixie Highway, Palm Beach, Florida 33480. The public is invited to attend the hearing and to present comments or objections to the proposed amendment. The hearing will be held in accordance with the provisions of the Florida Sunbelt Regional Council of Governments (FSRCOG) Interlocal Agreement for the City of Palm Beach, which provides for the City to hold public hearings on proposed amendments to the Comprehensive Zoning Ordinance. The City Commission will consider the proposed amendment and will make a decision on whether to approve or deny the amendment. The City Commission's decision will be final and binding on the City of Palm Beach. The City of Palm Beach is a member of the FSRCOG, which is a regional organization that provides services to its member cities. The City of Palm Beach is committed to transparency and public participation in the decision-making process. The City of Palm Beach is committed to the highest standards of ethical conduct and to the protection of the environment. The City of Palm Beach is committed to the well-being of its citizens and to the prosperity of the community. The City of Palm Beach is committed to the values of integrity, honesty, and respect. The City of Palm Beach is committed to the principles of fairness and justice. The City of Palm Beach is committed to the goals of sustainability and resilience. The City of Palm Beach is committed to the vision of a thriving and vibrant community. The City of Palm Beach is committed to the mission of providing excellent services to its citizens. The City of Palm Beach is committed to the vision of a world-class destination. The City of Palm Beach is committed to the mission of creating a sustainable and resilient future. The City of Palm Beach is committed to the vision of a thriving and vibrant community. The City of Palm Beach is committed to the mission of providing excellent services to its citizens. The City of Palm Beach is committed to the vision of a world-class destination. The City of Palm Beach is committed to the mission of creating a sustainable and resilient future.