City of Palm Coast, Florida
Agenda Item

Agenda Date: September 22, 2026

Agenda Item:
D.3

Department COMMUNITY DEVELOPMENT **Division** PLANNING	**Amount** **Org/Account #**

Subject: AN AMENDMENT TO THE MAGNOLIA TRACE MASTER PLANNED DEVELOPMENT AGREEMENT (FORMERLY KNOWN AS OARE MPD)

Presenter: **Jose Papa, AICP, Senior Planner**

Attachments:

1. Staff Report,
2. MPD Agreement,
3. Current FLUM,
4. Current Zoning Map,
5. Proposed Zoning Map,
6. Summary of Comparison between 2019 and 2026 MPD
7. Applicant Submittals
8. Citizen Comment Letters

Background:

The owner, Oare Associates, LLC, through its agent, Jay Livingston, is requesting a Fourth Amendment to the Magnolia Trace Master Planned-Development Agreement (formerly known as the Oare MPD). The Magnolia Trace MPD was originally approved as the Oare Mixed Use PUD in 2005. The MPD/PUD covers a 1,013.36+/- acre area located approximately .75 miles from the intersection of Belle Terre Blvd. and US-1. The approval was part of a process to develop a mixed use “Continuing Care Retirement Community”. The community was intended to provide an opportunity for “aging in place” development.

The project provides progressive forms of residential housing opportunities ranging from independent living through assisted living. There is an additional intent to provide a neighborhood scale commercial to support these areas and lessen trips. A density bonus was provided as part of the original application consistent with Comprehensive Plan Policy to encourage development of continuum of care facilities. The initial approval for the Oare MPD permitted a maximum of 754 dwelling units. The permitted density equated to less than one unit/gross acre and less than four units/net acre. The Development Agreement allows for a 724-unit continuing care adult community consisting of single family and multifamily attached and detached dwellings, an Assisted Living Facility, an Extended Care Facility, single family estate lots, and supporting neighborhood commercial land uses. Of the tracts that were identified in the MPD, Tract 1 has been developed into the planned Assisted Living Facility (Grand Villa ALF).

The amendment request includes the following:

· Expansion of the MPD area by 4.41+/- acres (4.41+/- acres from Est-1 to MPD zoning),

· Reduction of maximum residential units by 130 units from 754 to 624. Current MPD permits maximum of 754 dwelling units. Proposed MPD proposes a maximum of 624 dwelling units in a mix of single-family detached, townhomes, and multifamily units. Townhomes and multifamily units will be limited to 150 units. The maximum development potential as stated in the current and proposed MPD includes the 80 existing dwelling units in Grand Villa ALF - 20 independent living and 60 bed units.

· Combining (based on current MPD) Tract 2-Neighborhood Commercial, Tract 3-Extended Care Facility into one Tract (Tract 1) – to permit either of the following:

- o stand alone neighborhood commercial consistent with COM-1 requirements, or
- o stand alone residential consistent with MFR-1 Zoning district, or
- o Mixed Use development consisting of single-use buildings or one or more mixed use buildings (commercial on ground floor and residential on remaining floors)

· Integration of current Tract 4-Adult Active Community (Age Restricted Community), and Tract 5-Estate Lots into one Tract (Tract 2) to accommodate up to 544 units (this would eliminate construction of additional residential units on other Tracts).

· Limit access through Zonal Geranium Trail as emergency access only (current MPD allows permanent access through Zonal Geranium Trail).

· Create a new emergency access to Zaun Trail.

Analysis:
Staff finds the following:

· There are no proposed changes to the MPD-DA that would be contrary to the public interest.

· There are no proposed changes that would make the MPD-DA inconsistent with the Comprehensive Plan.

· The proposed development reduces the potential number of residential units by 130 and would not create additional impacts to public infrastructure.

· There are no proposed changes that would constitute a threat to the health, welfare, and safety of City's inhabitants.

· There are no conditions in the MPD that would waive the development's need to comply with other applicable local, state and federal laws, statutes, ordinances, regulations, or codes.

· The proposed MPD is generally consistent with the LDC however, staff finds that a minimum townhome lot width of 18 is problematic with ensuring compliance with LDC requirement of providing 25% landscaped planting area in front of the home's building façade out to the front property line. Additionally, the LDC requires a minimum width of 16' for driveways (2 side by side parking spaces). This requirement combined with a minimum lot width of 18' leaves minimal separation between townhome driveways. Staff recommends that the minimum townhome lot be 20'.

· The conceptual master plan proposes 60' wide lots adjacent to the existing 80' wide lots (SFR-3 zoning) to the east. The MPD provides for a 20' wide buffer between the existing SFR-3 lots along the eastern boundary of the MPD. Other areas adjacent to the existing single-family residential area (Z-section) will have buffers greater than 40'.

· Review of the traffic impacts will not cause any road segments to fall below the level of service. The MPD-DA has a condition that specific location, alignment, and design of the full-access collector roadways and the stabilized emergency access points shall be determined at the time of the applicable Subdivision Master Plan, Preliminary Plat, or Technical Site Plan submittal for each phase. Any improvement will be responsibility of owner.

· MPD preserves over 625+/- acres.

Public Comment:

Three correspondence have been received on this project and are attached.

This is a quasi judicial item, please disclose any ex parte communication.

Recommended Action:

STAFF RECOMMENDS THAT THE PLANNING AND LAND DEVELOPMENT REGULATION BOARD (PLDRB) FIND THE PROPOSED AMENDMENT CONSISTENT WITH THE COMPREHENSIVE PLAN AND LAND DEVELOPMENT CODE AND RECOMMEND THAT CITY COUNCIL APPROVE THE PROPOSED FOURTH AMENDED AND RESTATED MAGNOLIA TRACE MASTER PLANNED DEVELOPMENT DEVELOPMENT AGREEMENT.

STAFF ALSO RECOMMENDS THAT THE MINIMUM LOT WIDTH FOR TOWNHOMES BE INCREASED FROM 18' TO 20'

COMMUNITY DEVELOPMENT DEPARTMENT
STAFF REPORT FOR THE AMENDMENT TO
THE MAGNOLIA TRACE MPD (F/K/A OARE MPD)
PLANNING AND LAND DEVELOPMENT REGULATION BOARD
SEPTEMBER 22, 2026

#

OVERVIEW

Application Number:	6549
Applicant/Agent:	Jay W. Livingston, Esq.
Property Description:	1,017.77+/- acres (includes 11.41+/- acres for an existing ALF facility) located about .75 miles to the northeast of the US-1 and Belle Terre Blvd. intersection on the westside of Belle Terre Blvd.
Property Owners:	Oare Associates, LLC
Parcel Address:	N/A
Current FLUM:	Greenbelt and Conservation
Current Zoning:	Estate-1, and Master Planned Development
Current Use:	Approximately 1006.36+/- acres of vacant land consisting of uplands and wetlands with 11.41+/- acre site developed with an Assisted Living Facility
Size of Property:	1017.77+/- acres (includes 11.41+/- acres for an existing ALF facility)
Requested Action:	Amend the Magnolia Trace Master Planned Development Agreement (f/k/a Oare MPD) to add 4.41+/- acres to the MPD, to reduce the maximum number of permitted units and to amend the mix of residential types permitted within the MPD

ANALYSIS

REQUESTED ACTION

Jay Livingston, Esq. on behalf of the landowners, Oare Associates, LLC has filed an application to amend the Magnolia Trace MPD (formerly known as Oare MPD). If approved, this proposed amendment will be the fourth amended and restated MPD agreement.

The amendment application proposes the following:

- Expansion of the MPD area by 4.41+/- acres (4.41+/- acres from Est-1 to MPD zoning),
- Reduction of maximum residential units by 130 units from 754 to 624. Current MPD permits maximum of 754 dwelling units. Proposed MPD will permit a maximum of 624 dwelling units in a mix of single-family detached, townhomes, and multifamily units. Townhomes and multifamily units will be limited to 150 units. The maximum development potential as stated in the current and proposed MPD includes the 80 existing dwelling units in Grand Villa ALF - 20 independent living and 60 bed units.

- The current MPD agreement does not provide a cap on the number of multifamily units. The proposed amendment limits multifamily or townhome units to 150.
- Combining (based on current MPD) Tract 2-Neighborhood Commercial, Tract 3-Extended Care Facility into one Tract (Tract 1) – to permit either of the following:
    - stand alone neighborhood commercial consistent with COM-1 requirements, or
    - stand alone residential consistent with MFR-1 Zoning district, or
    - Mixed Use development consisting of single-use buildings or one or more mixed use buildings (commercial on ground floor and residential on remaining floors)
- Integration of current Tract 4-Adult Active Community (Age Restricted Community), and Tract 5-Estate Lots into one Tract (Tract 2) to accommodate up to 544 units (this would eliminate construction of additional residential units on other Tracts).
- Limit access through Zonal Geranium Trail as emergency access only (current MPD allows permanent access through Zonal Geranium Trail).
- Create a new emergency access to Zaun Trail.

BACKGROUND/SITE HISTORY

In 2005, City Council through Ordinance #2005-45 approved a zoning change for the Oare Mixed Use PUD (Planned Unit Development). The approval was part of a process in order to develop a mixed use “Continuing Care Retirement Community”. The community was intended to provide an opportunity for “aging in place” development. The project provides progressive forms of residential housing opportunities ranging from independent living through assisted living. There is an additional intent to provide a neighborhood scale commercial to support these areas and lessen trips. A density bonus was provided as part of the original application consistent with Comprehensive Plan Policy to encourage development of continuum of care facilities. The initial approval for the Oare MPD permitted 754 dwelling units consisting of 544 dwelling units. The permitted density equated to less than one unit/gross acre and less than four units/net acre.

In 2008, an assisted living facility consisting of 60 assisted living bed units and 20 independent living residences was completed on a portion of Tract 1. No other development has commenced on the site.

Subsequent through the years, in 2009, 2014, and 2019, the landowners applied as permitted by the PUD/MPD to extend the deadline for the commencement of the platting process for the remainder of the parcel (within 60 months of approval). In 2024, the landowner was granted a 48 month extension through Florida Statutes Section 252.363(1)(a). This brought the expiration date of the Magnolia Trace MPD to November 25, 2028.

LAND USE AND ZONING INFORMATION

USE SUMMARY TABLE:

CATEGORY:	EXISTING:	PROPOSED:
Future Land Use Map (FLUM)	Greenbelt and Conservation	No change to Future Land Use Map (FLUM)

Zoning District	Master Planned Development	4.41+/- acres of EST-1 to Master Planned Development
Use	Continuum of Care facilities – mix of independent living and assisted living units with neighborhood commercial	No change to permitted uses, proposed change to caps for particular units or options for location of development
Acreage	1,013.36+/- acres	1,017.77+/- acres (includes 11.41+/- acres for existing ALF)

SURROUNDING LAND USES:

NORTH:	FLUM:	City of Bunnell (Multi-Family-8 to 20 dwelling units/acre), City of Palm Coast -Residential
	Zoning:	City of Bunnell-Multi-family district (R-3B), City of Palm Coast-Single-family residential (SFR-2 and SFR-3)
EAST:	FLUM:	City of Palm Coast-Residential
	Zoning:	City of Palm Coast-Single Family residential (SFR-2 and SFR-3)
SOUTH:	FLUM:	City of Palm Coast-Residential
	Zoning:	City of Palm Coast-Single Family residential (SFR-2 and SFR-3)
WEST:	FLUM:	City of Bunnell-Industrial
	Zoning:	City of Bunnell-Light Industrial District (L-1)

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 existing Master Planned Development (MPD) zoning and companion Development Agreement were originally approved in 2005. The original approval envisioned an "age in place" or "continuum of care" facility that allows a person/household to remain within the development through having the availability of different housing types with differing levels of assistance (i.e. independent living, to assisted living, to extended care).

Although there are changes to the ratio between housing types (assisted living versus independent living), the concept of "age in place" or "continuum of care" remain intact. Additionally, the proposed MPD places a cap on the number of multi-family units within the project.

Finally, the inclusion of an additional 4.41+/- acres into the MPD will not present a conflict with or be contrary to public interest since it provides for the expansion of the buffer area between the MPD and the existing residential area.

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

Staff Finding: The MPD Development Agreement having received previous approval is consistent with the Comprehensive Plan. There are no items in the proposed amendment to the MPD that would make the development inconsistent with the Comprehensive Plan.

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

Staff Finding: The proposed amendment will reduce the potential demand for water and sewer due to the potential reduction in residential units of at least 130 units. The condition for the developer/landowner to be responsible for extending infrastructure to the project site remains unchanged. No significant financial liability or hardship is expected for the City.

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 amendments to the MPD will not create an unreasonable hazard, or nuisance, or constitute a threat to the general health, welfare, or safety of the City's inhabitants. Future development of the site must still comply with the development standards contained within the Development Agreement, as well as with requirements of the Unified Land Development Code (ULDC) where applicable, and the Comprehensive Plan.

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

Staff Finding: Any proposed future development of the site must comply with the requirements of all other applicable local, state and federal laws, statutes, ordinances, regulations and codes. This includes items like having the appropriate accommodations for infrastructure (water, sewer, transportation, stormwater, and schools) or the required permits from the St. Johns River Water Management District (SJRWMD), the Army Corps of Engineers (ACOE), or Florida Department of Environmental Protection (DEP).

ANALYSIS BASED ON UNIFIED LAND DEVELOPMENT CODE, CHAPTER 2, SECTION 2.09.04

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 master planned development application.

A. Consistency 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 ULDC Chapter 2, Part II, Section 2.05.05 of this staff report, the existing Development Agreement is in conformance with the Comprehensive Plan. The proposed changes to the MPD Development Agreement does not bring the plan into inconsistency with the Comprehensive Plan.

B. Consistency with the general intent of the LDC.

Staff Finding: The proposed MPD-DA proposes development standards that are generally consistent with the general intent of the Land Development Code (LDC). The MPD-DA provides for dwelling unit size, heights, and setbacks that are generally consistent with the standards in the LDC for single-family and multi-family units.

There are conditions and items in the MPD-DA such as private amenities, pedestrian/bicycle amenities, fire protection, lighting standards that are required by the LDC. Additionally, there are conditions in the MPD-DA that requires the drainage/stormwater system in the development to meet the LDC requirements, as well as SJRWMD and DEP rules and regulations. As with all development, the MPD will need to meet the Level of Service (LOS) standards established in the Comprehensive Plan for varying public facilities and services. Failure to meet the LOS standards may require mitigation agreement between the developer and City or if the impact is on schools, then, a proportionate-agreement between the developer and the School District may be necessary.

Overall, staff finds the MPD-DA generally consistent with the intent of the LDC, however, staff notes the following as an item of concern.

The MPD-DA proposes a minimum townhome lot width of 18'. Staff finds this width problematic due to the LDC requirement of providing 25% landscaped planting area in front of the home's building facade out to the front property line. Additionally, the LDC requires a minimum width of 16' for driveways (2 side by side parking spaces). This requirement combined with a minimum lot width of 18' leaves minimal separation between townhome driveways. Staff recommends that the minimum townhome lot be 20'.

C. Degree of departure of the proposed development from surrounding areas in terms of character and density/intensity.

Staff Finding: The proposed amendments to the Development agreement will not cause a departure from consistency in terms of character and density/intensity with the surrounding area. The proposed amendment includes a reduction in the maximum development potential of at least 130 units from the existing MPD.

Staff notes that the conceptual master plan proposes 60' wide lots adjacent to the existing 80' wide lots (SFR-3 zoning) to the east. The MPD provides for a 20' wide buffer between the existing SFR-3 lots along the eastern boundary of the MPD. Other areas adjacent to the existing single-family residential area (Z-section) will have buffers greater than 40'.

D. Compatibility within the development and relationship with surrounding neighborhoods.

Staff Finding: See analysis above for Criteria C.

E. Adequate provision for future public education and recreation facilities, transportation, water supply, sewage disposal, surface drainage, flood control, and soil conservation as shown in the development plan.

Staff Finding: There are no conditions in the proposed MPD that would exempt the developer from meeting the Level of Service standards listed in Exhibit 8.1 of the Comprehensive Plan. Any deficiency in the LOS will require mitigation by the developer through potentially a proportionate share payment or agreement to mitigate for the deficiency in public infrastructure.

These agreements may be between the developer and the City and in the case of school facilities, with the School District.

Impacts on surface drainage, flood control, and soil conservation will follow Federal Emergency Management Agency (FEMA) rules and regulations and LDC Section 10.02. Stormwater Management systems will be designed and permitted in accordance with SJRWMD and FDEP regulations. Any pollution and environmental concerns will be subject to Code of Ordinances Chapter 24, Article II.

F. The feasibility and compatibility of development phases to stand as independent developments.

Staff Finding: The MPD-DA allows for the phased development of the project. The MPD-DA does include the following language to ensure that each phase may stand as independent development.

Each phase of the Project will include infrastructure to support the proposed uses, including water and wastewater service, drainage, private roads, vehicular, and pedestrian access facilities. All infrastructure necessary to support each phase that is constructed on the Property shall be constructed concurrently with, or prior to construction of that phase of the Project, as approved by the City. (Section 11(a) of MPD Agreement).

G. The availability and adequacy of primary streets and thoroughfares to support traffic to be generated within the proposed development.

Staff Finding: As provided above, the required infrastructure must be available to support the proposed development concurrent with its impacts. Review of the traffic impacts will not cause any road segments to fall below the level of service. The MPD-DA has a condition that *specific location, alignment, and design of the full-access collector roadways and the stabilized emergency access points shall be determined at the time of the applicable Subdivision Master Plan, Preliminary Plat, or Technical Site Plan submittal for each phase.*

If a traffic signal or other traffic control improvement is warranted at any Project access point based on (i) a phase-specific traffic impact analysis submitted with the Preliminary Plat or Technical Site Plan for any phase of the Project or (ii) applicable warrant analyses under the Manual on Uniform Traffic Control Devices (MUTCD) or FDOT standards, the Owner shall design, construct, and bond the signal or alternative traffic control improvement as a condition to the issuance of development orders for the phase triggering the warrant, at the Owner's sole expense and subject to any proportionate-share arrangements with other benefiting parties. (Section 10.10 of MPD Agreement).

H. The benefits within the proposed development and to the general public to justify the requested departure from standard development requirements inherent in a Master Planned Development District classification.

Staff Finding: The existing MPD preserves over 625+/- acres of wetlands. The flexibility provided by the MPD designation allows the project to minimize development impacts on the existing wetlands.

I. The conformity and compatibility of the development with any adopted development plan of the City of Palm Coast.

Staff Finding: There are no specific development plan for this area of the City. Analysis was conducted for consistency with Comprehensive Plan.

J. Impact upon the environment or natural resources.

Staff Finding: The proposed MPD Conceptual Plan map proposes to protect a large contiguous areas of wetlands (approximately a total of 625 acres). Additionally, the MPD Conceptual Plan identifies the locations of wildlife crossings as part of the internal roadway network. The wildlife corridors will provide opportunities to protect wildlife as well as potentially providing contiguity within the wetland system.

K. Impact on the economy of any affected area.

Staff Finding: If approved, the proposed amendment will provide temporary construction jobs during its construction.

PUBLIC PARTICIPATION

As required by the Land Development Code, a neighborhood meeting was hosted by the applicant. The neighborhood meeting was held on August 25, 2026 in the Jon Netts Community Wing of the City of Palm Coast City Hall.

RECOMMENDATION

Planning staff recommends that the Planning and Land Development Regulation Board (PLDRB) find the proposed amendment to the Magnolia Trace MPD – Development Agreement (f/k/a Oare MPD) (Application No. 6549) consistent with the Comprehensive Plan and Land Development Code and recommend that City Council Approve the amendment.

Staff does recommend that the minimum lot width for townhomes increase from 18’ to 20’.

Prepared By:
Jay W. Livingston, Esq.
Livingston & Sword, P.A.
391 Palm Coast Parkway SW #1
Palm Coast, Florida 32137

Return to:
City Clerk
City Hall
160 Lake Avenue
Palm Coast, FL 32164

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FOURTH AMENDED AND RESTATED MASTER PLAN DEVELOPMENT AGREEMENT (MAGNOLIA TRACE)

THIS FOURTH AMENDED AND RESTATED MASTER PLAN DEVELOPMENT AGREEMENT (MAGNOLIA TRACE), (herein referred to as the "Development Agreement") is made and executed this _____ day of _____, 2026, by and between the CITY OF PALM COAST, a Florida municipal corporation (herein referred to as the "City"), whose address is 160 Lake Avenue, Palm Coast, Florida, 32164, and OARE ASSOCIATES, LLC, a Florida limited liability company (herein referred to from time-to-time as the "Owner" regardless of whether singular or plural ownership status) whose address is 1000 Legion Place, Suite 1700, Orlando, Florida 32801.

WITNESSETH:

WHEREAS, the Owner is the fee simple title owner of certain real property consisting of 1,006.37 acres, more or less, located in the City of Palm Coast, Flagler County, Florida, more particularly described in the legal description attached hereto as **EXHIBIT "A"** and incorporated herein ("Property");

WHEREAS, on or about December 5, 2005, the City rezoned a portion of the Property to Planned Unit Development and adopted the Oare Project, Planned Unit Development

Agreement ("2005 PUD") Agreement by Ordinance No.2005-45, recorded in the Official Records Book 1365, Page 23, et seq., Public Records of Flagler County, Florida;

WHEREAS, on or about July 7, 2009, the City adopted the Oare Project, Amended Planned Unit Development Agreement Application No. 1661, Request for Time Extension – Preliminary Plat ("2009 PUD Modification") by Ordinance 2009-16, recorded in Official Records Book 1732, Page 256, et seq., Public Records of Flagler County, Florida;

WHEREAS, on or about September 2, 2014, the City adopted the Oare Master Planned Development Second Amended and Restated Development Agreement ("2014 MPD") by Ordinance 2014-18, recorded in Official Records Book 2061, Page 501, et. seq., Public Records of Flagler County, Florida;

WHEREAS, on or about November 19, 2019, the City adopted the Oare Master Planned Development Third Amended and Restated Development Agreement ("2019 MPD") by Ordinance 2019-24, recorded in Official Records Book 2402, Page 267, et. seq., Public Records of Flagler County, Florida;

WHEREAS, the 2005 PUD, 2009 PUD Modification, 2014 MPD and 2019 MPD are referred to herein as the "Previous MPD";

WHEREAS, on December 16, 2024 the City approved an extension of the Previous MPD to November 25, 2028 pursuant to Section 252.363, Florida Statutes, by letter extension as recorded in Official Records Book 2940, Page 419, Public Records of Flagler County, Florida;

WHEREAS, the Previous MPD permitted a total density of 754 residential units, consisting of a mix of assisted living, extended care, active adult lots, single family estate lots, and 2.2 acres reserved for neighborhood commercial uses on a gross acreage of 1,013.36 acres, more or less ("Previous MPD Property");

WHEREAS, an assisted living facility consisting of 60 assisted living bed units and 20 independent living residences ("Assisted Living Facility") was completed in 2008 a portion of Tract 1 as defined and identified in the Previous MPD;

WHEREAS, the site plan for the Assisted Living Facility was approved by the City of Palm Coast pursuant to City of Palm Coast Development Order No. SP-MOD-06-01, approved on May 30, 2006 and recorded June 20, 2006 in Official Records Book 1449, Page 362, of the Public Records of Flagler County, Florida (the "ALF Development Order");

WHEREAS, the Assisted Living Facility was conveyed by Owner to Palm Coast SLP, LLC, a Georgia limited liability company, by virtue of that certain Special Warranty Deed dated July 13, 2006 and recorded July 28, 2006 in Official Records Book 1464, Page 1991 of the Public Records of Flagler County, Florida;

WHEREAS, on July 26, 2006, Oare Associates, LLC recorded that certain Master Declaration of Covenants, Conditions and Restrictions for Magnolia Trace at Official Records Book 1463, Page 1424, of the Public Records of Flagler County, Florida (as amended and supplemented from time to time, the "Master Declaration"), pursuant to which the Magnolia Trace Master Association, Inc., a Florida not-for-profit corporation (the "Master Association"), was formed to operate, maintain, and enforce the covenants relating to the common roadways, stormwater facilities, common landscape areas, and other common elements serving the properties within Magnolia Trace, including the Assisted Living Facility;

WHEREAS, the Assisted Living Facility is fully vested under the Previous MPD and not subject to or affected by this Development Agreement;

WHEREAS, the Property includes real property owned by the Owner that was excluded from the Previous MPD Property as more particularly described in the attached **EXHIBIT "B"** (the "Additional Property");

WHEREAS, the Owner desires to amend and restate the Previous MPD, to the extent it affects the Property, including the Additional Property, and voluntarily agrees with the conditions, terms, and restrictions hereinafter recited, and has agreed voluntarily to their imposition as an incident to development of the Property.

WHEREAS the City of Palm Coast City Council ("City Council") finds that this Development Agreement is consistent with the City's Comprehensive Plan (2050) (the "Comprehensive Plan") and Unified Land Development Code ("LDC") and that the conditions, terms, restrictions, and requirements set forth herein are necessary for the protection of the public health, safety, and welfare of the citizens of the City;

WHEREAS, the City Council further finds that this Development Agreement is consistent with and an exercise of the City's powers under the Municipal Home Rule Powers Act; Article VIII, Section 2(b) of the Constitution of the State of Florida; Chapter 166, Florida Statutes; the City of Palm Coast City Charter; other controlling law; and the City's police powers; and

WHEREAS, this is a non-statutory Development Agreement which is not subject to nor enacted pursuant to the provisions of Sections 163.3220 -163.3243, Florida Statutes.

NOW, THEREFORE, it is hereby resolved and agreed by and between the City and the Owner that the Owner's application for a Master Planned Development is approved pursuant to the Development Agreement's following terms and conditions:

SECTION 1. RECITALS.

The above recitals are taken as true, incorporated herein by this reference and form a material part of this Development Agreement upon which the City and the Owner have relied.

SECTION 2. REPRESENTATIONS OF OWNER.

(a) The Owner hereby represents and warrants to the City that the Owner is the owner of the Property, in accordance with the title opinion or title certification provided by the Owner to the City and issued by an attorney or title insurance company licensed to provide services in the State of Florida, with said title opinion or certification showing all liens, mortgages, and other encumbrances not satisfied or released of record relative to the Property.

(b) The Owner represents and warrants to the City that it has the power and authority to enter into and consummate the terms and conditions of this Development Agreement; that all acts, approvals, procedures, and similar matters required in order to authorize this Development Agreement have been taken, obtained or followed, as the case may be; that this Development Agreement and the proposed performance of this Development Agreement by the Owner is not an ultra vires act; and that, upon the execution of this Development Agreement by the parties, this Development Agreement shall be valid and binding upon the parties hereto and their successors in interest.

(c) The Owner hereby represents to the City that all required joinders and consents have been obtained and set forth in a properly executed form on this Development Agreement. Unless otherwise agreed to by the City, all liens, mortgages, and encumbrances not satisfied or released of record must be subordinated to the terms of this Development Agreement and joinders must be executed by any mortgagees. It is the responsibility of the Owner to ensure that said subordinations and joinders occur in a form and substance acceptable to the City Attorney prior to the City's execution of this Development Agreement. If the Owner fails to attain the joinder and consent, then the Owner shall lose all rights and benefits deriving hereunder.

SECTION 3. PROJECT DESCRIPTION.

The Owner may develop the Project as a mixed-use residential community consistent with the conditions set forth herein, consisting of a maximum of 544 residential units and a maximum of 35,000 square feet of neighborhood commercial uses consistent with the City's COM-1 zoning district, except as provided for in this Agreement. The Parties acknowledge the conceptual master plan attached hereto as **EXHIBIT "C"** ("Conceptual Master Plan") is provided solely as an illustrative and non-binding Conceptual Master Plan to demonstrate the layout of the permitted development. The Project shall follow the general conceptual layout of the Conceptual Master Plan, subject only to such modifications as authorized by Section 6 hereof. The final location, orientation, and configuration of buildings, infrastructure, and open space may vary, therefore the final design and layout of the Project shall be determined at the time the Owner submits an application or applications for site plan or subdivision plat approval. The Owner shall be permitted to develop up to the maximum of five hundred forty-four (544) residential units permitted by this Development Agreement regardless of the number or mix of units depicted on the illustrative and non-binding Conceptual Master Plan. The permitted residential unit types are described in Section 7.1 below and may be converted in accordance with Section 7.2. The Owner, at its discretion may create a Community Development District (the "CDD"), pursuant to Section 190, Florida Statutes or property owners' association. The Owner may assign the obligation for the design, permitting, development and maintenance of improvements provided for in this Agreement, in whole or in part, to the CDD or an owners association or associations created for those purposes.

SECTION 4. FUTURE LAND USE.

This Development Agreement is consistent with the City's Comprehensive Plan (2050). The Property is designated Greenbelt, Conservation and Residential on the City's Future Land Use Map ("FLUM"). The overall density of the Project and the Assisted Living

Facility is calculated based on the gross acreage of the Previous MPD Property (1,013.36 acres, more or less) and the Additional Property (4.41 acres, more or less) for a total acreage of 1,017.77 acres, more or less. As provided in the Previous MPD, residential development credits were established for both upland areas (approximately 388 acres at 1.0 credit/acre) and wetland/conservation areas (approximately 625 acres at 1 credit/4 acres), resulting in approximately 544 development credits, excluding the Assisted Living Facility and Nursing Home Facilities, as defined in the Previous MPD. Pursuant to Policy 1.1.2.4 of the City of Palm Coast Comprehensive Plan (2050), the Greenbelt land use designation may include MPDs having lot sizes of less than one (1) acre with common open spaces, provided that the development's overall density does not exceed one (1) dwelling unit per acre. Consistent with that Policy, contingent density bonuses were granted in the Previous MPD for a total density of seven hundred and fifty-four (754) units, consisting of five hundred forty-four (544) dwelling units, a maximum of sixty (60) bed units and one hundred twenty (120) units on a gross acreage of 1,013.36 acres. The density and intensity permitted by this Development Agreement consisting of a maximum of five hundred forty-four (544) residential dwelling units and a maximum of 35,000 square feet of neighborhood commercial uses is less than the one (1) unit per gross acre.

SECTION 5. APPROVAL OF MASTER PLAN DEVELOPMENT, CONCEPTUAL MASTER PLAN APPROVAL, AND DEVELOPMENT REVIEW PROCESS.

(a) The City Council, at its regular meeting on _____, 2026, adopted Ordinance 2026-_____for a Master Planned Development affecting the Owner's Property to the terms and conditions of this Development Agreement.

(b) The Owner acknowledges if this Development Agreement is ever terminated, the approval shall be deemed null and void and the land uses approved for the Property shall no longer be permitted, unless otherwise approved by the City Council.

(c) The provisions of the then current LDC shall be applicable to the Property unless otherwise specifically stated herein. Any City Code provision not specifically identified will not be affected by the terms of this Development Agreement, and will be subject to enforcement as if no Development Agreement were in effect.

(d) The Conceptual Master Plan generally depicts the layout of the Project and delineates the approximate property boundaries, streets, property lines, general location of lots and intended uses.

(e) The Conceptual Master Plan establishes the general framework for the Project. A Subdivision Master Plan shall be required prior to Preliminary Plat approval for each phase of the Project. The recreational facilities required pursuant to Section 9(f) of this Development Agreement are not depicted on the Conceptual Master Plan and shall have their specific location and design identified at the time of the Owner's first Preliminary Plat or Technical Site Plan submittal.

SECTION 6. MODIFICATIONS TO THE DEVELOPMENT AGREEMENT CONCEPTUAL MASTER PLAN.

The exact location of lots, roadways, primary sidewalk/pathway system, and other improvements shall be determined by the Owner and approved by the Land Use Administrator during review of construction documents, site plans, or subdivision plat applications for the Project, or portions thereof, as allowed by the LDC, provided that: (1) the maximum building height and number of residential lots described herein are not exceeded; (2) the Property

setbacks from adjacent properties are not modified; and (3) the approved plans maintain the general development standards in this Development Agreement.

SECTION 7. PERMITTED USES.

7.1 DEVELOPMENT PROGRAM. The following uses, densities and intensities shall be permitted in the Project: (a) a maximum of 544 total residential units for the overall Project, which may consist of any combination of single-family detached housing units, multifamily housing units or townhomes and/or active adult housing, provided that the multifamily housing units or townhomes shall not exceed 150 units in aggregate; (b) a maximum of 35,000 square feet of retail space, subject to the conversion rights provided for in Section 7.2; (c) an amenity center or centers; and (d) a borrow pit. The Project may consist of one (1) amenity center to serve all of the residential uses or separate amenity centers may be constructed to serve residential uses on one or more tracts, at the Owners discretion. The foregoing uses shall only be permitted on the tracts as described in the Tract Map attached hereto as **EXHIBIT "D"**, as follows:

- Tract 1 – Neighborhood Commercial/Multifamily.
- Tract 2 – Single Family Detached/Townhomes/Active Adult Housing/Amenities.
- Tract 3 – Conservation/Open Space.
- Tract 4 – Conservation/Open Space/Borrow Pit.

The design standards for the permitted uses shall be governed by the Lot and Building Standards provided in Section 12 and Table 12.1 Site Development Requirements below, which shall control over any inconsistent provision of the LDC.

Tracts 3 and 4 (generally described as Tracts 6A and 6B in the Previous MPD) are comprised of wetlands and associated uplands. Notwithstanding the existence of any conservation easement dedicated to the City, both Tracts 3 and 4 shall be available for

mitigation credits to the Owner or its assignees if permitted by the controlling provisions of State Law and the appropriate permitting agency or agencies of government. Due to on-site wetlands associated with the Conservation designation on the City's FLUM, wetlands shall be fully delineated during the platting process. All jurisdictional wetland boundaries, including the upland buffer, shall be depicted on all plats prior to submittal. The Owner may apply for approval of an authorized Mitigation Bank for Tract 3 and/or Tract 4 with the St. Johns River Water Management District ("SJRWMD"). The only non-wetland mitigation development that can occur with Tract 4 is the existing borrow pit as permitted by the Previous MPD, with associated and temporary ingress and egress to service the borrow pit operation. At such time as the borrow pit operation has been completed, the temporary ingress and egress will be removed and all areas will be restored to their natural state.

7.1.1 ACTIVE ADULT HOUSING. For purposes of this Development Agreement, "Active Adult Housing" means age-restricted housing operated in compliance with the "housing for older persons" exemption under the Fair Housing Amendments Act, 42 U.S.C. § 3607(b)(2)(C), and the rules promulgated thereunder at 24 C.F.R. Part 100, Subpart E, including the requirements that (i) at least eighty percent (80%) of the occupied units be occupied by at least one person fifty-five (55) years of age or older; (ii) the Owner publish and adhere to policies and procedures demonstrating the intent to provide housing for persons fifty-five (55) years of age or older; and (iii) the Owner comply with the rules issued by the Secretary of the U.S. Department of Housing and Urban Development for verification of occupancy. The Active Adult Housing Units shall be subject to, and developed in accordance with, the foregoing federal age-restriction requirements as memorialized in recorded covenants, conditions and restrictions.

7.2 CONVERSION OF RESIDENTIAL USES. The Owner may convert the

residential unit types permitted within the Project (Single-Family, Multi-Family, Townhome, and Active Adult) to other residential types so long as the conversion results in no net increase in the PM peak hour trip rate for the Project. Conversions shall be governed by the tables, derived from the Project's Traffic Impact Analysis, attached hereto as **EXHIBIT "E"**.

7.3 NEIGHBORHOOD COMMERCIAL. A maximum of 35,000 square feet of neighborhood commercial space consistent with the City's COM-1 zoning district, except as otherwise provided herein, may be developed on Tract 1.

7.4 VEHICULAR/NON-VEHICULAR AND PEDESTRIAN ACCESS, PARKING AND INTERCONNECTIVITY.

(a) The Project shall be designed to integrate pedestrian, bicycle, and vehicular traffic circulation systems within the Property and with adjacent rights-of-way, to promote connectivity between all uses within the Property. The Project shall integrate an internal system of pedestrian connections (the "Pedestrian Connectivity System") intended to provide safe, convenient, and continuous access to all uses within the Project. All uses within the Project shall be accessible by a dedicated road. The Parties acknowledge that the Conceptual Master Plan is illustrative and conceptual in nature and the specific location of bicycle and pedestrian facilities, access points, internal roadways, and dedicated road connections serving individual tracts and lots will be determined by phase through the applicable Subdivision Master Plan, Preliminary Plat, or Technical Site Plan review process. The City shall be granted access at all times to all roadways to ensure that public safety is maintained.

(b) Parking spaces and garages for residential units within the Project shall be provided as follows: (1) single-family detached, townhouse, and active adult dwelling units with one thousand six hundred (1,600) square feet or less of minimum living area shall provide a minimum one-car attached or detached garage and a permanent-surface area sufficient to

accommodate two (2) additional exterior parking spaces; (2) single-family detached, townhouse, and active adult dwelling units with greater than one thousand six hundred (1,600) square feet of minimum living area shall provide a minimum two-car attached garage; (3) townhouse units with garages shall provide a driveway with a minimum depth of twenty (20) feet measured from the face of the garage door, and such driveway area may be counted toward the required parking spaces; (4) off-street parking shall not be permitted adjacent to either side of any dwelling, except where such parking provides access to a garage; and (5) for multifamily projects, optional detached garage units may be provided, and if provided, shall be provided for a minimum of one-third (1/3) of the proposed multifamily units. Garages shall count toward the minimum parking requirements for residential units within the Project.

(c) As determined by the Traffic Impact Analysis submitted with the Owner's application to amend the Previous MPD, the Project does not have an adverse impact on the City's adopted Level of Service (LOS) on the adjacent roadway system. However, prior to approval of the site plan or preliminary plat for each phase of the Project, the Owner shall evaluate all turn lane movements to determine if any improvements (turn lanes, decel lanes, etc.) are required.

SECTION 8. LAND DEVELOPMENT CODE PARTIAL NON-APPLICABILITY.

The development of the Project shall proceed in accordance with the terms of this Development Agreement. In the event of an inconsistency between the terms of this Development Agreement and the LDC, the terms of this Development Agreement shall prevail. Where specific requirements are not contained in this Development Agreement, the LDC shall apply to the extent that it does not conflict with the provisions of this Development Agreement or the general intent of the Conceptual Master Plan.

SECTION 9. FACILITY COMMITMENTS.

(a) Unless otherwise described elsewhere in this Development Agreement, the Owner agrees that the City is not responsible for the construction or creation of public facilities or capacity to facilitate the development of the Property. No building or development permits shall be issued for the Property unless adequate capacity of concurrency monitored facilities are available concurrent with the impact on said facilities by the Project.

(b) Private & Public Improvements: The Owner, or its assigns, agrees to construct, at a minimum, the following on-site improvements, at the Owner's sole and exclusive expense, as a condition of this Development Agreement and in addition to the payment of all impact fees relating to the development of the Property, unless otherwise provided for herein:

i. The parking areas; utilities; master stormwater system; sidewalks; lighting; recreational facilities, and perimeter buffer landscaping.

ii. The Owner shall grant any and all drainage and utility easements to the City which are deemed necessary by the City to serve the public utilities.

iii. The Owner agrees that the City has shown an essential nexus between a legitimate City interest and the conditions, if any, imposed herein. The Owner further agrees that all proposed conditions are roughly proportional to the impact the development will have upon the public, based upon an individualized determination by the City that the required conditions are related in both nature and extent to the impacts of the proposed Project.

iv. Nothing herein shall be deemed a prohibited exaction under Fla. Stat. 70.45, and Owner agrees it has not suffered any damages under that statute.

(c) SIDEWALKS AND PEDESTRIAN PATHS: The Pedestrian Connectivity System established in Section 7.4(a) shall be implemented through an internal integrated

system of sidewalks and pedestrian paths designed to ensure that pedestrians are provided safe and convenient access to all uses within the Project. The Pedestrian Connectivity System shall include sidewalks with a minimum width of five (5) feet, constructed on at least one side of the internal roadway system. The specific location and design of such pedestrian facilities shall be provided for each phase of the Project at the time of the Preliminary Plat or Technical Site Plan submittal for that phase.

(d) ACCESS: Ingress and egress to the Project shall be provided, constructed and maintained as depicted on the Conceptual Master Plan. At the sole discretion of the Owner, the development or portions of it may be gated.

(e) OWNER STORMWATER SYSTEM: The Owner, or its assigns, shall be responsible for designing, permitting, constructing, and maintaining the means of conveyance of stormwater runoff from the Project including, but not limited to, all stormwater lines, ditches, culverts, and other stormwater facilities that are necessary to convey the stormwater runoff to the Stormwater Facility (the "Owner Stormwater System").

(f) PARK AND RECREATION: The Owner shall provide active and passive parks and recreation facilities for the benefit of the Project in accordance with the City's required level of service for recreation as set forth in the LDC and the Comprehensive Plan. The specific location, configuration and design of parks and recreation facilities shall be provided at the time of the Owner's first Preliminary Plat or Technical Site Plan submittal.

(g) BORROW PIT: The Owner shall be permitted to continue to operate the existing borrow pit on the Property for the term of this Development Agreement and any extensions thereto as permitted herein.

SECTION 10. DEVELOPMENT STANDARDS.

10.1 PARKING: Parking and garage requirements for residential uses shall comply with Section 7.4(b) of this Development Agreement. Residential garages and driveways shall count toward minimum parking requirements for permitted residential uses. Parking for all amenities shall be a minimum of one (1) space per two hundred and fifty (250) square feet. Parking for all other permitted uses for which parking standards are not expressly provided in this Development Agreement shall be consistent with the LDC.

10.2 OPEN SPACE: Minimum open space shall be Thirty percent (30%) of the Project's gross area (Tracts 1, 2, 3 and 4, combined). Open space is defined in the LDC and includes on-site stormwater ponds and all open space within the Property. Flexibility to the minimum open space requirements shall be as provided by the LDC, which may include, but not be limited to, green building principles, land donation, or other mechanisms that would justify a lower percentage of open space, if approved by the Land Use Administrator. Open space shall be maintained by either the actual owner of the property, a CDD, a property owners' association, or other method satisfactory to the Owner and the City.

10.3 WATER/WASTEWATER: The Project is located wholly within the City limits and is therefore within the City's water and wastewater service areas. All permanent uses within the Project will be served by central water and sewer services. The City shall be the potable water and wastewater service provider for the Project upon payment of applicable fees.

10.4 TRANSPORTATION: Transportation concurrency shall be addressed during the Preliminary Plat or technical site plan process.

10.5 DRAINAGE:

(a) The Owner shall construct and maintain a stormwater management system that provides treatment and attenuation as required by SJRWMD and the City's LDC. Best Management Practices (BMPs) shall be used during and after construction to minimize erosion

and sedimentation and to properly manage runoff for both stormwater quantity and quality. BMPs shall be in accordance with the Florida Department of Environmental Protection (FDEP) and Florida Department of Transportation (FDOT) design standards and details. The LDC shall apply to the design criteria for the Project's stormwater management system.

(b) Stormwater piping and the stormwater collection and conveyance system shall, at a minimum, be designed to convey the runoff resulting from the five (5)-year, twenty-four (24)-hour storm event. Collector roadway cross drains and collector roadway swales and ditches shall be designed to convey the ten (10)-year, twenty-four (24)-hour storm event. Outfall ditches and canals shall be designed to convey the twenty-five (25)-year, twenty-four (24)-hour storm event. Temporary roadway flooding shall not exceed an elevation that would permit flood water encroachment of more than one-half of a travel lane at the lowest elevation on the centerline profile of a roadway for the twenty-five (25)-year, twenty-four (24)-hour storm event, with full recovery and use of the roadway available at the end of the design storm event. All of the foregoing is consistent with, and shall not be construed as more stringent than, the standards set forth in the LDC. Stormwater detention facilities shall be designed to meet the water quality and attenuation requirements of SJRWMD and the City's LDC.

(c) The City shall permit the redesign, impact and redevelopment of its existing stormwater drainage canals located on the Property, including the rerouting of such canals, so long as such does not adversely affect the City's uses of said canals and does not cause any adverse impact upstream or downstream of the development. The Owner shall demonstrate compliance with the foregoing through the Project's stormwater report or analysis, which shall be reviewed and approved by the City during the Technical Site Plan review process. The Owner's redesign, impacts and redevelopment may include but are not limited to (i) relocation, (ii) rerouting, (iii) installation of culverts, or (iv) bridges.

10.6 LANDSCAPING: The Owner shall install reclaimed water distribution lines at the time of subdivision improvements so that the Project may be served for irrigation once reclaimed water becomes available to the site. Until reclaimed water is available to the site, the Owner may use potable water for irrigation. The Owner may also use stormwater ponds or irrigation wells as an alternative or supplemental source of irrigation water, subject to the issuance of any required Consumptive Use Permit and any other applicable approvals of the St. Johns River Water Management District ("SJRWMD"); provided, however, the Owner makes no representation that these alternative sources will be available or feasible given site conditions. Once reclaimed water becomes available to the site, no potable water shall be used for irrigation, except as otherwise permitted by the LDC. All landscaping and irrigation shall comply with the LDC except for perimeter buffers, which shall be governed by Section 10.20 below.

10.7 LIGHTING: All lighting including but not limited to all pole mounted lighting shall be designed to minimize light pollution to off-site properties, have a common architectural theme and to comply with the LDC.

10.8 FIRE PROTECTION: Fire protection requirements for the Project will be met through a system of fire hydrants installed on the Property by the Owner in accordance with City standards. The locations of fire hydrants shall be shown on all construction documents, technical site plans, or preliminary plats. The water requirements for the fire system will be served by the City's Utility Department. The Project shall comply with the City's fire protection requirements. The City will provide fire protection services to the Project in accordance with established local response agreements.

10.9 UTILITIES: The Owner shall be responsible for any and all costs associated with (i) the expansion of capacity to serve the Property or (ii) the extension of existing City

utilities to the Property that may be required to serve this Project and, if so, the parties shall enter into a proportionate fair share agreement providing for impact or connection fee credits. All internal utility lines for the Project shall be placed underground.

10.10 INTERCONNECTIVITY AND ACCESS: Ingress and egress to the Project shall be provided, constructed, and maintained in accordance with this Development Agreement. The Project shall be served by two (2) primary full-access collector roadways from Belle Terre Boulevard as depicted on the Conceptual Master Plan. In addition to the primary access points, the Project shall be served by at least two (2) stabilized emergency access points: (a) a stabilized emergency access from Zonal Geranium Trail on the east side of the Project, and (b) a stabilized emergency access to north of Zonal Geranium Trail to ensure consistency with the City's Comprehensive Plan (2050). The specific location, alignment, and design of the full-access collector roadways and the stabilized emergency access points shall be determined at the time of the applicable Subdivision Master Plan, Preliminary Plat, or Technical Site Plan submittal for each phase. If a traffic signal or other traffic control improvement is warranted at any Project access point based on (i) a phase-specific traffic impact analysis submitted with the Preliminary Plat or Technical Site Plan for any phase of the Project or (ii) applicable warrant analyses under the Manual on Uniform Traffic Control Devices (MUTCD) or FDOT standards, the Owner shall design, construct, and bond the signal or alternative traffic control improvement as a condition to the issuance of development orders for the phase triggering the warrant, at the Owner's sole expense and subject to any proportionate-share arrangements with other benefiting parties.

10.11 NATURAL RESOURCE PROTECTION:

(a) Except as depicted on the Conceptual Master Plan and in this Development Agreement, the Owner shall comply with the natural resource protection requirements of the LDC.

(b) Natural upland buffers must be provided if required by Chapter 10 of the LDC.

(c) Any wells discovered or encountered during construction of the Project shall be properly abandoned in accordance with all applicable state and federal regulations.

10.12 WETLANDS: The Project shall be subject to all Federal and State environmental and wetland regulations. Minor incidental wetland impacts may occur as permitted by the SJRWMD and the U.S. Army Corps of Engineers ("ACOE"), and/or such additional wetland impacts as may be authorized under the governing regulatory permits and the Subdivision Master Plan, Preliminary Plat, or Technical Site Plan approval process. Non-impacted wetlands shall be buffered consistent with SJRWMD and City regulations. Wetland upland buffers shall comply with the requirements of Section 10.01.08 of the LDC, which requires a natural upland buffer with an average width of fifty (50) feet, and no less than twenty-five (25) feet, adjacent to and surrounding optimal wetlands, and a natural upland buffer with an average width of twenty-five (25) feet, and no less than fifteen (15) feet, adjacent to moderate and minimal wetlands. Where development occurs adjacent to a conservation easement or an optimal (high quality) wetland, the Owner shall install, during construction activities, a double row of silt fence spaced three (3) feet apart to prevent erosion and sedimentation.

10.13 LOW IMPACT DEVELOPMENT PRACTICES: To further conservation practices identified in the LDC, the Project shall incorporate into the construction, operation, and maintenance of all facilities, conservation strategies to include but not be limited to:

(a) Water Conservation:

i. Native, drought tolerant plant materials;

ii. Separate irrigation zones shall be required for turf, non-turf areas; and

iii. Landscape areas shall not be irrigated using high-volume irrigation systems unless high pressure compensating spray heads are utilized.

All irrigation systems shall employ, at minimum, a rain shut-off device such as a soil moisture sensor or smart irrigation system capable of analyzing and ascertaining weather conditions and time of year. These restrictions shall be clearly stated in the Project's Covenants, Conditions and Restrictions ("CC&Rs").

10.14 PROHIBITION OF DISCHARGES: The Owner shall comply with the City of Palm Coast Code of Ordinances, Article VI, Prohibition of Discharges, and all applicable local, state, federal, and City water quality laws, rules, regulations, and ordinances.

10.15 STORMWATER POLLUTION PREVENTION: A stormwater pollution prevention plan shall be attached to and incorporated into the construction and permit documents pursuant to the requirements of applicable federal, state, and City regulations.

10.16 WILDLIFE PROTECTION: In the event that listed species have been determined to be residing on, or otherwise be significantly dependent on the Property, the Owner shall obtain the necessary permits from the Florida Fish and Wildlife Conservation Commission and other applicable agencies. Activities associated with listed flora and fauna shall comply with the LDC. If applicable, Bear Smart Community principles shall be integrated into design and operations. The intent is to minimize human-animal conflicts from black bear and other species that may be drawn to area attractants. The Owner and City shall cooperate on grant opportunities to supplement cost(s) that the Owner may incur to implement these principles. The Owner shall consider the use of wildlife crossings in areas where the Project's roadway network crosses optimal wetlands or greenway corridors, as appropriate.

The specific location, design, and scope of any such wildlife crossings shall be determined at the time of the applicable Subdivision Master Plan, Preliminary Plat, or Technical Site Plan submittal.

10.17 SIGNAGE: The development may be identified by up to two double-faced or two single-faced monument entrance signs to be located at the two (2) primary Project entrances and may be identified with either one double-faced or two single-faced monument entrance signs. Such monument signs may be lighted (with lighting directed away from traffic as required by the LDC), and shall be a maximum of twelve feet (12') tall, with a sign area no greater than forty-eight (48) square feet in size. Directional, and ingress and egress signs for the individual residential and commercial projects within the Project, and for recreational and other amenities, will be provided throughout the Project, provided that none of these signs exceed six (6) square feet in size and four (4) feet in height, including for sale or for lease signs. Neighborhood, amenity and commercial project directory signs may be located along the internal road circulation system and shall be no taller than six feet (6') in height, with no more than thirty-two (32) square feet of sign area. All signage will be generally consistent and uniform in design and a master sign plan shall be approved at the time of the Project's first preliminary plat or site plan approval

10.18 MODEL HOMES: For each phase, up to five (5) model homes can be constructed, occupied, and operated under Section 4.19.02 of the LDC. Sales and leasing activities shall be limited to properties located within the Project. Construction and Certificates of Occupancies shall be issued consistent with the City and state rules, regulations and codes.

10.19 RENTAL PROGRAM: Owner, or its assigns, reserves the right to place all or any portion of the Project's residential units in a rental program operated by Owner, Owner's affiliates or any third party rental program operators approved by the Owner.

10.20 PROJECT BUFFERS: At a minimum, the Owner shall provide and maintain (i) a fifteen-foot (15') wide landscape buffer with Type "G" plantings along Belle Terre Parkway and (ii) a twenty-foot (20') wide perimeter buffer with Type "E" plantings along the remainder of the Project boundary. The foregoing buffers shall not be required at the Project entrances. Except as otherwise provided in this Agreement, Project signage, irrigation, drainage, utilities, and related improvements shall be permitted within the Belle Terre Parkway landscape buffer, as outlined in Section 11.03.05.C.6 of the LDC. Notwithstanding the foregoing, the Owner may elect to leave any portion of the Belle Terre Parkway landscape buffer or the perimeter buffer in its existing natural state in lieu of installing the Type "G" or Type "E" plantings otherwise required by this Section 10.20, provided that (i) the minimum buffer width otherwise required by this Section 10.20 is maintained, and (ii) the existing natural conditions (including without limitation wetlands and native vegetation) provide screening equal to or better than the screening that would be provided by the applicable buffer plantings.

SECTION 11. PHASING OF DEVELOPMENT.

(a) The Property may be developed in multiple phases. The Project shall be developed in phases as depicted on the Phasing Plan attached hereto as **EXHIBIT "F"** (the "Phasing Plan"). The Phasing Plan is conceptual in nature and the specific boundaries, sequencing, and timing of each phase may be modified by the Owner at the time of the applicable Subdivision Master Plan, Preliminary Plat, or Technical Site Plan submittal for each phase. Prior to the issuance of any permit for any phase of the Project (and prior to any construction of any improvement, building, or structure on the Property), the Owner shall submit a Subdivision Master Plan for the relevant phase for City approval pursuant to the LDC, and thereafter shall submit a Preliminary Plat for the relevant phase. Each phase of the Project will include infrastructure to support the proposed uses, including water and wastewater

service, drainage, private roads, vehicular, and pedestrian access facilities. All infrastructure necessary to support each phase that is constructed on the Property shall be constructed concurrently with, or prior to construction of that phase of the Project, as approved by the City, and prior to the issuance of building permits for that phase. Adequate emergency vehicle access and turnarounds shall be provided at all times.

(b) Roadways shall be constructed concurrently with development of adjacent lots to insure that contiguous roadways are available at all times prior to the issuance of any building permits for that phase. To avoid unnecessary construction and repair costs, internal sidewalks shall be constructed adjacent to each lot at the time the home is constructed and prior to the Certificate of Occupancy, and each home's building permit shall be conditioned on this requirement. Neighborhood streets shall have a fifty (50) foot right of way, with a minimum twenty-two (22) feet of travel lanes with two (2) feet of drivable curb, and cul-de-sacs shall have a 124' right-of-way diameter and a 104' pavement diameter. Islands may be constructed in the cul-de-sacs so long as a minimum asphalt roadway width of twenty-two (22) feet with two (2) feet of drivable curb is maintained and does not impede fire truck movement.

SECTION 12. LOT AND BUILDING STANDARDS.

12.1 LOT DIMENSIONAL STANDARDS: Dimensional standards for each permissible use shall comply with the LDC except as follows:

Table 12.1 - Site Development Requirements

Regulations	**Tract 1** Neigh. Comm.	**Tract 1** MFR (8 units per acre) ****	**Tract 2** SFR Detached/ Amenities	**Tract 2** Active Adult/ Amenities	**Tract 2** Townhome **** (Up to 8 DUs per Bldg.)	**Tract 3 & 4** Conservation/ Open Space/ Borrow Pit
Min. Lot Area	10,000 SF	10,000 SF	4,000 SF	4,000 SF	1,600 SF	N/A
Min. Lot Width	100 ft.	100 ft.	40 ft.	40 ft.	18 ft.	N/A
Min. Lot Depth	100 ft.	N/A	100 ft.	100 ft.	N/A	N/A
Min. Front Setback	30 ft.	20 ft.	20 ft.	20 ft.	20 ft.	N/A
Min. Side Corner Setback	25 ft.	15 ft.	15 ft. ***	15 ft. ***	15 ft.***	N/A
Min. Interior Side Yard Setback	10 ft.**	8 ft.**	5 ft.	5 ft.	15 ft.**	N/A
Min. Rear Yard Setback	25 ft.*	20 ft.****	10 ft.	10 ft.	20 ft.	N/A
Max. Bldg. Height	25 ft.	50 ft.	36 ft.	36 ft.	36 ft.	N/A
Min. Unit Size	N/A	650 SF	1,200 SF	1,200 SF	1,200 SF	N/A
Unit Mix	N/A	N/A	N/A	N/A	N/A	N/A

Comments:
*Abutting residential required 35-foot landscape setback for Tract 1.
** If buildings exceed 2 stories in height, setbacks shall increase at 10 ft. for every floor over two.
*** No driveways shall be permitted within the side yard setback.
**** All distance dimensions must conform to the *Florida Building Code Regulations.*
The five (5)-foot side setback shall apply to the exterior of units. No development standards applicable to Tracts 3 and 4 due to Conservation and Open Space use. Townhome lots on Tract 1 shall comply with the Tract 2 Townhome dimensional standards in Table 12.1.

12.2 MIXED-USE TRACTS DIMENSIONAL STANDARDS: Non-residential (commercial) uses within the Project shall be permitted only on Tract 1 and shall not be permitted on any other Tract.

Tract 1 consists of two (2) upland development areas separated by wetlands and the existing access road serving the ALF Parcel. Each such upland development area may be developed under any of the following scenarios independently of the other, provided that any such development is consistent with the terms of this Development Agreement:

(i) *Stand-alone Commercial.* Uses consistent with the City LDC requirements for the Neighborhood Commercial (COM-1) zoning district.

(ii) *Stand-alone Residential.* Multifamily uses consistent with the City LDC requirements for the MFR-1 zoning district.

(iii) *Mixed Use.* A combination of Multifamily and Neighborhood Commercial uses consistent with the requirements of the zoning districts referenced in (i) and (ii) above, which may consist of (A) one or more single-use buildings dedicated to either Multifamily or Neighborhood Commercial uses, (B) one or more mixed-use multistory buildings consistent with Section 4.08.05 of the LDC (Multiuse buildings), with non-residential (commercial) uses consistent with the COM-1 zoning district on the ground floor and/or other lower floor(s) of the building and multifamily residential uses on the upper floor(s) of the building, or (C) any combination of the foregoing.

Multifamily units developed on Tract 1, whether stand-alone or as part of mixed-use buildings, shall count toward the 150-unit aggregate cap on multifamily housing units and townhomes set forth in Section 7.1.

12.3 AMENITIES. The Project's amenities may include, without limitation, a clubhouse or clubhouses with fitness facilities, community pool(s), playground(s), sports courts, common area open space, and similar facilities. Amenities may also include other passive and active recreational areas or facilities such as dog parks, pocket parks, and a trail system. The Project's trail system may form a part of the Project's Pedestrian Connectivity System established pursuant to Section 7.4(a). The Project's amenities shall be provided to maintain the City's required level of service for recreation as set forth in the LDC and the Comprehensive Plan. The specific location, configuration, and design of the Project's amenities shall be provided at the time of the Owner's first Preliminary Plat or Technical Site

Plan submittal, consistent with Sections 5(e) and 9(f) of this Development Agreement.

12.4 ARCHITECTURE: Prior to issuance of the Preliminary Plat Development order, the Owner may submit to the LUA an architectural program for the Project. Such program shall include signage and lighting for the Project.

SECTION 13. LIST OF OUTSTANDING PERMITS/APPROVALS AND PROPERTY SEQUENCING.

(a) The failure of the Development Agreement to address any specific City, County, State, or Federal permit, condition, term, or restriction shall not relieve the Owner of the requirement of complying with the law governing said permitting requirements, conditions, terms, or restrictions.

(b) All required City, County, State, or Federal permits shall be obtained prior to commencement of construction. This Development Agreement is not a Preliminary Plat approval and the Owner remains responsible for complying with all provisions of the Land Development Code unless provided elsewhere in this Development Agreement.

SECTION 14. COMMON AREAS AND MAINTENANCE.

(a) For all common areas within the Project, to ensure the long-term ownership, maintenance, and control of those areas, prior to the issuance of any building permit and before recording the final plat, the Owner shall cause such common areas to be owned, operated, and maintained by (i) the existing Magnolia Trace Master Association, Inc. pursuant to the Master Declaration, as may be amended from time to time; (ii) one or more sub-associations created to govern one or more phases of the Project; (iii) a community development district (a "CDD") created pursuant to Chapter 190, Florida Statutes; (iv) a new or successor property owners association established in accordance with Florida law; or (v) any combination of the foregoing (collectively, any such entity, the "Association"), each comprised of the owners of lots or

parcels within the Project. The Owner reserves the right, at its discretion and in accordance with Florida law, to (A) amend the governing documents of the Master Association or the Master Declaration, (B) create one or more sub-associations to govern one or more phases of the Project, and (C) replace the Master Association and its functions, in whole or in part, with a new or successor property owners association or a CDD. The Association's governing documentation shall be subject to the prior reasonable review of the City to ensure adequate provisions for the ongoing care and maintenance of the common areas. The documentation, whether contained in a deed restriction or otherwise, shall provide for the permanent maintenance of the Common Areas by the Association or CDD, minimum insurance requirements for the Association, adequate mechanisms to force financial participation by members of the Association, and restrictions on the ability to amend these requirements without the City's approval. The City shall not be required to accept ownership or maintenance of any of the Project's common elements including but not limited to roads, landscaping, stormwater, and buffers.

(b) Existing Assisted Living Facility and Independent Living Units. The Assisted Living Facility, consisting of the sixty (60) assisted living bed units and twenty (20) independent living residences located on that portion of the Previous MPD Property owned by Palm Coast SLP, LLC (the "ALF Parcel"), shall not be subject to the obligations imposed by this Development Agreement. The ALF Parcel shall continue to be governed exclusively by the Previous MPD, the ALF Development Order, and the Master Declaration, which instruments shall remain in full force and effect as to the ALF Parcel notwithstanding anything to the contrary contained herein. Under those instruments: (i) the owner of the ALF Parcel shall remain responsible for the operation, maintenance, and repair of the stormwater management system located on the ALF Parcel; (ii) the owner of the ALF Parcel shall remain

a member of the Master Association and subject to assessment thereby for the maintenance of the common roadways, common landscape areas, common lighting, and other common elements serving the ALF Parcel; and (iii) the Master Association shall continue to be responsible for the operation and maintenance of the common roadways, common landscape, common lighting, and common irrigation serving the ALF Parcel, in accordance with and to the extent provided in the Previous MPD and the Master Declaration. Nothing in this Development Agreement shall diminish, alter, terminate, or otherwise impair the rights and obligations of the owner of the ALF Parcel or of the Master Association under the Previous MPD or the Master Declaration, each of which shall continue in full force and effect as to the ALF Parcel.

SECTION 15. BREACH, ENFORCEMENT, ALTERNATIVE DISPUTE AND CONFLICT RESOLUTION.

(a) In the event of a breach hereof by either party hereto, the other party hereto shall have all rights and remedies allowed by law, including the right to specific performance of the provisions hereof.

(b) In the event that a dispute arises under this Development Agreement, and the City and Owner are unable to resolve the issues, the parties shall attempt to resolve all disputes informally. In the event of a failure to informally resolve all disputes, the City and Owner agree to engage in mediation before a certified Circuit Court mediator selected by the parties. In the event that the parties fail to agree to a mediator, a certified mediator will be selected solely by the City. The parties shall equally pay all costs of mediation.

(c) In the event of conflict between the terms of this Development Agreement and the Conceptual Master Plan, the provisions of this Development Agreement shall prevail.

SECTION 16. NOTICES.

(a) All notices required or permitted to be given under this Development Agreement must be in writing and must be delivered to the City or the Owner at its address set forth below (or such other address as may be hereafter be designated in writing by such party).

(b) Any such notice must be personally delivered or sent by certified mail, overnight courier, or telecopy.

(c) Any such notice will be deemed effective when received (if sent by hand delivery, overnight courier, or telecopy) or on that date which is three (3) days after such notice is deposited in the United States mail (if sent by certified mail).

(d) The parties' addresses for the delivery of all such notices are as follows:

As to the City: City Manager
160 Lake Avenue
Palm Coast, FL 32164

As to the Owner: Oare Associates, LLC
Attn: John P. Junod, Esq.
Shuffield Lowman
1000 Legion Place, Suite 1700
Orlando, Florida 32801

With copies to: Jay W. Livingston, Esq
Livingston & Sword, P.A.
391 Palm Coast Parkway SW #1
Palm Coast, Florida 32137

SECTION 17. SEVERABILITY.

The terms and provisions of this Development Agreement are not severable and in the event any portion of this Development Agreement shall be found to be invalid or illegal, then the entire Development Agreement shall remain valid and binding on the parties.

SECTION 18. SUCCESSORS AND ASSIGNS.

(a) This Development Agreement and the terms and conditions hereof shall be binding upon and inure to the benefit of the City and Owner and their respective successors-

in-interest. The terms and conditions of this Development Agreement similarly shall be binding upon the Property and shall run with the land and the title to the same.

(b) This Development Agreement touches and concerns the Property.

(c) The Owner has expressly covenanted and agreed to this provision and all other terms and provisions of this Development Agreement.

SECTION 19. GOVERNING LAW, VENUE AND COMPLIANCE WITH LAW.

(a) This Development Agreement shall be governed by and construed in accordance with the laws of the State of Florida and the Code of Ordinances of the City of Palm Coast.

(b) Venue for any dispute shall be in the Seventh Judicial Circuit Court in and for Flagler County, Florida, or the Middle District, if in federal court.

(c) The Owner shall fully comply with all applicable local, State, and Federal environmental regulations and all other laws of similar type or nature.

(d) This Development Agreement shall not limit the future exercise of the police powers of the City to enact ordinances, standards, or rules regulating development generally applicable to the entire area of the City, such as requiring compliance with the City capital facilities plan; parks master plan, including parks and trail dedications; utility construction and connections; mandating utility capacities; requiring street development or other such similar land development regulations and requirements.

(e) If state or federal laws are enacted after execution of this Development Agreement which are applicable to and preclude the parties' compliance with this Development Agreement, this Development Agreement shall be modified or revoked as necessary to comply with the relevant law.

(f) This Development Agreement shall also not be construed to prohibit the City from adopting lawfully imposed impact fees applicable to the Owner and the development authorized hereunder.

SECTION 20. TERM / EFFECTIVE DATE.

(a) This Development Agreement shall be effective upon approval by the City Council and execution of this Development Agreement by all parties (the "Effective Date").

(b) This Development Agreement provides an initial timeframe of ten (10) years to commence development from the Effective Date. This Development Agreement will expire thirty (30) years from the Effective Date.

(c) Should development not commence within the initial established timeframe, the term of this Development Agreement may be modified by action of the City Council, at Council's discretion. Failure to obtain an extension shall cause the zoning of all lands encumbered to revert to the previous equivalent zoning designation.

SECTION 21. RECORDATION.

Upon approval by the City Council and execution of this Development Agreement by all parties, this Development Agreement and any and all amendments hereto shall be recorded by the City with the Clerk of the Circuit Court of Flagler County within fourteen (14) days after its execution by the City, and the Development Agreement shall run with the land. The Owner shall pay the costs to record this Development Agreement.

SECTION 22. THIRD PARTY RIGHTS.

This Development Agreement is not a third party beneficiary contract, and shall not in any way whatsoever create any rights on behalf of any third party.

SECTION 23. SPECIFIC PERFORMANCE / TIME IS OF THE ESSENCE.

(a) Strict compliance shall be required with each and every provision of this Development Agreement. The parties agree that each has the remedy of specific performance of these obligations.

(b) Time is of the essence to this Development Agreement and every right or responsibility required herein shall be performed within the times specified.

SECTION 24. ATTORNEYS' FEES.

In the event of any action to enforce the terms of this Development Agreement, the prevailing party shall be entitled to recover reasonable attorneys' fees, paralegals' fees, and all costs incurred, whether the same be incurred in a pre-litigation negotiation, litigation at the trial, or appellate level.

SECTION 25. FORCE MAJEURE.

The parties agree that in the event that the failure by either party to accomplish any action required hereunder within a specific time period ("Time Period") constitutes a default under terms of this Development Agreement, and if any such failure is due to any unforeseeable or unpredictable event or condition beyond the control of such party, including, but not limited to: acts of God, acts of government authority (other than the City's own acts), acts of public enemy or war, terrorism, riots, civil disturbances, power failure, shortages of labor or materials, injunction or other court proceedings beyond the control of such party, or severe adverse weather conditions ("Uncontrollable Event"); then notwithstanding any provision of this Development Agreement to the contrary, that failure shall not constitute a default under this Development Agreement and any Time Period prescribed hereunder shall be extended by the amount of time that such party was unable to perform solely due to the Uncontrollable Event.

SECTION 26. INDEMNIFICATION.

The Owner shall indemnify for and save the City harmless from and against any and all liability, claims for damages and suits for any injury to any person or persons, or damages to any property of any kind whatsoever arising out of in any way connected with the Owner's development of the Property as provided in this Development Agreement. This agreement by the Owner to indemnify and hold the City harmless shall include, but not be limited to: all charges, expenses, and costs, including reasonable attorneys' fees, both at trial and on appeal, incurred by the City on account of or by reason of such injuries, damages, liability, claims, suits, or losses and all damages arising therefrom.

SECTION 27. ENFORCEMENT; CITY'S RIGHT TO TERMINATE DEVELOPMENT AGREEMENT.

(a) This Development Agreement shall continue to be enforceable, unless lawfully terminated, notwithstanding any subsequent changes in any applicable law.

(b) The failure by the Owner to perform each and every one of its obligations hereunder shall constitute a default, entitling the City to pursue whatever remedies are available to it under Florida law or equity, including, without limitation, an action for specific performance and/or injunctive relief, or alternatively, the termination of this Development Agreement. Prior to the City filing any action or terminating this Development Agreement as a result of a default under this Development Agreement, the City shall first provide the Owner written notice of said default. Upon receipt of said notice, the Owner shall be provided a thirty (30) day period in which to cure the default to the reasonable satisfaction of the City prior to the City filing an action or terminating this Development Agreement. If thirty (30) days is not considered by the parties to be a reasonable period in which to cure the default, the cure period shall be extended to such cure period acceptable to the City, but in no case shall that cure period

exceed ninety (90) days from initial notification of default. Upon termination of the Development Agreement, the Owner shall immediately be divested of all rights and privileges granted hereunder.

SECTION 28. CAPTIONS.

Sections and other captions contained in this Development Agreement are for reference purposes only and are in no way intended to describe, interpret, define, or limit the scope, extent or intent of this Development Agreement, or any provision hereof.

SECTION 29. EXHIBITS.

Each exhibit referred to and attached to this Development Agreement is an essential part of this Development Agreement. The exhibits and any amendments or revisions thereto, even if not physically attached hereto, shall be treated as if they are part of this Development Agreement.

SECTION 30. INTERPRETATION.

(a) The Owner and the City agree that all words, terms and conditions contained herein are to be read in concert, each with the other, and that a provision contained under one (1) heading may be considered to be equally applicable under another in the interpretation of this Development Agreement.

(b) This Development Agreement shall not be construed more strictly against either party on the basis of being the drafter thereof, and both parties have contributed to the drafting of this Development Agreement.

SECTION 31. FURTHER ASSURANCES.

Each party agrees to sign any other and further instruments and documents consistent herewith as may be necessary and proper to give complete effect to the terms of this Development Agreement.

SECTION 32. COUNTERPARTS.

This Development Agreement may be executed in any number of counterparts, each of which shall be deemed an original, but all of which, taken together, shall constitute one (1) and the same document.

SECTION 33. MODIFICATIONS, AMENDMENTS AND NON-WAIVER.

(a) Unless provided for elsewhere in this Development Agreement, (1) Amendments to and waivers of the provisions herein shall be made by the parties only in writing by formal amendment, and (2) This Development Agreement shall not be modified or amended except by written agreement executed by all parties hereto and upon approval of the City Council of the City of Palm Coast.

(b) Failure of any party hereto to exercise any right hereunder shall not be deemed a waiver of any such right and shall not affect the right of such party to exercise at some future date any such right or any other right it may have.

SECTION 34. ENTIRE AGREEMENT AND EFFECT ON PRIOR AGREEMENTS.

This Development Agreement constitutes the entire agreement between the parties and supersedes all prior oral discussions, understandings, and agreements of any kind and nature, between the parties relating to the subject matter of this Development Agreement.

(SIGNATURES INTENTIONALITY TO NEXT PAGE)

IN WITNESS WHEREOF, the Parties have executed this Development Agreement on the dates set forth below.

CITY OF PALM COAST, FLORIDA

_____
_____, Mayor

ATTEST:

_____
_____, City Clerk

APPROVED AS TO FORM AND LEGALITY:

_____
_____, Esq.
City Attorney

STATE OF FLORIDA

COUNTY OF FLAGLER

The foregoing instrument was acknowledged before me by means of __ physical presence or __ online notarization this _____ day of _____, 2026, by _____, Mayor of the CITY OF PALM COAST, __ who is personally known to me or __ who produced _____ as identification.

_____
Notary Public – State of Florida
Print Name:_____
My Commission expires:

WITNESSES:

_____
_____
(print)

_____
_____
(print)

"OWNER"

_____ LLC, a Florida limited liability company

By:_____
_____, Manager

STATE OF FLORIDA

COUNTY OF FLAGLER

The foregoing instrument was acknowledged before me by means of __ physical presence or __ online notarization this _____ day of _____, 2023, by _____, Manager, _____, LLC (check one) □ who is personally known to me or □ who produced _____ as identification.

_____
Notary Public – State of Florida
Print Name:_____
My Commission expires:

EXHIBIT "A"

LEGAL DESCRIPTION OF THE PROPERTY

A portion of Sections 13 and 24, Township 12 South, Range 30 East, together with a portion of Sections 18 and 19, Township 12 South, Range 31 East, Flagler County, Florida, being a portion of Map of the Bunnell Development Company's Land at Bunnell, Florida, as recorded in Plat Book 1, Page 1, of the Public Records of said county, also being a portion of Revised Parcel 403, as described and recorded in Official Records Book 950, Page 1943, of said Public Records, together with all of Lot 13, Block 45, as depicted on Subdivision Plat Kanakakee Run—Section 65 Seminole Woods at Palm Coast, recorded in Map Book 17, Page 56, together with all of Reserved Parcels D3 and F-4, all of Lot 10, Block 14, and all of Lot 16, Block 10, as depicted on Subdivision Plat Zebulah's Trail—Section 63 Seminole Woods at Palm Coast, recorded in Map Book 18, Page 24, all of said Public Records, being more particularly described as follows:

For a Point of Beginning, commence at the Northwest corner of said Section 13; thence North 87°27'22" East, along the Northerly line of said Section 13, a distance of 2961.63 feet to its intersection with the Westerly line of said Subdivision Plat Zebulah's Trail—Section 63 Seminole Woods at Palm Coast; thence along said Westerly line the following 17 courses: Course 1, thence South 20°55'26" East, departing said Northerly line, 211.58 feet to a point on a non-tangent curve concave Easterly having a radius of 150.00 feet; Course 2, thence Southerly along the arc of said curve, through a central angle of 98°21'15", an arc length of 257.49 feet to a point on said curve, said arc being subtended by a chord bearing and distance of South 01°53'15" West, 227.02 feet; Course 3, thence South 05°31'19" East, along a non-tangent line, 669.87 feet to a point on a non-tangent curve concave Easterly having a radius of 150.00 feet; Course 4, thence Southerly along the arc of said curve, through a central angle of 73°26'22", a arc length of 192.26 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 15°27'56" East, 179.37 feet; Course 5, thence South 52°11'07" East, 136.97 feet; Course 6, thence South 02°05'57" East, 346.46 feet to the point of curvature of a curve concave Easterly having a radius of 550.00 feet; Course 7, thence Southerly along the arc of said curve, through a central angle of 16°39'59", an arc length of 159.99 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 10°25'57 East, 159.42 feet; Course 8, thence South 18°45'56" East, 136.41 feet; Course 9, thence South 71°14'04" West, 25.00 feet to the point of curvature of a curve concave Easterly having a radius of 150.00 feet; Course 10, thence Southerly along the arc of said curve, through a central angle of 180°00'00", an arc length of 471.24 feet to a point on said curve, said arc being subtended by a chord bearing and distance of South 18°45'56" East, 300.00 feet; Course 11, thence Southerly along the arc of a non-tangent curve concave Easterly having a radius of 150.00 feet, through a central angle of 180°00'00", an arc length of 471.24 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 18°45'56" East, 300.00 feet; Course 12, thence North 71°14'04" East, 25.00 feet; Course 13, thence South 18°45'56" East, 315.63 feet; Course 14, thence South 36°19'43" East, 128.96 feet; Course 15, thence South 20°50'43" West, 193.05 feet; Course 16, thence South 06°47'31" East, 236.49 feet to the point of curvature of a curve concave Northerly having a radius of 150.00 feet; Course 17, thence Easterly along the arc of said curve, through a central angle

180°00'00", an arc length of 471.24 feet to the point of tangency of said curve being the Southwesterly corner of said Reserved Parcel F-4, said arc being subtended by a chord bearing and distance of North 83°12'29" East, 300.00 feet; thence Easterly along the boundary lines of said Reserved Parcels F-4 and D3 the following 15 courses: Course 1, thence North 06°47'31" West, departing said Westerly line, 50.00 feet; Course 2, thence North 06°12'39" West, 80.71 feet; Course 3, thence North 14°31'01" East, 141.50 feet; Course 4, thence South 66°56'33" East, 50.00 feet; Course 5, thence North 68°07'42" East, 152.15 feet; Course 6, thence North 18°45'56" West, 125.00 feet to a point lying on the Southerly right of way line of Zaun Trail, a right of way as depicted on said Subdivision Plat Zebulah's Trail—Section 63 Seminole Woods at Palm Coast; Course 7, thence North 71°14'04" East, along said Southerly right of way line, 40.00 feet; Course 8, thence South 18°45'56"East, departing said Southerly right of way line, 230.00 feet to a point on a non-tangent curve concave Northeasterly having a radius of 150.00 feet; Course 9, thence Southeasterly along the arc of said curve, through a central angle 81°38'47", an arc length of 213.75 feet to a point on said curve, said arc being subtended by a chord bearing and distance of South 59°35'20" East, 196.12 feet; Course 10, thence North 10°24'43" West, 110.00 feet to a point lying on the Southerly right of way line of Zachary Place, a 50 foot right of way as depicted on said Subdivision Plat 10°24'43" West, 110.00 feet to a point lying on the Southerly right of way line of Zachary Place, a 50 foot right of way as depicted on said Subdivision Plat Zebulah's Trail—Section 63 Seminole Woods at Palm Coast; Course 11, thence Easterly along said Southerly right of way line and along the arc of a non-tangent curve concave Northerly having a radius of 40.00 feet; through a central angle of 16°42'24", an arc length of 11.66 feet to a point on said curve, said arc being subtended by a chord bearing and distance of North 71°14'04" East 11.62 feet; Course 12, thence South 27°07'08" East, departing said Southerly right of way line, 110.00 feet to a point on a non-tangent curve concave Westerly having a radius of 150.00 feet; Course 13, thence Northerly along the arc of said curve, through a central angle of 81°38'48", an arc length of 213.75 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of North 22°03'28" East, 196.12 feet; Course 14, thence North 18°45'56" West, 105.00 feet; Course 15, thence North 71°14'04" East, 320.00 feet; thence South 16°08'17" East, continuing along said boundary line of Reserved Parcel D-3 and along said Westerly line of Subdivision Plat Zebulah's Trail—Section 63 Seminole Woods at Palm Coast, 979.40 feet; thence South 13°42'58" East, continuing along said Westerly line, 2050.00 feet to the Northwesterly corner of said Lot 10, Block 14; thence along the boundary line of said Lot 10, Block 14, the following 5 courses: Course 1, thence North 76°17'02" East, departing said Westerly line, 125.00 feet to a point lying on the Westerly right of way line of Zonal Court, a variable width right of way as depicted on said Subdivision Plat Zebulah's Trail—Section 63 Seminole Woods at Palm Coast; Course 2, thence South 13°42'58" East, along said Westerly right of way line, 44.00 feet; Course 3, thence South 23°09'13" West, continuing along said Westerly right of way line, 25.00 feet; Course 4, thence South 13°42'58" East, continuing along said Westerly right of way line, 20.00 feet; Course 5, thence South 76°17'02" West, departing said Westerly right of way line, 110.00 feet to the Southwesterly corner thereof, said corner lying on said Westerly line of Subdivision Plat Zebulah's Trail—Section 63 Seminole Woods at Palm Coast; thence South 13°42'58" East, along said Westerly line, 549.66 feet to the point of curvature of a curve concave Easterly having a radius of 2940.00 feet; thence Southerly, continuing along said Westerly line and along the arc of said curve, through a central angle of 06°28'07", an arc length of 331.92 feet to the

Northwesterly corner of said Lot 16, Block 10, said arc being subtended by a chord bearing and distance of South 16°57'02" East, 331.74 feet; thence along the boundary line of said Lot 16, Block 10, the following 4 courses: Course 1, thence North 69°48'54" East, departing said Westerly line, 125.00 feet to a point lying on said Westerly right of way line of Zonal Court, said point lying on a non-tangent curve concave Northeasterly having a radius of 100.00 feet; Course 2, thence Southeasterly along said Westerly right of way line and along the arc of said curve, through a central angle of 37°48'57", an arc length of 66.00 feet to a point lying on the Westerly right of way line of Zonal Geranium Trail, a right of way as depicted on said Subdivision Plat Zebulah's Trail—Section 63 Seminole Woods at Palm Coast, said arc being subtended by a chord bearing and distance of South 39°05'34" East, 64.81 feet; Course 3, thence Southerly, along last said Westerly right of way line and along the arc of a non-tangent curve concave Easterly having a radius of 100.00 feet, through a central angle of 16°12'39", an arc length of 28.29 feet to a point on said curve, said arc being subtended by a chord bearing and distance of South 07°00'40" West, 28.20 feet; Course 4, thence South 68°03'08" West, departing said Westerly right of way line, 131.78 feet to the Southwesterly corner thereof, said corner lying on said Westerly line of Subdivision Plat Zebulah's Trail—Section 63 Seminole Woods at Palm Coast; thence Southerly along said Westerly line the following 13 courses: Course 1, thence Southwesterly along the arc of a non-tangent curve concave Northeasterly having a radius of 2940.00 feet, through a central angle of 03°11'46", an arc length of 164.01 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 23°32'45" East, 163.99 feet; Course 2, thence South 25°08'38" East, 483.89 feet; Course 3, thence South 64°51'22" West, 345.00 feet to the point of curvature of a curve concave Northeasterly having a radius of 150.00 feet; Course 4, thence Southeasterly along the arc of said curve, through a central angle of 180°00'00", an arc length of 471.24 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 25°08'38" East, 300.00 feet; Course 5, thence North 64°51'22" East, 345.00 feet; Course 6, thence North 64°51'22" East, 345.00 feet; Course 7, thence South 25°08'38" East, 1150.00 feet; Course 8, thence South 64°51'22" West, 105.00 feet to the point of curvature of a curve concave Northeasterly having a radius of 150.00 feet; Course 9, thence Southeasterly along the arc of said curve, through a central angle of 180°00'00", an arc length of 471.24 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 25°08'38" East, 300.00 feet; Course 10, thence North 64°51'22" East, 105.00 feet; Course 11, thence South 25°08'38" East, 210.00 feet to the point of curvature of a curve concave Northeasterly having a radius of 150.00 feet; Course 12, thence Southeasterly along the arc of said curve, through a central angle 81°38'48", an arc length of 213.75 feet to a point on said curve, said arc being subtended by a chord bearing and distance of South 65°58'02" East, 196.12 feet; Course 13, thence South 45°00'43" East, along a non-tangent line, 744.60 feet to a point lying on the Northerly right of way line of Belle Terre Boulevard, a variable width right of way as presently established; thence Westerly along said Northerly right of way line the following 7 courses: Course 1, thence Southwesterly along the arc of a non-tangent curve concave Northwesterly having a radius of 1420.00 feet, through a central angle of 23°12'37", an arc length of 575.24 feet to a point on said curve, said arc being subtended by a chord bearing and distance of South 37°03'49" West, 571.31 feet; Course 2, thence North 41°22'55" West, 4.74 feet to a point on a non-tangent curve concave Northerly having a radius of 1415.00 feet; Course 3, thence Westerly along the arc of said curve, through a central angle of 40°02'29", an

arc length of 988.88 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 68°38'20" West, 968.88 feet; Course 4, thence South 88°39'35" West, 211.11 feet; Course 5, thence South 01°20'25" East, 5.00 feet to a point on a non-tangent curve concave Northerly having a radius of 5689.12 feet; Course 6, thence Westerly along the arc of said curve, through a central angle of 00°59'59", an arc length of 99.27 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 89°09'36" West, 99.27 feet; Course 7, thence South 89°39'35" West, 994.09 feet; thence Northerly along said Northerly line of said Subdivision Plat Kankakee Run—Section 65 Seminole Woods at Palm Coast the following 5 courses: Course 1, thence North 00°20'25" West, departing said Northerly right of way line, 300.00 feet; Course 2, thence South 89°39'35" West, 127.70 feet; Course 3, thence North 00°20'25" West, 113.58 feet; Course 4, thence North 44°39'35" East, 50.00 feet to the point of curvature of a curve concave Westerly having a radius of 150.00 feet; Course 5, thence Northerly along the arc of said curve, through a central angle of 98°21'02", an arc length of 257.48 feet to the Northeasterly corner of said Lot 13, Block 45, said arc being subtended by a chord bearing and distance of North 04°30'56" West, 227.01 feet; thence along the boundary line of said Lot 13, Block 45, the following 3 courses: Course 1, thence South 36°18'22" West, departing said Northerly line, 110.00 feet to a point lying on the Northerly right of way line of Kainite Court, a 50 foot right of way as depicted on said Subdivision Plat Kankakee Run—Section 65 Seminole Woods at Palm Coast, said point being a point on a non-tangent curve concave Southerly having a radius of 40.00 feet; Course 2, thence Westerly along said Northerly right of way line and along the arc of said curve, through a central angle of 55°51'28", an arc length of 39.00 feet to a point on said curve, said arc being subtended by a chord bearing and distance of North 81°37'32" West, 37.47 feet; Course 3, thence North 19°33'26" West, departing said Northerly right of way line, 110.00 feet to the Northwesterly corner thereof, said corner lying on said Northerly line of Subdivision Plat Kankakee Run—Section 65 Seminole Woods at Palm Coast; thence Southwesterly along said Northerly line the following 9 courses: Course 1, thence Southwesterly along the arc of a non-tangent curve concave Southeasterly having a radius of 150.00 feet, through a central angle of 25°47'09", an arc length of 67.51 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 57°33'10" West, 66.94 feet; Course 2, thence South 44°39'35" West, 238.91 feet; Course 3, thence South 00°20'25" East, 192.13 feet; Course 4, thence South 89°39'35" West, 282.47 feet; Course 5, thence North 00°20'25" West, 50.00 feet to the point of curvature of a curve concave Southerly having a radius of 150.00 feet; Course 6, thence Westerly along the arc of said curve, through a central angle of 180°0'00", an arc length of 471.24 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 89°39'35" West, 300.00 feet; Course 7, thence South 00°20'25" East, 50.00 feet; Course 8, thence South 89°39'35" West, 253.41 feet; Course 9, thence South 00°20'25" East, 300.00 feet to a point lying on said Northerly right of way line of Belle Terre Boulevard; thence South 89°39'35" West, along said Northerly right of way line, 63.24 feet to the point of curvature of a curve concave Southerly having a radius of 1521.26 feet; thence Westerly continuing along said Northerly right of way line and along the arc of said curve, through a central angle of 06°41'48", an arc length of 177.80 feet to the Southeasterly corner of RP 190, as described and recorded in Official Records Book 1004, Page 341, of said Public Records, said arc being subtended by a chord bearing and distance of South 86°18'42" West, 177.70 feet; thence North 07°02'15" West, departing said Northerly right of way line and

along the boundary line of said RP 190, a distance of 50.00 feet; thence South 78°41'33" West, continuing along said boundary line, 70.00 feet to the Northwesterly corner thereof, said corner lying on said Northerly line of Subdivision Plat Kankakee Run—Section 65 Seminole Woods at Palm Coast; thence Northwesterly along said Northerly line the following 21 courses: Course 1, thence North 30°31'09" West, 57.09 feet; Course 2, thence North 59°28'51" East, 15.00 feet to the point of curvature of a curve concave Westerly having a radius of 225.00 feet; Course 3, thence Northerly along the arc of said curve, through a central angle of 90°00'00", an arc length of 353.43 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of North 14°28'51" East, 318.20 feet; Course 4, thence North 30°31'09" West, 1215.00 feet; Course 5, thence North 59°28'51 East, 173.41 feet; Course 6, thence North 30°31'09" West, 300.00 feet; Course 7, thence North 59°28'51" East, 80.00 feet; Course 8, thence North 30°31'09" West, 300.00 feet; Course 9, thence North 59°28'51" East, 79.56 feet; Course 10, thence North 19°12'34" West, 1199.35 feet; Course 11, thence North 39°07'43" West, 238.04 feet; Course 12, thence South 89°59'53" West, 270.01 feet to the point of curvature of a curve concave Easterly having a radius of 150.00 feet; Course 13, thence Southerly along the arc of said curve, through a central angle of 180°00'00", an arc length of 471.24 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 00°00'07" East, 300.00 feet; Course 14, thence North 89°59'53" East, 50.00 feet; Course 15, thence South 53°08'54" East, 63.20 feet; Course 16, thence South 30°31'09" East, 6.35 feet; Course 17, thence South 59°28'51" West, 1066.59 feet; Course 18, thence North 30°31'09" West, 660.00 feet; Course 19, thence South 59°28'51" West, 253.41 feet; Course 20, thence North 30°31'09" West, 468.41 feet; Course 21, thence South 59°28'51" West, 300.00 feet; thence North 89°14'34"West, continuing along said Northerly line and its Westerly prolongation, 125.81 feet to a point lying on the Westerly line of said Section 24; thence North 00°46'05" East, along said Westerly line, 1907.73 feet to the Northwesterly corner thereof, said corner also being the Southwesterly corner of said Section 13; thence North 01°12'31" West, along the Westerly line of said Section 13, a distance of 5279.19 feet to the Point of Beginning.

Less and Except Tract 12, also known as Tract "A", as described and recorded in Official Records Book 1907, Page 1119, of the Public Records of Flagler County, Florida.

Containing 1006.37 acres, more or less.

EXHIBIT "B"

LEGAL DESCRIPTIONS OF THE ADDITIONAL PROPERTY

LOT 10 OF BLOCK 14, OF PALM COAST, MAP OF ZEBULAH'S TRAIL, SECTION 63, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN MAP BOOK 18, AT PAGE 28, OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA.

AND

RESERVED PARCELS D-3 AND F-4, OF PALM COAST, MAP OF ZEBULAH'S TRAIL, SECTION 63, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 18, PAGE 29 AND 31, OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA.

EXHIBIT "C"

CONCEPTUAL MASTER PLAN

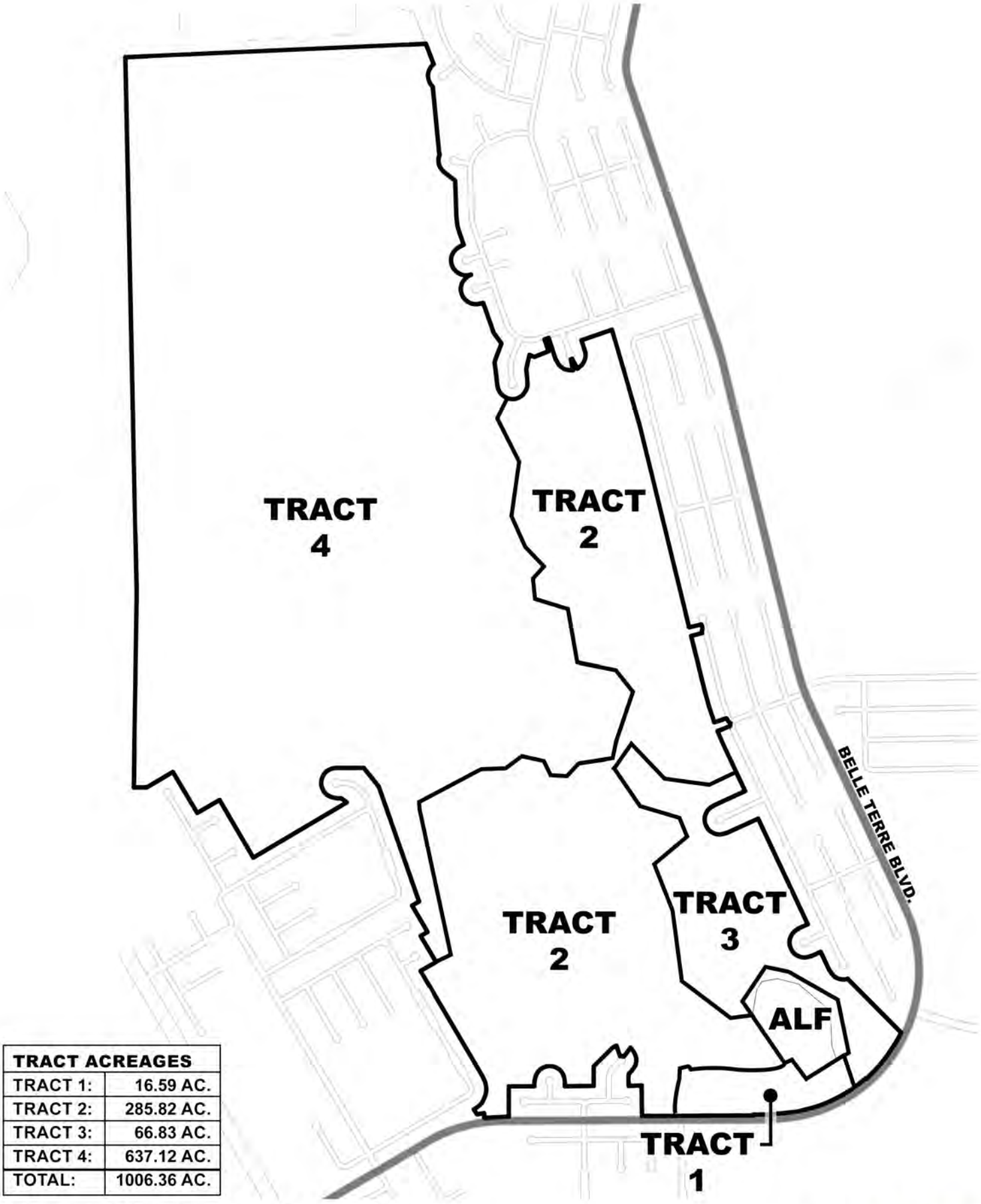
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SINGLE FAMILY
SUMMARY TOTALS:
98 - 20' TOWNHOMES
144 - 40' LOTS
195 - 50' LOTS
32 - 60' LOTS
469 LOTS TOTAL
APRIL 28, 2026
N
300'
PROPOSED BORROW PIT ACCESS ROAD
PROPOSED BORROW PIT
ZAUB TRAIL
20' STABILIZED EMERGENCY ACCESS ROAD
WILDLIFE CROSSING
AGE RESTRICTED-ACTIVE ADULT
92 - 40' LOTS (42%)
94 - 50' LOTS (43%)
32 - 60' LOTS (15%)
218 LOTS TOTAL
UPLAND AREA: 155.45 Ac.
WETLAND IMPACTS: 7.68 Ac.
GATED ACCESS TO AGE RESTRICTED ACTIVE ADULT
20' STABILIZED EMERGENCY ACCESS ROAD
ZOMAL COURT
ZOMAL GERANIUM TRAIL
ZOMAL GERANIUM TRAIL
WILDLIFE CROSSING
WILDLIFE CROSSING
SINGLE FAMILY RESIDENTIAL
2 - 40' LOTS (2%)
MULTI-FAMILY RESIDENTIAL
98 - TOWNHOME LOTS (98%)
100 LOTS TOTAL
WILDLIFE CROSSING
WILDLIFE CROSSING
SINGLE FAMILY RESIDENTIAL
50 - 40' LOTS (33%)
101 - 50' LOTS (67%)
151 LOTS TOTAL
50' R/W COLLECTOR ROAD
BELLE TERRE BOULEVARD
JUNK YARD
KANKAKEE RUN

EXHIBIT "D"

TRACT MAP

ON FOLLOWING PAGE



TRACT ACREAGES	
TRACT 1:	16.59 AC.
TRACT 2:	285.82 AC.
TRACT 3:	66.83 AC.
TRACT 4:	637.12 AC.
TOTAL:	1006.36 AC.

Magnolia Trace - Palm Coast

Exhibit D: Tract Map
29 April 2026

0' 600' 1200'

N

ETM
ENGLAND-THIMS & MILLER

EXHIBIT "E"

Magnolia Trace
Land Use Conversion Table

Trip Generation Rate Calculations			
Land Use	*ITE LUC*	*Independent Variable*	*PM Peak Hour Ave Trip Rate*
Single-Family Detached Housing	210	DU	0.93
Multi-family Low-Rise	220	DU	0.52
Multi-family Mid-Rise	221	DU	0.38
Senior Adult Housing—Single-Family	251	DU	0.29
Senior Adult Housing—Multifamily	252	DU	0.25

Note: Average PM peak hour trip rate calculated using the following criteria:
1) Trip rate from the ITE's Trip Generation Manual, 12th Edition
2) No Pass-by considered
3) No Internal Capture considered

TO: / FROM:	Single-Family Detached Housing (DU)	Multi-family Low-Rise (DU)	Multi-family Mid-Rise (DU)	Senior Adult Housing—Single-Family (DU)	Senior Adult Housing—Multifamily (DU)
Single-Family Detached Housing	1	1.79	2.4474	3.2069	3.7200
Multi-family Low-Rise	0.56	1	1.3684	1.7931	2.0800
Multi-family Mid-Rise	0.41	0.7308	1	1.3103	1.5200
Senior Adult Housing—Single-Family	0.31	0.5577	0.7632	1	1.1600
Senior Adult Housing—Multifamily	0.27	0.4808	0.6579	0.8621	1

Example: Convert 100 Du's of Single Family Residential to Multi-family Low-Rise

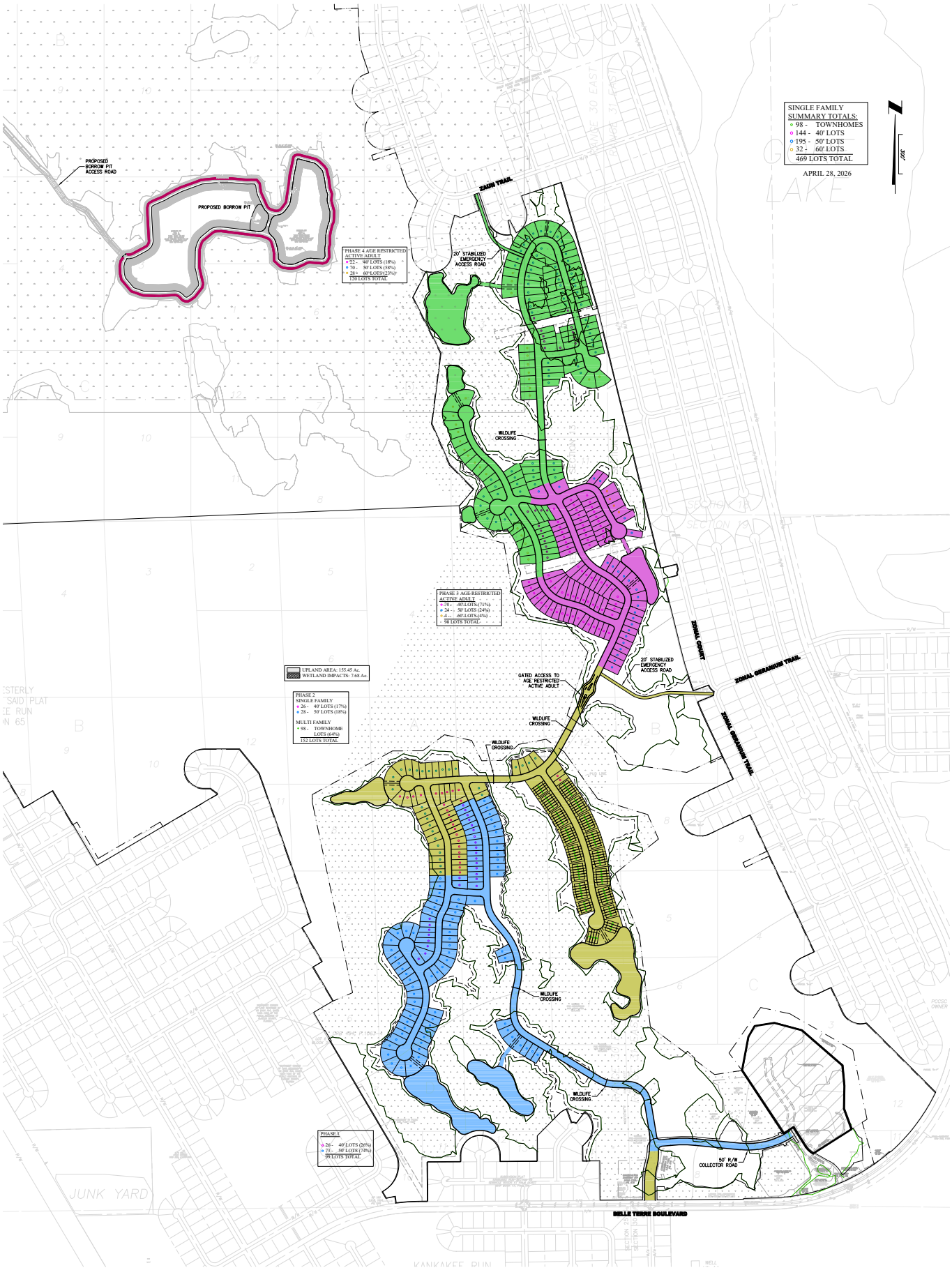
100 x 1.79 = 179

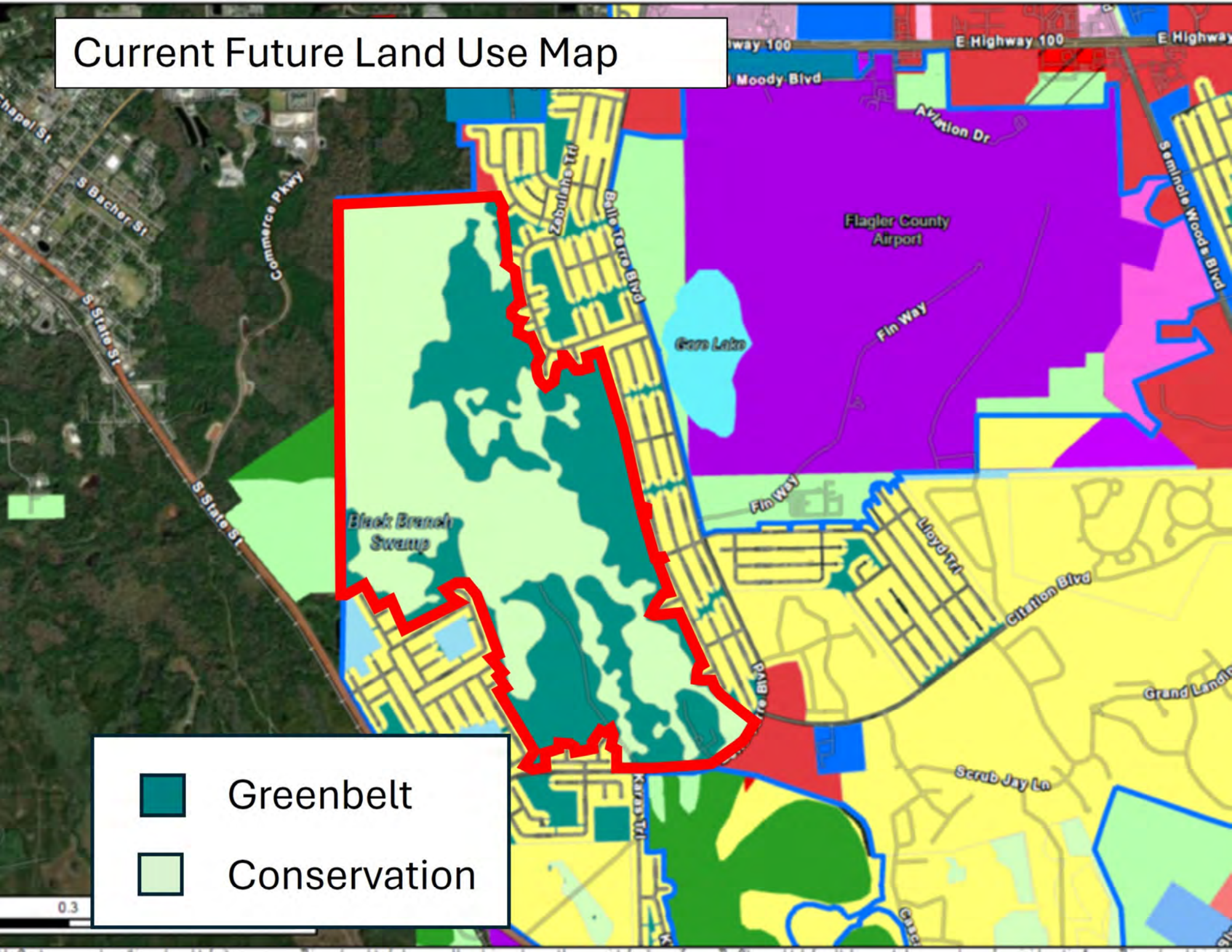
100 Single Family Dwelling Units is equivalent to 179 Multi-family Low-Rise units

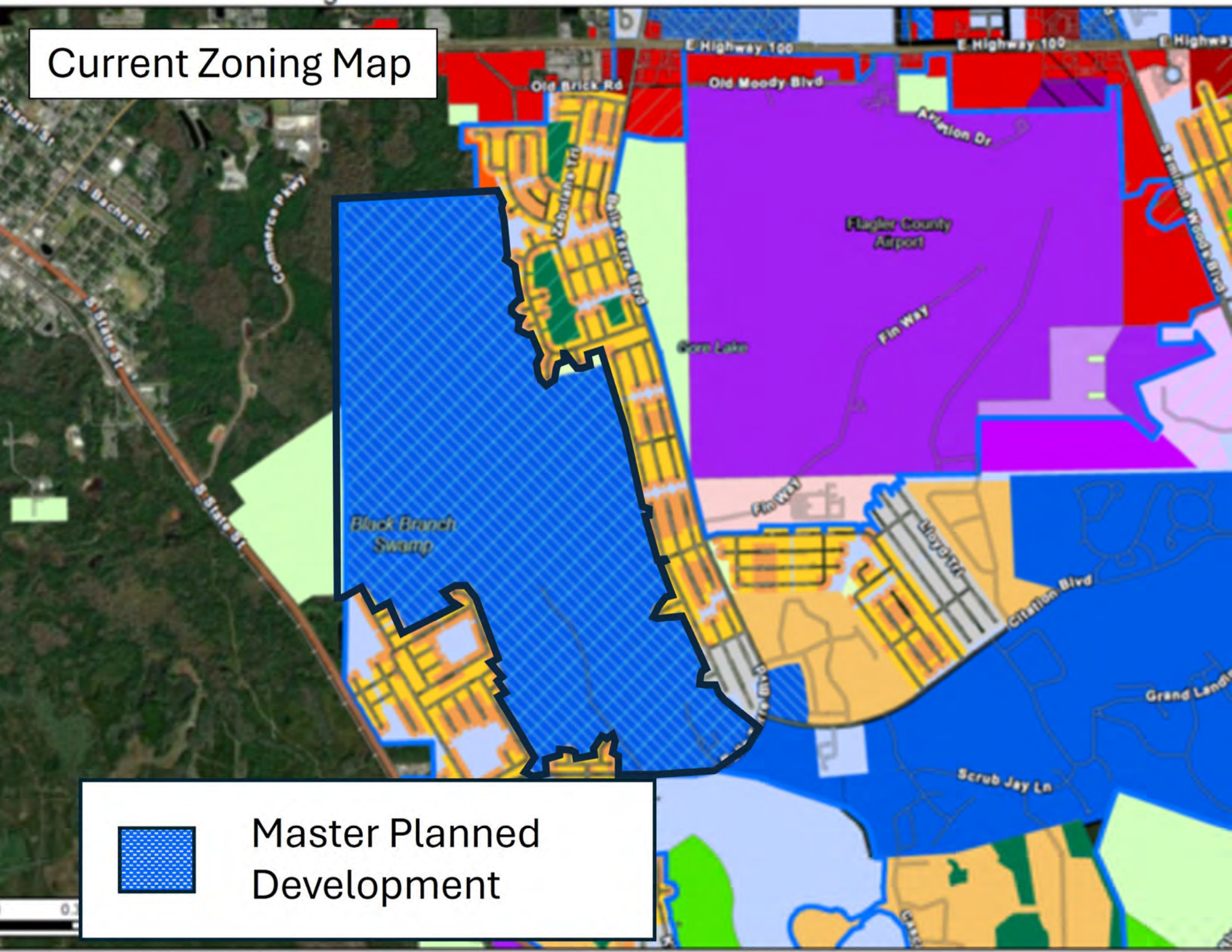
EXHIBIT "F"

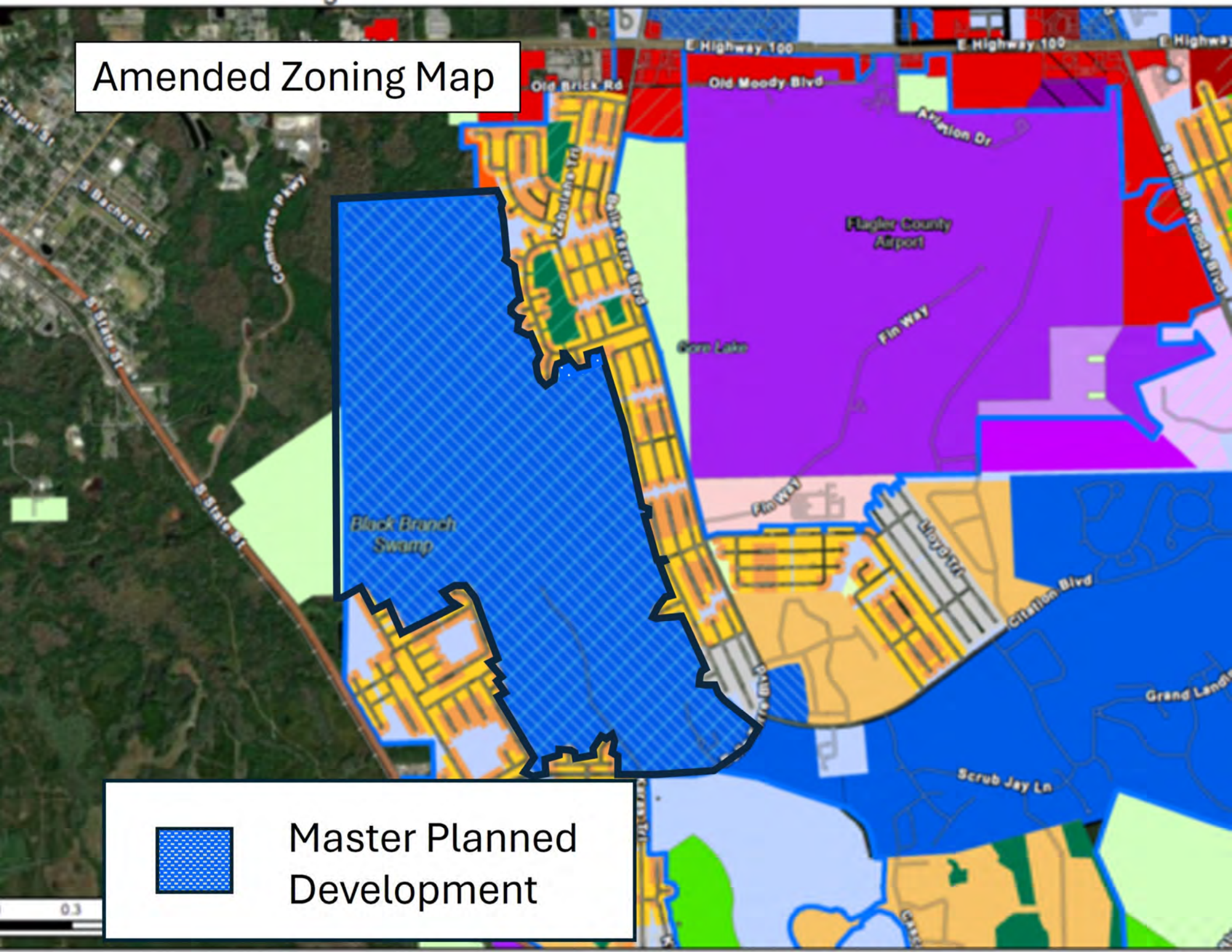
PHASING PLAN

ON FOLLOWING PAGE


SINGLE FAMILY
SUMMARY TOTALS:
98 - TOWNHOMES
144 - 40' LOTS
195 - 50' LOTS
32 - 60' LOTS
469 LOTS TOTAL
APRIL 28, 2026
N
300'
PROPOSED BORROW PIT ACCESS ROAD
PROPOSED BORROW PIT
ZAHS TRAIL
20' STABILIZED EMERGENCY ACCESS ROAD
PHASE 4 AGE RESTRICTED ACTIVE ADULT
52 - 40' LOTS (18%)
70 - 50' LOTS (58%)
28 - 60' LOTS (23%)
120 LOTS TOTAL
WILDLIFE CROSSING
PHASE 3 AGE RESTRICTED ACTIVE ADULT
70 - 40' LOTS (71%)
24 - 50' LOTS (24%)
4 - 60' LOTS (4%)
98 LOTS TOTAL
ZONAL COUNTY
ZONAL GERANIUM TRAIL
UPLAND AREA: 155.45 Ac.
WETLAND IMPACTS: 7.68 Ac.
20' STABILIZED EMERGENCY ACCESS ROAD
GATED ACCESS TO AGE RESTRICTED ACTIVE ADULT
PHASE 2
SINGLE FAMILY
26 - 40' LOTS (17%)
28 - 50' LOTS (18%)
MULTI FAMILY
98 - TOWNHOME LOTS (64%)
152 LOTS TOTAL
WILDLIFE CROSSING
WILDLIFE CROSSING
WILDLIFE CROSSING
WILDLIFE CROSSING
PHASE 1
26 - 40' LOTS (26%)
73 - 50' LOTS (74%)
99 LOTS TOTAL
50' R/W COLLECTOR ROAD
BELLE TERRE BOULEVARD
JUNK YARD
KANKAKEE RUN


Current Future Land Use Map
E Highway 100
Moody Blvd
Aviation Dr
Seminole Woods Blvd
Flagler County Airport
Fin Way
Gore Lake
Black Branch Swamp
Lloyd Trl
Citation Blvd
Scrub Jay Ln
Commerce Pkwy
S Bacher St
S State St
Chapel St
Zebulahs Trl
Bella Terra Blvd
Greenbelt
Conservation
0.3


Current Zoning Map
E Highway 100
Old Brick Rd
Old Moody Blvd
Aviation Dr
Flagler County Airport
Fin Way
Bare Lake
Black Branch Swamp
Citation Blvd
Scrub Jay Ln
Commerce Pkwy
S Bacher St
S State St
Master Planned Development


Amended Zoning Map
E Highway 100
Old Brick Rd
Old Moody Blvd
Aviation Dr
Flagler County Airport
Fin Way
Bare Lake
Black Branch Swamp
Citation Blvd
Scrub Jay Ln
Commerce Pkwy
S State St
Master Planned Development

Comparison of 2019 (Third Amended and Restated MPD) and 2025 OARE/Magnolia Trace MPD (Fourth Amended and Restated)

Items	2019	2025
Area	1013.36+/- acres	1017.77+/- acres (1006.36 owned by applicant) (11.41+/- acres owned by VS Palm Coast LLC – owner of Magnolia Trace ALF)
# of Units	388.5 ac. Uplands = 1 unit/acre = 388 units 625 ac. Wetlands = .25 unit/acre = 156 units Total = 544 units (Bonus to 754 units) 2.2 acres of neighborhood commercial	Maximum of 544 Residential Units (multi-family and townhomes not to exceed 150 units) 35,000 sq. ft. of Neighborhood Commercial (consistent with COM-1) There is an existing 80 unit ALF at Magnolia Trace – 20 Independent living and 60 Assisted Living
	Residential Total = 544 units (Bonus to 754 units)	Residential Total is 544 Residential Units plus 80 existing units = 624 units (multi-family and townhomes not to exceed 150 units in aggregate) Units may include "Active Adult Housing" Conversion of Residential Units may occur so long as the conversion results in no net increase in PM peak hour trip rate.
Project Description	**Tract 1** - 19.32 ac. Total of 80 units (60 assisted living bed units (1 bed unit = 1.5 beds) and 20 independent living units)	Identified as ALF on MPD Tract Map – No changes to existing development or development standards.
	Tract 2 - 2.2 ac. Reserved parcel (Neighborhood commercial) **Tract 3** - 6.6 ac. Extended care with 120 units	**Tract 1(16.59 ac.) (composed of Tract 2 and Tract 3 and additional adjacent areas from the 2019 MPD)** – Potential uses may include: Neighborhood Commercial/Multi-family Maximum of 35,000 sq. ft. of retail space

Comparison of 2019 (Third Amended and Restated MPD) and 2025 OARE/Magnolia Trace MPD (Fourth Amended and Restated)

Items	2019	2025
		Maximum 150 multifamily housing unit Conversion of Residential unit types may occur so long as conversion does not increase net trips
	Tract 4 - 171 ac. With 504 active adult community (attached, detached, multi-family), common recreation area **Tract 5** – 112 ac. With 20 Single-family estate lots (min. size of 3 acres)	Tract 4 and Tract 5 from 2019 MPD have been combined as **Tract 2 (285.82 acres) in the 2026 MPD**. Permitted uses in this tract include: Single-family, Detached/Townhomes/Active Adult Housing/Amenities
	Tract 6A&6B – 704 acres held in open space with 25 acre borrow pit site (borrow pit operates for 60 months after site plan approval)	**Tracts 6A&6B from 2009 MPD** are identified as **Tracts 3 (66.83 ac.) and 4 (637.12) in the 2026 MPD**. These tracts are designated as Conservation/Open Space and may be available for mitigation credits (if permitted by state law) with an existing Borrow Pit as permitted by previous MPD (identified in Tract 4).
Contingent Density Bonus based on 2004 Comp Plan Policy 3.2.2.2	210 bonus units (Total units is 754)	None.
Wetlands	Impacts may occur as permitted by the SJRWMD and USACOE.	Jurisdictional wetland boundaries to be depicted on all plats. Project is subject to all state and federal environmental and wetland regulations
Stormwater	Adhere to ITT Comprehensive drainage (handle 100 year storm). Stormwater system design for each tract Designed not to create impact on ITT system from a 100 year storm Curb and gutter	Owner responsibility for designing, permitting, constructing, and maintaining the means of conveyance of stormwater runoff from the Project including, but not limited to, all stormwater lines, ditches, culverts, and other stormwater facilities that are necessary to convey the stormwater runoff to the Stormwater Facility

Comparison of 2019 (Third Amended and Restated MPD) and 2025 OARE/Magnolia Trace MPD (Fourth Amended and Restated)

Items	2019	2025
	Restoration of City system as required Stormwater Pollution Prevention Plan	Designed for run off from 5-year, 24-hour storm. Collector roadway 10-year, 24-hour storm event. City to permit redesign of stormwater canals along perimeter of property. Stormwater Pollution Prevention Plan
Landscape	Trees planted approximately fifty feet (50') on center and eight to ten feet (8-10') tall with a minimum two inch (2") caliper within the single family portion of the development Twelve to fourteen feet (12-14') tall with a minimum three and one-half inch (31/2”) caliper for all other tracts and common areas South Buffer-Opaque at least 6’ high in vacant space Belle Terre-25’ wide buffer. Specimen trees preserved as possible	15’ wide buffer with Type “G” plantings along Belle Terre Parkway. 20’ wide perimeter buffer with Type “E” plantings along the remainder of project boundary The stated buffers shall not be required at the Project entrances. Except as provided in this Agreement, the Project signage, irrigation, drainage, utilities and related improvements shall be allowed in the landscape buffer(s), as outlined in Section 11.03.05.C.6 of the LDC. Install reclaimed water lines. May also use stormwater ponds, irrigation wells, or potable water subject to issuance of Consumptive Use permit and other applicable approvals
Signage	Single or double-faced. External signs max. of 24 sq. ft. and 6’ high. Directional signs – max. of 8 sq. ft. and 3’ high. Other signs per LDC.	At primary entrances Max. of 12’ high and 48 sq. ft. Individual residential and commercial projects Directional signs – max. of 4’ high and 6 sq. ft.

Comparison of 2019 (Third Amended and Restated MPD) and 2025 OARE/Magnolia Trace MPD (Fourth Amended and Restated)

Items	2019	2025
		Neighborhood, amenity and commercial project directory max 6' high and 32 sq. ft.
Roadways (Interconnectivity and Access)	Curb and gutter – 24' wide road 5' wide sidewalks on both sides of road Internal collector- 4' bike lane or 5' wide sidewalk on one side with 10' wide multi-purpose path Private internal loop roadway, all internal roadways are private Tract 5-private road with access to Zonal Geranium Trail Irrigation, lighting, and landscaping along roadways Dedication of a total of 1200' long additional ROW to the east and west of Tract 1 entrance (no spec on width was provided) Northbound and southbound lanes at Belle Terre Blvd. at Tract 1 entrance Deposit cost of traffic signal for Karas and Belle Terre intersection (not subject to credit)	Project will integrate pedestrian, bicycle, and vehicular traffic circulation systems within the property and with adjacent rights-of-way. Sidewalks 5' on one side of internal roadway Access as depicted on Conceptual Master Plan. May be gated at discretion of owner. Additionally, two stabilized emergency access points If traffic signal or other traffic control improvement is warranted based on analysis, the Owner shall design, construct, and bond the signal or alternative traffic signal control improvement as a condition of issuance of development order for the phase triggering the warrant subject to prop-share agreement.
Recreation	Tract 4 – 5 acre rec complex Tract 5 – Dedicated walking or horse trail	Owner to provide recreation amenities for benefit of project. Specific location, configuration, and design of amenities at time of first Preliminary Plat or Technical Site Plan submittal.
Habitat/Wildlife Protection	All applications for preliminary plat or site plan	Permits as required from FFWCC

Items	2019	2025
	shall include a listed species study in accordance with the LDC	Bear Smart Communities principles Consider use of wildlife crossings in areas crossing optimal wetlands or greenway corridors as appropriate.
Utilities	Extensions to connect are owner responsibility Conduit for fiber optics Underground utilities	City is primary provider. Owner is responsible for any and all costs associated with expansion of capacity to serve property, extension of existing City Utilities to serve project
Fire Protection	Hydrants	Hydrants
Solid Waste	By licensed city franchisee	No pertinent conditions.
Telephone/Electricity/Cable TV	Underground	No pertinent conditions.
Police protection	Flagler County Sheriff's Office	No pertinent conditions.
Aquifer Protection	Plug any abandoned wells	Abandon per applicable state and federal regulation.
Water Supply	Florida Friendly landscape techniques. 50% of planted vegetation by surface area shall be native drought-tolerant Irrigation wells allowed for landscaped areas	Water Conservation: i. Native, drought tolerant plant materials; ii. Separate irrigation zones shall be required for turf, non-turf areas; and iii. Landscape areas shall not be irrigated using high-volume irrigation systems unless high pressure compensating spray heads are utilized.
Cultural Resources	Preservation of Gore Lake Mound	Phase 2 and 3 Completed for Gore Lake Mound site. Letter from Dept. of Historic Resources agree with findings of Phase 2 and 3 and conclusion of ACOE. *Based on the results of the Phases 2 and 3 survey, this office (DHS) concurs with the investigator's recommendations and finds that the proposed project will have no adverse effect to*

Items	2019	2025
		historic properties, and no further work is required.
Floodplain Management	No development in floodplain without elevating structure and compensation storage. Any open space shall be in conservation easement to SJRWMD or City	No special conditions in MPD, must follow LDC.
Construction Debris Disposal/Open Burning Prohibited	On site open burning shall not be permitted.	No special conditions in MPD, must follow LDC. Open Burning is regulated for Florida Dept. of Forestry.
Platting and Development Plan	Preliminary Plat application within 60 months of date of adoption of MPD. Applicant may apply for extension of time subject to PLDRB and Council approval. Minor deviations to development requirements up to 10% may be granted administratively	No special conditions in MPD, must follow LDC.
Development Requirements	Height – Single Family – 36’ Condominium (1-4 units) - 36’ Condominium (Multi-family) – 60’ Tract 3 (Extended Care Facility) – 48’ Commercial – 36’ Tract 5 – 3 acre minimum lot size	Height: Single Family – 36’ Townhomes – 36’ Multi Family – 50’ Commercial -25’ Minimum lot area: SFR – 4000 SF (40’ lot width) Townhome-1600 SF (18’ lot width) Minimum Unit Size: SFR and Townhomes – 1200 SF Multi-family – 650 SF

Comparison of 2019 (Third Amended and Restated MPD) and 2025 OARE/Magnolia Trace MPD (Fourth Amended and Restated)

Items	2019	2025
Open Space	Minimum pervious area of 30%	Minimum 30% of project's gross area. Flexibility on open space as provided by LDC.
Amending the Agreement	Major modifications: Increase of more than 10% in dwelling units, reduces open space by more than 10% or decrease size of any perimeter buffer require	Development Agreement shall not be modified or amended except by written agreement executed by all parties and upon approval of the City Council.
Sales and Construction Trailer	One temporary sales trailer and up to two construction trailers	No special conditions in MPD, must follow LDC.
Concurrency	Determined at Plat review	Transportation concurrency and concurrency for other facilities determined during Preliminary Plat or technical site plan process.
Vehicular/Non-vehicular and Pedestrian Access, Parking, and Interconnectivity	No special conditions in MPD. Must follow LDC standards.	Garages accommodate minimum of one car if 1600 sq. ft. or less Driveways with minimum depth of 20' Detached garage units are optional Owner to evaluate traffic improvements (turn lanes, deceleration lanes, etc.) prior to site plan or preliminary plat at each phase 1 space/250 sq. ft. of amenities.
Facility Commitments	Capacity shall be consistent with Comprehensive Plan Levels of Service.	City is not responsible for construction or creation of public facilities or capacity to facilitate the development of property. No building or development permits issued unless there is adequate capacity for concurrency
Lighting	Decorative 30' poles	Pole mounted with common architectural theme. Minimize off-site impact.

Comparison of 2019 (Third Amended and Restated MPD) and 2025 OARE/Magnolia Trace MPD (Fourth Amended and Restated)

Items	2019	2025
Wetland Buffer	No special conditions in MPD. Must follow LDC standards.	Comply with Section 10.01.08 of LDC which requires natural upland buffer with average width of 50 feet and no less than 25' (adjacent to optimal wetland). Natural upland buffer with average width of 25' and no less than 15' adjacent to moderate and minimal wetlands. Double row silt fence when adjacent to optimal wetlands.
Phasing Plan	No phases in MPD.	Development may occur in phases. Requires submittal of Subdivision Master Plan. Infrastructure must be provided to support each phase. Adequate emergency vehicle access and turnarounds should be provided at all times.

ORDINANCE 2026-XX
FOURTH AMENDED AND RESTATED MASTER PLANNED DEVELOPMENT AGREEMENT MAGNOLIA TRACE (F/K/A/ OARE MPD) APPLICATION #6549

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PALMCOAST, FLORIDA, AMENDING THE ZONING DESIGNATION FOR 4.41+/- ACRES FROM ESTATE-1 TO MASTER PLANNED DEVELOPMENT AND IS MADE PART OF THE FOURTH AMENDED AND RESTATED MAGNOLIA TRACE MASTER PLANNED DEVELOPMENT (MPD) DEVELOPMENT AGREEMENT (FORMERLY KNOWN AS THE OARE MPD) FOR PROPERTY CONSISTING OF APPROXIMATELY 1017.77+/- ACRES (INCLUDES 11.41+/- ACRE SITE OF GRAND VILLA ALF), GENERALLY LOCATED .75 MILES NORTHEAST OF THE US-1 AND BELLE TERRE BLVD. INTERSECTION ON THE WESTSIDE OF BELLE TERRE BOULEVARD; PROVIDING FOR SEVERABILITY, CONFLICTS, AND AN EFFECTIVE DATE.

WHEREAS, the owner of certain real property, totaling approximately 1,017.77± acres in size, attached as Exhibit "A" generally located .75 miles northeast of the US-1 and Belle Terre Blvd. on the westside of Belle Terre Blvd., petitioned the City of Palm Coast to amend a previously approved Master Planned Development-Development Agreement for Magnolia Trace MPD formerly known as the Oare MPD pursuant to the controlling provisions of State law and the applicable codes and ordinance of the City of Palm Coast; and

WHEREAS, the Third Amended and Restated Oare MPD-Development Agreement permitted a total density of 754 residential units, consisting of a mix of assisted living, extended care, active adult lots, single family estate lots, and 2.2 acres reserved for neighborhood commercial uses on a gross acreage of 1,013.36 acres, more or less ("Previous MPD Property");

WHEREAS, an assisted living facility consisting of 60 assisted living bed units and 20 independent living residences ("Assisted Living Facility") was completed in 2008 a portion of Tract 1 as defined and identified in the Previous MPD;

WHEREAS the City of Palm Coast City Council ("City Council") finds that this Development Agreement (the Fourth Amended and Restated Magnolia Trace MPD) is consistent with the City's Comprehensive Plan (2050) (the "Comprehensive Plan") and Unified Land Development Code ("LDC") and that the conditions, terms, restrictions, and requirements set forth herein are necessary for the protection of the public health, safety, and welfare of the citizens of the City;

WHEREAS, the City Council further finds that this Development Agreement is consistent with and an exercise of the City's powers under the Municipal Home Rule Powers Act; Article VIII, Section 2(b) of the Constitution of the State of Florida; Chapter 166, Florida Statutes; the City of Palm Coast City Charter; other controlling law; and the City's police powers; and

WHEREAS, this is a non-statutory Development Agreement which is not subject to nor enacted pursuant to the provisions of Sections 163.3220 -163.3243, Florida Statutes.

WHEREAS, City staff has reviewed and has subsequently recommended approval of the application; and

WHEREAS, on the 22nd day of September, 2026, the Planning and Land Development Regulation Board (PLDRB) recommended that the application be APPROVED/DENIED; and

WHEREAS, the City Council has considered the evidence and testimony presented by the applicant and other interested parties, the recommendations of City staff, and the recommendation of PLDRB; and

WHEREAS, the City Council of the City of Palm Coast held a duly noticed public hearing on the proposed amendments to the Magnolia Trace Master Planned Development -Development Agreement set forth hereunder and considered findings and recommendations of staff, citizens, and all interested parties submitting written and oral comments and supporting data and analysis, and the recommendation of the Planning and Land Development Regulation Board and after complete deliberation, the City Council hereby finds the requested Master Planned Development Amendment is consistent with the City of Palm Coast Comprehensive Plan, and that sufficient, competent, and substantial evidence supports the zoning change set forth hereunder, and

WHEREAS, the City Council of the City of Palm Coast hereby finds that this Ordinance serves a legitimate government purpose and is in the best interests of the public health, safety, and welfare of the citizens of Palm Coast, Florida.

NOW, THEREFORE, IT IS HEREBY ORDAINED BY THE CITY OF PALM COAST, FLORIDA:

SECTION 1. LEGISLATIVE AND ADMINISTRATIVE FINDINGS. The foregoing recitals are true and correct and are fully incorporated herein by this reference.

SECTION 2. OFFICIAL ZONING MAP AMENDED

A 4.41 ± acre area is amended from Estate-1 to Master Planned Development and is made a part of the Fourth Amended and Restated Magnolia Trace Master Planned Development as shown in Exhibit "A".

SECTION 2. AMENDED AND RESTATED MAGNOLIA TRACE MASTER PLANNED DEVELOPMENT - DEVELOPMENT AGREEMENT (MPD-DA)

The Fourth Amended and Restated Magnolia Trace MPD DA and its exhibits attached hereto as EXHIBIT "A", with all appropriate signatures and joinders, is hereby adopted and approved by the City Council of the City of Palm Coast and shall constitute the regulations for the specific MPD District. The DA shall be recorded in the Official Records of Flagler County, Florida, by the City Clerk.

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.

Approved on first reading this 6th day of October, 2026.

Adopted on the second reading after due public notice and hearing this 20th day of October, 2026.

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" – Amended Zoning Map for Magnolia Trace MPD

Exhibit "B" – Fourth Amended and Restated Magnolia Trace MPD-Development Agreement (MPD-DA) (formerly known as Oare MPD)

EXHIBIT "A"
Amended Zoning Map

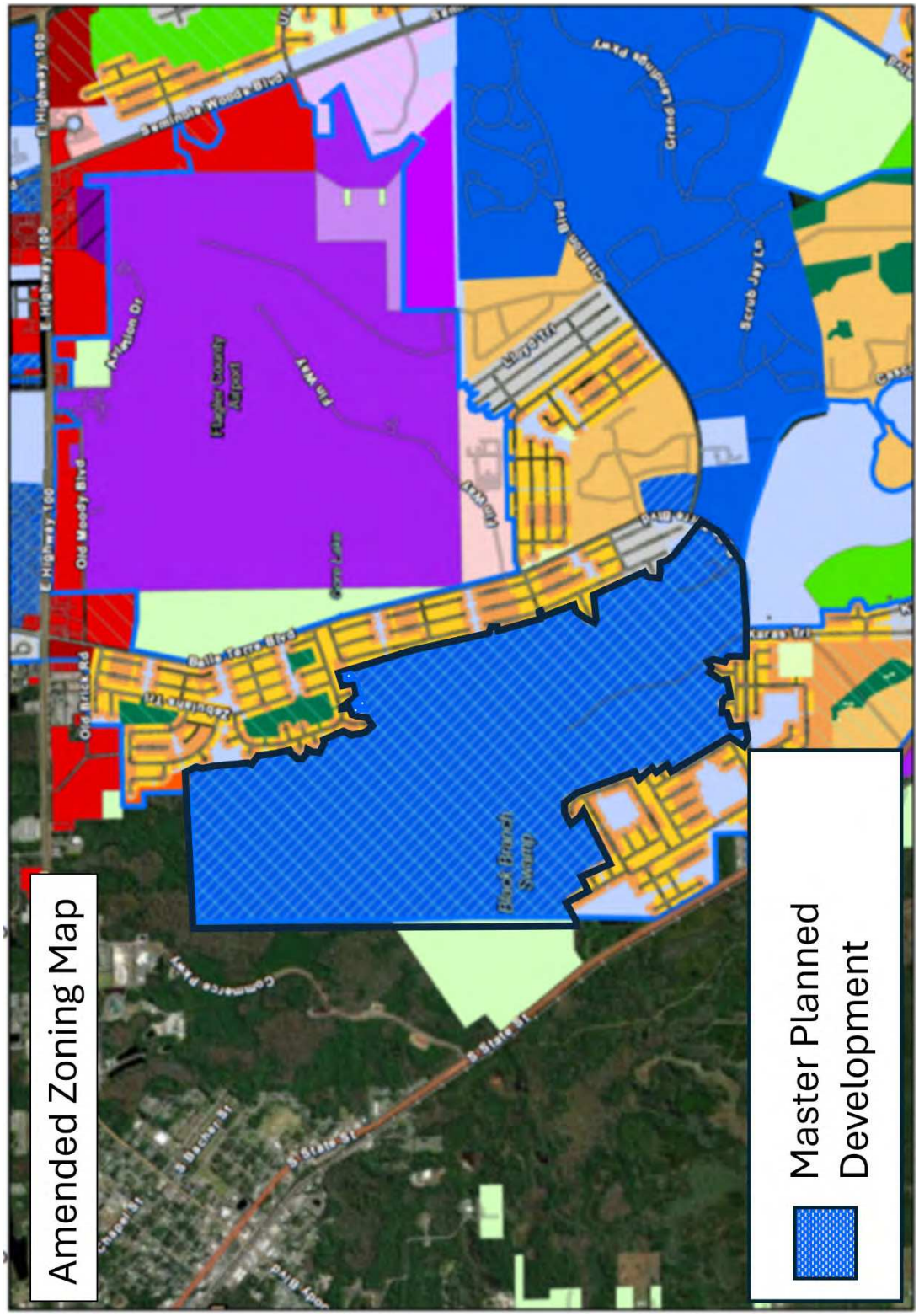


Exhibit "B"
FOURTH AMENDED AND RESTATED MAGNOLIA TRACE MPD-DA

LIVINGSTON & SWORD, P.A.

Attorneys At Law

January 12, 2026

Phong Nguyen
Planning Manager
City of Palm Coast
160 Lake Avenue
Palm Coast, Florida 32164

Subject: Magnolia Trace Master Planned Development – Application for Rezoning / MPD Amendment (Amendment to Ordinance No. 2019-24)

Dear Mr. Nguyen:

Please find enclosed an application to amend and restate the Master Planned Development ("MPD") agreement for the property known as Magnolia Trace (formerly the Oare MPD). This application seeks to update the development plan to better reflect current market conditions while ensuring consistency with the City of Palm Coast 2050 Comprehensive Plan.

The proposed Fourth Amended and Restated MPD transitions the project from a specialized "Continuing Care Retirement Community" to a broader residential community comprising a maximum of 544 dwelling units. Key changes from the prior 2019 MPD include:

- **Separation from ALF:** The project is no longer affiliated with the existing Assisted Living Facility (ALF), which was previously conveyed to a third party and is now fully vested.
- **Revised Unit Mix:** The plan now allows for a mix of single-family detached homes, townhomes, multifamily uses consistent with the MFR-2 zoning district, and active adult housing, at a reduced density, along with up to 35,000 square feet of neighborhood commercial space along Belle Terre Parkway.
- **Infrastructure Optimization:** The requirement to construct an internal loop connector road with the ALF has been removed to reduce wetland impacts and improve the overall environmental footprint of the site.

In addition to the general plan updates, this application specifically addresses the following:

391 Palm Coast Parkway SW #1
Palm Coast, Florida 32137
T 386.439.2945
F 866.896.5573
jay.livingston314@protonmail.ch

- **Gore Lake Mound:** Based on a Phase II and Phase II archeological investigation of the Gore Lake Mound (8FL00029) performed in December 2025 , it was determined that the mound was largely destroyed by prior land-clearing activities in the 1970s and 1980s. The survey recovered minimal artifacts and no human remains, leading to a conclusion that the site is ineligible for the National Register of Historic Places. Accordingly, the preservation requirements from the 2019 MPD have been removed.
- **Removal of Loop Connector Road:** The requirement for an internal loop roadway connecting former Tracts 1, 2, and 3 has been removed from the Proposed MPD and conceptual plan. This road is no longer necessary given the project's independence from the ALF. Its removal prevents unnecessary impacts to wetlands.
- **Continuation of Borrow Pit:** The application provides for the continued operation of the existing borrow pit on Tract 4 (formerly Tract 5), consistent with approvals granted in prior versions of the MPD.

Analysis of Section 2.05.05 Review Findings:

- **A. Conflict with public interest:** The amendment is not in conflict with the public interest. It transitions the land to a sustainable residential density that is compatible with the adjacent Quail Hollow subdivision.
- **B. Consistency with Comp Plan/LDC:** As analyzed below, the project is consistent with the Greenbelt and Conservation designations and all applicable Land Development Code requirements.
- **C. Financial liability:** All infrastructure improvements will be funded and maintained by the developer or a Community Development District and create no financial liability for the City. The project will also generate impact fees to offset any demand for City services.
- **D. Compliance with laws:** Development will adhere to all local, state, and federal regulations, including, without limitation stormwater and floodplain management and wetland protection.

Analysis of Section 2.06.03 Review Findings:

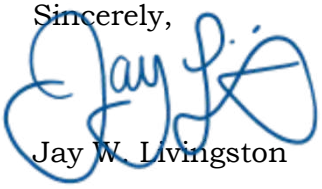
- **A. Consistency with Comprehensive Plan:** The application is consistent with and furthers the goals of the 2050 Comprehensive Plan, specifically:
  - **Chapter 1 (Future Land Use) & Chapter 3 (Housing):** Furthers **Guiding Principle 6** and **Objective 3.1** by supporting a variety of residential housing choices (single-family, townhomes, and active adult) to meet the needs of a diverse population.
  - **Chapter 2 (Transportation):** The project complies with **Policy 2.4.4.4** and **Policy 2.2.1.2**, which require a minimum of two (2) means of ingress/egress for residential developments of more than 100 lots. Magnolia Trace maintains these necessary connections at Belle Terre Boulevard and Zonal Geranium Trail, as provided in the existing MPD, ensuring adequate emergency access and traffic circulation.
  - **Chapter 6 (Conservation):** Furthers **Objective 6.1.1** by eliminating the loop road, thereby eliminating unnecessary impacts to wetlands. It also complies with **Policy 6.2.5.1** regarding cultural resources, as the

2025 survey confirms the Gore Lake Mound site no longer retains archaeological significance.
    - **Chapter 11 (Economic Development):** Furthers **Goal 11.1** by creating a sustainable economic environment and a diversified tax base through a mix of residential and neighborhood-scale commercial uses.
- **B. Impact on environment/natural resources:** Environmental impacts are reduced from the prior plan by the removal of the loop connector road. In addition, the project continues to adhere to the requirements of the Greenbelt zoning district through the clustering of development on existing uplands and avoiding to the maximum extent possible impacts to the surrounding wetlands.
- **C. Impact on the economy:** The project will provide a positive economic impact through temporary construction jobs and the long-term expansion of the City's residential and commercial tax base as well as the creation of permanent jobs within the neighborhood commercial uses.
- **D. Impact on governmental services:** The project density remains will not have an adverse impact on the City's infrastructure capacity for water, sewer, and schools.
- **E. Changes in circumstances:** Changed market conditions, a significant increase in active adult developments elsewhere in the City, the 2025 archaeological findings and the operational separation from the ALF constitute material changes in circumstances that justify this amendment.
- **F. Compatibility with proximate uses:** The proposed residential uses are highly compatible with the adjacent Quail Hollow subdivision and the Belle Terre Boulevard corridor.
- **G. Legitimate public purpose:** The amendment provides for needed housing variety while simultaneously increasing the preservation of the City's natural wetland resources.

The above analysis is preliminary and subject to change after review of the application and proposed amended and restated MPD Agreement.

We look forward to working with City staff on the review of this application. Please contact me if you have any questions or require further information.

Sincerely,



Jay W. Livingston

GENERAL - APPLICATION

DATE	01/12/2026
APPLICATION TYPE	REZONING MASTER PLANNED DEVELOPMENT

PROJECT NAME	Magnolia Trace				
LOCATION OF SUBJECT PROPERTY (PHYSICAL ADDRESS)	11 KAINITE CT PALM COAST FL 32164				
PROPERTY APPRAISER'S PARCEL NUMBER	24-12-31-4140-00T40-0000				
LEGAL DESCRIPTION	172.84 AC KNOWN AS MAGNOLIA TRACE TRACT 4 PART OF PUD 1365/23 LYING IN 19-12-31 & 24 -12-30 INCLUDING PALM COAST SEC 65 BLK 45 LOT 13 535/1164 1034/657				
SUBDIVISION NAME	SECTION 65-KANKAKEE RUN				
SECTION	19	BLOCK	00T40	LOT	0000
PROPERTY ACRES	1006.36			PROPERTY SQ FT	43837042
FUTURE LAND USE MAP DESIGNATION				EXISTING ZONE DISTRICT	MPD
OVERLAY DISTRICT					
COMMUNITY PANEL NUMBER	120684			MAP PANEL DATE	06/06/2018
FLOOD ZONE	A				
PRESENT USE OF PROPERTY	MASTER PLANNED DEVELOPMENT				

DESCRIPTION OF REQUEST / PROPOSED DEVELOPMENT (MAY ATTACH ADDITIONAL SHEETS)

Amended and Restated MPD

PROPOSED NUMBER OF LOTS		IS THERE EXISTING MORTGAGE?	No

Owner	Applicant / Agent
Name: OARE ASSOCIATES LLC C/O SHUFFIELD, LOWMAN & WILSON	Name: JAY LIVINGSTON
Mailing Address: P.O. BOX 612 DELAND, FL 32721	Mailing Address: 391 PALM COAST PARKWAY SW #1 PALM COAST, FL 32137
Phone Number: (386) 736-9225	Phone Number: (386) 439-2945
E-mail Address: JGALZERANO@SHUFFIELDLOWMAN.COM	E-mail Address: JAY.LIVINGSTON314@PROTONMAIL.CH
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

JAY LIVINGSTON

Prepared By:
Jay W. Livingston, Esq.
Livingston & Sword, P.A.
391 Palm Coast Parkway SW #1
Palm Coast, Florida 32137

Return to:
City Clerk
City Hall
160 Lake Avenue
Palm Coast, FL 32164

---------- [SPACE ABOVE THIS LINE FOR RECORDING DATA] ----------

FOURTH AMENDED AND RESTATED MASTER PLAN DEVELOPMENT AGREEMENT (MAGNOLIA TRACE)

THIS FOURTH AMENDED AND RESTATED MASTER PLAN DEVELOPMENT AGREEMENT (MAGNOLIA TRACE), (herein referred to as the "Development Agreement") is made and executed this _____ day of _____, 2026, by and between the CITY OF PALM COAST, a Florida municipal corporation (herein referred to as the "City"), whose address is 160 Lake Avenue, Palm Coast, Florida, 32164, and OARE ASSOCIATES, LLC, a Florida limited liability company (herein referred to from time-to-time as the "Owner" regardless of whether singular or plural ownership status) whose address is 1000 Legion Place, Suite 1700, Orlando, Florida 32801.

WITNESSETH:

WHEREAS, the Owner is the fee simple title owner of certain real property consisting of 1,006.37 acres, more or less, located in the City of Palm Coast, Flagler County, Florida, more particularly described in the legal description attached hereto as **EXHIBIT "A"** and incorporated herein ("Property");

WHEREAS, on or about December 5, 2005, the City rezoned a portion of the Property to Planned Unit Development and adopted the Oare Project, Planned Unit Development

Agreement ("2005 PUD") Agreement by Ordinance No.2005-45, recorded in the Official Records Book 1365, Page 23, et seq., Public Records of Flagler County, Florida;

WHEREAS, on or about July 7, 2009, the City adopted the Oare Project, Amended Planned Unit Development Agreement Application No. 1661, Request for Time Extension – Preliminary Plat ("2009 PUD Modification") by Ordinance 2009-16, recorded in Official Records Book 1732, Page 256, et seq., Public Records of Flagler County, Florida;

WHEREAS, on or about September 2, 2014, the City adopted the Oare Master Planned Development Second Amended and Restated Development Agreement ("2014 MPD") by Ordinance 2014-18, recorded in Official Records Book 2061, Page 501, et. seq., Public Records of Flagler County, Florida;

WHEREAS, on or about November 19, 2019, the City adopted the Oare Master Planned Development Third Amended and Restated Development Agreement ("2019 MPD") by Ordinance 2019-24, recorded in Official Records Book 2402, Page 267, et. seq., Public Records of Flagler County, Florida;

WHEREAS, the 2005 PUD, 2009 PUD Modification, 2014 MPD and 2019 MPD are referred to herein as the "Previous MPD";

WHEREAS, on December 16, 2024 the City approved an extension of the Previous MPD to November 25, 2028 pursuant to Section 252.363, Florida Statutes, by letter extension as recorded in Official Records Book 2940, Page 419, Public Records of Flagler County, Florida;

WHEREAS, the Previous MPD permitted a total density of 754 residential units, consisting of a mix of assisted living, extended care, active adult lots, single family estate lots, and 2.2 acres reserved for neighborhood commercial uses on a gross acreage of 1,013.36 acres, more or less ("Previous MPD Property");

WHEREAS, an assisted living facility consisting of 60 assisted living bed units and 20 independent living residences ("Assisted Living Facility") was completed in 2008 a portion of Tract 1 as defined and identified in the Previous MPD;

WHEREAS, the site plan for the Assisted Living Facility was approved by the City of Palm Coast pursuant to City of Palm Coast Development Order No. SP-MOD-06-01, approved on May 30, 2006 and recorded June 20, 2006 in Official Records Book 1449, Page 362, of the Public Records of Flagler County, Florida (the "ALF Development Order");

WHEREAS, the Assisted Living Facility was conveyed by Owner to Palm Coast SLP, LLC, a Georgia limited liability company, by virtue of that certain Special Warranty Deed dated July 13, 2006 and recorded July 28, 2006 in Official Records Book 1464, Page 1991 of the Public Records of Flagler County, Florida;

WHEREAS, on July 26, 2006, Oare Associates, LLC recorded that certain Master Declaration of Covenants, Conditions and Restrictions for Magnolia Trace at Official Records Book 1463, Page 1424, of the Public Records of Flagler County, Florida (as amended and supplemented from time to time, the "Master Declaration"), pursuant to which the Magnolia Trace Master Association, Inc., a Florida not-for-profit corporation (the "Master Association"), was formed to operate, maintain, and enforce the covenants relating to the common roadways, stormwater facilities, common landscape areas, and other common elements serving the properties within Magnolia Trace, including the Assisted Living Facility;

WHEREAS, the Assisted Living Facility is fully vested under the Previous MPD and not subject to or affected by this Development Agreement;

WHEREAS, the Property includes real property owned by the Owner that was excluded from the Previous MPD Property as more particularly described in the attached **EXHIBIT "B"** (the "Additional Property");

WHEREAS, the Owner desires to amend and restate the Previous MPD, to the extent it affects the Property, including the Additional Property, and voluntarily agrees with the conditions, terms, and restrictions hereinafter recited, and has agreed voluntarily to their imposition as an incident to development of the Property.

WHEREAS the City of Palm Coast City Council ("City Council") finds that this Development Agreement is consistent with the City's Comprehensive Plan (2050) (the "Comprehensive Plan") and Unified Land Development Code ("LDC") and that the conditions, terms, restrictions, and requirements set forth herein are necessary for the protection of the public health, safety, and welfare of the citizens of the City;

WHEREAS, the City Council further finds that this Development Agreement is consistent with and an exercise of the City's powers under the Municipal Home Rule Powers Act; Article VIII, Section 2(b) of the Constitution of the State of Florida; Chapter 166, Florida Statutes; the City of Palm Coast City Charter; other controlling law; and the City's police powers; and

WHEREAS, this is a non-statutory Development Agreement which is not subject to nor enacted pursuant to the provisions of Sections 163.3220 -163.3243, Florida Statutes.

NOW, THEREFORE, it is hereby resolved and agreed by and between the City and the Owner that the Owner's application for a Master Planned Development is approved pursuant to the Development Agreement's following terms and conditions:

SECTION 1. RECITALS.

The above recitals are taken as true, incorporated herein by this reference and form a material part of this Development Agreement upon which the City and the Owner have relied.

SECTION 2. REPRESENTATIONS OF OWNER.

(a) The Owner hereby represents and warrants to the City that the Owner is the owner of the Property, in accordance with the title opinion or title certification provided by the Owner to the City and issued by an attorney or title insurance company licensed to provide services in the State of Florida, with said title opinion or certification showing all liens, mortgages, and other encumbrances not satisfied or released of record relative to the Property.

(b) The Owner represents and warrants to the City that it has the power and authority to enter into and consummate the terms and conditions of this Development Agreement; that all acts, approvals, procedures, and similar matters required in order to authorize this Development Agreement have been taken, obtained or followed, as the case may be; that this Development Agreement and the proposed performance of this Development Agreement by the Owner is not an ultra vires act; and that, upon the execution of this Development Agreement by the parties, this Development Agreement shall be valid and binding upon the parties hereto and their successors in interest.

(c) The Owner hereby represents to the City that all required joinders and consents have been obtained and set forth in a properly executed form on this Development Agreement. Unless otherwise agreed to by the City, all liens, mortgages, and encumbrances not satisfied or released of record must be subordinated to the terms of this Development Agreement and joinders must be executed by any mortgagees. It is the responsibility of the Owner to ensure that said subordinations and joinders occur in a form and substance acceptable to the City Attorney prior to the City's execution of this Development Agreement. If the Owner fails to attain the joinder and consent, then the Owner shall lose all rights and benefits deriving hereunder.

SECTION 3. PROJECT DESCRIPTION.

The Owner may develop the Project as a mixed-use residential community consistent with the conditions set forth herein, consisting of a maximum of 544 residential units and a maximum of 35,000 square feet of neighborhood commercial uses consistent with the City's COM-1 zoning district, except as provided for in this Agreement. The Parties acknowledge the conceptual master plan attached hereto as **EXHIBIT "C"** ("Conceptual Master Plan") is provided solely as an illustrative and non-binding Conceptual Master Plan to demonstrate the layout of the permitted development. The Project shall follow the general conceptual layout of the Conceptual Master Plan, subject only to such modifications as authorized by Section 6 hereof. The final location, orientation, and configuration of buildings, infrastructure, and open space may vary, therefore the final design and layout of the Project shall be determined at the time the Owner submits an application or applications for site plan or subdivision plat approval. The Owner shall be permitted to develop up to the maximum of five hundred forty-four (544) residential units permitted by this Development Agreement regardless of the number or mix of units depicted on the illustrative and non-binding Conceptual Master Plan. The permitted residential unit types are described in Section 7.1 below and may be converted in accordance with Section 7.2. The Owner, at its discretion may create a Community Development District (the "CDD"), pursuant to Section 190, Florida Statutes or property owners' association. The Owner may assign the obligation for the design, permitting, development and maintenance of improvements provided for in this Agreement, in whole or in part, to the CDD or an owners association or associations created for those purposes.

SECTION 4. FUTURE LAND USE.

This Development Agreement is consistent with the City's Comprehensive Plan (2050). The Property is designated Greenbelt, Conservation and Residential on the City's Future Land Use Map ("FLUM"). The overall density of the Project and the Assisted Living

Facility is calculated based on the gross acreage of the Previous MPD Property (1,013.36 acres, more or less) and the Additional Property (4.41 acres, more or less) for a total acreage of 1,017.77 acres, more or less. As provided in the Previous MPD, residential development credits were established for both upland areas (approximately 388 acres at 1.0 credit/acre) and wetland/conservation areas (approximately 625 acres at 1 credit/4 acres), resulting in approximately 544 development credits, excluding the Assisted Living Facility and Nursing Home Facilities, as defined in the Previous MPD. Pursuant to Policy 1.1.2.4 of the City of Palm Coast Comprehensive Plan (2050), the Greenbelt land use designation may include MPDs having lot sizes of less than one (1) acre with common open spaces, provided that the development's overall density does not exceed one (1) dwelling unit per acre. Consistent with that Policy, contingent density bonuses were granted in the Previous MPD for a total density of seven hundred and fifty-four (754) units, consisting of five hundred forty-four (544) dwelling units, a maximum of sixty (60) bed units and one hundred twenty (120) units on a gross acreage of 1,013.36 acres. The density and intensity permitted by this Development Agreement consisting of a maximum of five hundred forty-four (544) residential dwelling units and a maximum of 35,000 square feet of neighborhood commercial uses is less than the one (1) unit per gross acre.

SECTION 5. APPROVAL OF MASTER PLAN DEVELOPMENT, CONCEPTUAL MASTER PLAN APPROVAL, AND DEVELOPMENT REVIEW PROCESS.

(a) The City Council, at its regular meeting on _____, 2026, adopted Ordinance 2026-_____for a Master Planned Development affecting the Owner's Property to the terms and conditions of this Development Agreement.

(b) The Owner acknowledges if this Development Agreement is ever terminated, the approval shall be deemed null and void and the land uses approved for the Property shall no longer be permitted, unless otherwise approved by the City Council.

(c) The provisions of the then current LDC shall be applicable to the Property unless otherwise specifically stated herein. Any City Code provision not specifically identified will not be affected by the terms of this Development Agreement, and will be subject to enforcement as if no Development Agreement were in effect.

(d) The Conceptual Master Plan generally depicts the layout of the Project and delineates the approximate property boundaries, streets, property lines, general location of lots and intended uses.

(e) The Conceptual Master Plan establishes the general framework for the Project. A Subdivision Master Plan shall be required prior to Preliminary Plat approval for each phase of the Project. The recreational facilities required pursuant to Section 9(f) of this Development Agreement are not depicted on the Conceptual Master Plan and shall have their specific location and design identified at the time of the Owner's first Preliminary Plat or Technical Site Plan submittal.

SECTION 6. MODIFICATIONS TO THE DEVELOPMENT AGREEMENT CONCEPTUAL MASTER PLAN.

The exact location of lots, roadways, primary sidewalk/pathway system, and other improvements shall be determined by the Owner and approved by the Land Use Administrator during review of construction documents, site plans, or subdivision plat applications for the Project, or portions thereof, as allowed by the LDC, provided that: (1) the maximum building height and number of residential lots described herein are not exceeded; (2) the Property

setbacks from adjacent properties are not modified; and (3) the approved plans maintain the general development standards in this Development Agreement.

SECTION 7. PERMITTED USES.

7.1 DEVELOPMENT PROGRAM. The following uses, densities and intensities shall be permitted in the Project: (a) a maximum of 544 total residential units for the overall Project, which may consist of any combination of single-family detached housing units, multifamily housing units or townhomes and/or active adult housing, provided that the multifamily housing units or townhomes shall not exceed 150 units in aggregate; (b) a maximum of 35,000 square feet of retail space, subject to the conversion rights provided for in Section 7.2; (c) an amenity center or centers; and (d) a borrow pit. The Project may consist of one (1) amenity center to serve all of the residential uses or separate amenity centers may be constructed to serve residential uses on one or more tracts, at the Owners discretion. The foregoing uses shall only be permitted on the tracts as described in the Tract Map attached hereto as **EXHIBIT "D"**, as follows:

- Tract 1 – Neighborhood Commercial/Multifamily.
- Tract 2 – Single Family Detached/Townhomes/Active Adult Housing/Amenities.
- Tract 3 – Conservation/Open Space.
- Tract 4 – Conservation/Open Space/Borrow Pit.

The design standards for the permitted uses shall be governed by the Lot and Building Standards provided in Section 12 and Table 12.1 Site Development Requirements below, which shall control over any inconsistent provision of the LDC.

Tracts 3 and 4 (generally described as Tracts 6A and 6B in the Previous MPD) are comprised of wetlands and associated uplands. Notwithstanding the existence of any conservation easement dedicated to the City, both Tracts 3 and 4 shall be available for

mitigation credits to the Owner or its assignees if permitted by the controlling provisions of State Law and the appropriate permitting agency or agencies of government. Due to on-site wetlands associated with the Conservation designation on the City's FLUM, wetlands shall be fully delineated during the platting process. All jurisdictional wetland boundaries, including the upland buffer, shall be depicted on all plats prior to submittal. The Owner may apply for approval of an authorized Mitigation Bank for Tract 3 and/or Tract 4 with the St. Johns River Water Management District ("SJRWMD"). The only non-wetland mitigation development that can occur with Tract 4 is the existing borrow pit as permitted by the Previous MPD, with associated and temporary ingress and egress to service the borrow pit operation. At such time as the borrow pit operation has been completed, the temporary ingress and egress will be removed and all areas will be restored to their natural state.

7.1.1 ACTIVE ADULT HOUSING. For purposes of this Development Agreement, "Active Adult Housing" means age-restricted housing operated in compliance with the "housing for older persons" exemption under the Fair Housing Amendments Act, 42 U.S.C. § 3607(b)(2)(C), and the rules promulgated thereunder at 24 C.F.R. Part 100, Subpart E, including the requirements that (i) at least eighty percent (80%) of the occupied units be occupied by at least one person fifty-five (55) years of age or older; (ii) the Owner publish and adhere to policies and procedures demonstrating the intent to provide housing for persons fifty-five (55) years of age or older; and (iii) the Owner comply with the rules issued by the Secretary of the U.S. Department of Housing and Urban Development for verification of occupancy. The Active Adult Housing Units shall be subject to, and developed in accordance with, the foregoing federal age-restriction requirements as memorialized in recorded covenants, conditions and restrictions.

7.2 CONVERSION OF RESIDENTIAL USES. The Owner may convert the

residential unit types permitted within the Project (Single-Family, Multi-Family, Townhome, and Active Adult) to other residential types so long as the conversion results in no net increase in the PM peak hour trip rate for the Project. Conversions shall be governed by the tables, derived from the Project's Traffic Impact Analysis, attached hereto as **EXHIBIT "E"**.

7.3 NEIGHBORHOOD COMMERCIAL. A maximum of 35,000 square feet of neighborhood commercial space consistent with the City's COM-1 zoning district, except as otherwise provided herein, may be developed on Tract 1.

7.4 VEHICULAR/NON-VEHICULAR AND PEDESTRIAN ACCESS, PARKING AND INTERCONNECTIVITY.

(a) The Project shall be designed to integrate pedestrian, bicycle, and vehicular traffic circulation systems within the Property and with adjacent rights-of-way, to promote connectivity between all uses within the Property. The Project shall integrate an internal system of pedestrian connections (the "Pedestrian Connectivity System") intended to provide safe, convenient, and continuous access to all uses within the Project. All uses within the Project shall be accessible by a dedicated road. The Parties acknowledge that the Conceptual Master Plan is illustrative and conceptual in nature and the specific location of bicycle and pedestrian facilities, access points, internal roadways, and dedicated road connections serving individual tracts and lots will be determined by phase through the applicable Subdivision Master Plan, Preliminary Plat, or Technical Site Plan review process. The City shall be granted access at all times to all roadways to ensure that public safety is maintained.

(b) Parking spaces and garages for residential units within the Project shall be provided as follows: (1) single-family detached, townhouse, and active adult dwelling units with one thousand six hundred (1,600) square feet or less of minimum living area shall provide a minimum one-car attached or detached garage and a permanent-surface area sufficient to

accommodate two (2) additional exterior parking spaces; (2) single-family detached, townhouse, and active adult dwelling units with greater than one thousand six hundred (1,600) square feet of minimum living area shall provide a minimum two-car attached garage; (3) townhouse units with garages shall provide a driveway with a minimum depth of twenty (20) feet measured from the face of the garage door, and such driveway area may be counted toward the required parking spaces; (4) off-street parking shall not be permitted adjacent to either side of any dwelling, except where such parking provides access to a garage; and (5) for multifamily projects, optional detached garage units may be provided, and if provided, shall be provided for a minimum of one-third (1/3) of the proposed multifamily units. Garages shall count toward the minimum parking requirements for residential units within the Project.

(c) As determined by the Traffic Impact Analysis submitted with the Owner's application to amend the Previous MPD, the Project does not have an adverse impact on the City's adopted Level of Service (LOS) on the adjacent roadway system. However, prior to approval of the site plan or preliminary plat for each phase of the Project, the Owner shall evaluate all turn lane movements to determine if any improvements (turn lanes, decel lanes, etc.) are required.

SECTION 8. LAND DEVELOPMENT CODE PARTIAL NON-APPLICABILITY.

The development of the Project shall proceed in accordance with the terms of this Development Agreement. In the event of an inconsistency between the terms of this Development Agreement and the LDC, the terms of this Development Agreement shall prevail. Where specific requirements are not contained in this Development Agreement, the LDC shall apply to the extent that it does not conflict with the provisions of this Development Agreement or the general intent of the Conceptual Master Plan.

SECTION 9. FACILITY COMMITMENTS.

(a) Unless otherwise described elsewhere in this Development Agreement, the Owner agrees that the City is not responsible for the construction or creation of public facilities or capacity to facilitate the development of the Property. No building or development permits shall be issued for the Property unless adequate capacity of concurrency monitored facilities are available concurrent with the impact on said facilities by the Project.

(b) Private & Public Improvements: The Owner, or its assigns, agrees to construct, at a minimum, the following on-site improvements, at the Owner's sole and exclusive expense, as a condition of this Development Agreement and in addition to the payment of all impact fees relating to the development of the Property, unless otherwise provided for herein:

i. The parking areas; utilities; master stormwater system; sidewalks; lighting; recreational facilities, and perimeter buffer landscaping.

ii. The Owner shall grant any and all drainage and utility easements to the City which are deemed necessary by the City to serve the public utilities.

iii. The Owner agrees that the City has shown an essential nexus between a legitimate City interest and the conditions, if any, imposed herein. The Owner further agrees that all proposed conditions are roughly proportional to the impact the development will have upon the public, based upon an individualized determination by the City that the required conditions are related in both nature and extent to the impacts of the proposed Project.

iv. Nothing herein shall be deemed a prohibited exaction under Fla. Stat. 70.45, and Owner agrees it has not suffered any damages under that statute.

(c) SIDEWALKS AND PEDESTRIAN PATHS: The Pedestrian Connectivity System established in Section 7.4(a) shall be implemented through an internal integrated

system of sidewalks and pedestrian paths designed to ensure that pedestrians are provided safe and convenient access to all uses within the Project. The Pedestrian Connectivity System shall include sidewalks with a minimum width of five (5) feet, constructed on at least one side of the internal roadway system. The specific location and design of such pedestrian facilities shall be provided for each phase of the Project at the time of the Preliminary Plat or Technical Site Plan submittal for that phase.

(d) ACCESS: Ingress and egress to the Project shall be provided, constructed and maintained as depicted on the Conceptual Master Plan. At the sole discretion of the Owner, the development or portions of it may be gated.

(e) OWNER STORMWATER SYSTEM: The Owner, or its assigns, shall be responsible for designing, permitting, constructing, and maintaining the means of conveyance of stormwater runoff from the Project including, but not limited to, all stormwater lines, ditches, culverts, and other stormwater facilities that are necessary to convey the stormwater runoff to the Stormwater Facility (the "Owner Stormwater System").

(f) PARK AND RECREATION: The Owner shall provide active and passive parks and recreation facilities for the benefit of the Project in accordance with the City's required level of service for recreation as set forth in the LDC and the Comprehensive Plan. The specific location, configuration and design of parks and recreation facilities shall be provided at the time of the Owner's first Preliminary Plat or Technical Site Plan submittal.

(g) BORROW PIT: The Owner shall be permitted to continue to operate the existing borrow pit on the Property for the term of this Development Agreement and any extensions thereto as permitted herein.

SECTION 10. DEVELOPMENT STANDARDS.

10.1 PARKING: Parking and garage requirements for residential uses shall comply with Section 7.4(b) of this Development Agreement. Residential garages and driveways shall count toward minimum parking requirements for permitted residential uses. Parking for all amenities shall be a minimum of one (1) space per two hundred and fifty (250) square feet. Parking for all other permitted uses for which parking standards are not expressly provided in this Development Agreement shall be consistent with the LDC.

10.2 OPEN SPACE: Minimum open space shall be Thirty percent (30%) of the Project's gross area (Tracts 1, 2, 3 and 4, combined). Open space is defined in the LDC and includes on-site stormwater ponds and all open space within the Property. Flexibility to the minimum open space requirements shall be as provided by the LDC, which may include, but not be limited to, green building principles, land donation, or other mechanisms that would justify a lower percentage of open space, if approved by the Land Use Administrator. Open space shall be maintained by either the actual owner of the property, a CDD, a property owners' association, or other method satisfactory to the Owner and the City.

10.3 WATER/WASTEWATER: The Project is located wholly within the City limits and is therefore within the City's water and wastewater service areas. All permanent uses within the Project will be served by central water and sewer services. The City shall be the potable water and wastewater service provider for the Project upon payment of applicable fees.

10.4 TRANSPORTATION: Transportation concurrency shall be addressed during the Preliminary Plat or technical site plan process.

10.5 DRAINAGE:

(a) The Owner shall construct and maintain a stormwater management system that provides treatment and attenuation as required by SJRWMD and the City's LDC. Best Management Practices (BMPs) shall be used during and after construction to minimize erosion

and sedimentation and to properly manage runoff for both stormwater quantity and quality. BMPs shall be in accordance with the Florida Department of Environmental Protection (FDEP) and Florida Department of Transportation (FDOT) design standards and details. The LDC shall apply to the design criteria for the Project's stormwater management system.

(b) Stormwater piping and the stormwater collection and conveyance system shall, at a minimum, be designed to convey the runoff resulting from the five (5)-year, twenty-four (24)-hour storm event. Collector roadway cross drains and collector roadway swales and ditches shall be designed to convey the ten (10)-year, twenty-four (24)-hour storm event. Outfall ditches and canals shall be designed to convey the twenty-five (25)-year, twenty-four (24)-hour storm event. Temporary roadway flooding shall not exceed an elevation that would permit flood water encroachment of more than one-half of a travel lane at the lowest elevation on the centerline profile of a roadway for the twenty-five (25)-year, twenty-four (24)-hour storm event, with full recovery and use of the roadway available at the end of the design storm event. All of the foregoing is consistent with, and shall not be construed as more stringent than, the standards set forth in the LDC. Stormwater detention facilities shall be designed to meet the water quality and attenuation requirements of SJRWMD and the City's LDC.

(c) The City shall permit the redesign, impact and redevelopment of its existing stormwater drainage canals located on the Property, including the rerouting of such canals, so long as such does not adversely affect the City's uses of said canals and does not cause any adverse impact upstream or downstream of the development. The Owner shall demonstrate compliance with the foregoing through the Project's stormwater report or analysis, which shall be reviewed and approved by the City during the Technical Site Plan review process. The Owner's redesign, impacts and redevelopment may include but are not limited to (i) relocation, (ii) rerouting, (iii) installation of culverts, or (iv) bridges.

10.6 LANDSCAPING: The Owner shall install reclaimed water distribution lines at the time of subdivision improvements so that the Project may be served for irrigation once reclaimed water becomes available to the site. Until reclaimed water is available to the site, the Owner may use potable water for irrigation. The Owner may also use stormwater ponds or irrigation wells as an alternative or supplemental source of irrigation water, subject to the issuance of any required Consumptive Use Permit and any other applicable approvals of the St. Johns River Water Management District ("SJRWMD"); provided, however, the Owner makes no representation that these alternative sources will be available or feasible given site conditions. Once reclaimed water becomes available to the site, no potable water shall be used for irrigation, except as otherwise permitted by the LDC. All landscaping and irrigation shall comply with the LDC except for perimeter buffers, which shall be governed by Section 10.20 below.

10.7 LIGHTING: All lighting including but not limited to all pole mounted lighting shall be designed to minimize light pollution to off-site properties, have a common architectural theme and to comply with the LDC.

10.8 FIRE PROTECTION: Fire protection requirements for the Project will be met through a system of fire hydrants installed on the Property by the Owner in accordance with City standards. The locations of fire hydrants shall be shown on all construction documents, technical site plans, or preliminary plats. The water requirements for the fire system will be served by the City's Utility Department. The Project shall comply with the City's fire protection requirements. The City will provide fire protection services to the Project in accordance with established local response agreements.

10.9 UTILITIES: The Owner shall be responsible for any and all costs associated with (i) the expansion of capacity to serve the Property or (ii) the extension of existing City

utilities to the Property that may be required to serve this Project and, if so, the parties shall enter into a proportionate fair share agreement providing for impact or connection fee credits. All internal utility lines for the Project shall be placed underground.

10.10 INTERCONNECTIVITY AND ACCESS: Ingress and egress to the Project shall be provided, constructed, and maintained in accordance with this Development Agreement. The Project shall be served by two (2) primary full-access collector roadways from Belle Terre Boulevard as depicted on the Conceptual Master Plan. In addition to the primary access points, the Project shall be served by at least two (2) stabilized emergency access points: (a) a stabilized emergency access from Zonal Geranium Trail on the east side of the Project, and (b) a stabilized emergency access to north of Zonal Geranium Trail to ensure consistency with the City's Comprehensive Plan (2050). The specific location, alignment, and design of the full-access collector roadways and the stabilized emergency access points shall be determined at the time of the applicable Subdivision Master Plan, Preliminary Plat, or Technical Site Plan submittal for each phase. If a traffic signal or other traffic control improvement is warranted at any Project access point based on (i) a phase-specific traffic impact analysis submitted with the Preliminary Plat or Technical Site Plan for any phase of the Project or (ii) applicable warrant analyses under the Manual on Uniform Traffic Control Devices (MUTCD) or FDOT standards, the Owner shall design, construct, and bond the signal or alternative traffic control improvement as a condition to the issuance of development orders for the phase triggering the warrant, at the Owner's sole expense and subject to any proportionate-share arrangements with other benefiting parties.

10.11 NATURAL RESOURCE PROTECTION:

(a) Except as depicted on the Conceptual Master Plan and in this Development Agreement, the Owner shall comply with the natural resource protection requirements of the LDC.

(b) Natural upland buffers must be provided if required by Chapter 10 of the LDC.

(c) Any wells discovered or encountered during construction of the Project shall be properly abandoned in accordance with all applicable state and federal regulations.

10.12 WETLANDS: The Project shall be subject to all Federal and State environmental and wetland regulations. Minor incidental wetland impacts may occur as permitted by the SJRWMD and the U.S. Army Corps of Engineers ("ACOE"), and/or such additional wetland impacts as may be authorized under the governing regulatory permits and the Subdivision Master Plan, Preliminary Plat, or Technical Site Plan approval process. Non-impacted wetlands shall be buffered consistent with SJRWMD and City regulations. Wetland upland buffers shall comply with the requirements of Section 10.01.08 of the LDC, which requires a natural upland buffer with an average width of fifty (50) feet, and no less than twenty-five (25) feet, adjacent to and surrounding optimal wetlands, and a natural upland buffer with an average width of twenty-five (25) feet, and no less than fifteen (15) feet, adjacent to moderate and minimal wetlands. Where development occurs adjacent to a conservation easement or an optimal (high quality) wetland, the Owner shall install, during construction activities, a double row of silt fence spaced three (3) feet apart to prevent erosion and sedimentation.

10.13 LOW IMPACT DEVELOPMENT PRACTICES: To further conservation practices identified in the LDC, the Project shall incorporate into the construction, operation, and maintenance of all facilities, conservation strategies to include but not be limited to:

(a) Water Conservation:

i. Native, drought tolerant plant materials;

ii. Separate irrigation zones shall be required for turf, non-turf areas; and

iii. Landscape areas shall not be irrigated using high-volume irrigation systems unless high pressure compensating spray heads are utilized.

All irrigation systems shall employ, at minimum, a rain shut-off device such as a soil moisture sensor or smart irrigation system capable of analyzing and ascertaining weather conditions and time of year. These restrictions shall be clearly stated in the Project's Covenants, Conditions and Restrictions ("CC&Rs").

10.14 PROHIBITION OF DISCHARGES: The Owner shall comply with the City of Palm Coast Code of Ordinances, Article VI, Prohibition of Discharges, and all applicable local, state, federal, and City water quality laws, rules, regulations, and ordinances.

10.15 STORMWATER POLLUTION PREVENTION: A stormwater pollution prevention plan shall be attached to and incorporated into the construction and permit documents pursuant to the requirements of applicable federal, state, and City regulations.

10.16 WILDLIFE PROTECTION: In the event that listed species have been determined to be residing on, or otherwise be significantly dependent on the Property, the Owner shall obtain the necessary permits from the Florida Fish and Wildlife Conservation Commission and other applicable agencies. Activities associated with listed flora and fauna shall comply with the LDC. If applicable, Bear Smart Community principles shall be integrated into design and operations. The intent is to minimize human-animal conflicts from black bear and other species that may be drawn to area attractants. The Owner and City shall cooperate on grant opportunities to supplement cost(s) that the Owner may incur to implement these principles. The Owner shall consider the use of wildlife crossings in areas where the Project's roadway network crosses optimal wetlands or greenway corridors, as appropriate.

The specific location, design, and scope of any such wildlife crossings shall be determined at the time of the applicable Subdivision Master Plan, Preliminary Plat, or Technical Site Plan submittal.

10.17 SIGNAGE: The development may be identified by up to two double-faced or two single-faced monument entrance signs to be located at the two (2) primary Project entrances and may be identified with either one double-faced or two single-faced monument entrance signs. Such monument signs may be lighted (with lighting directed away from traffic as required by the LDC), and shall be a maximum of twelve feet (12') tall, with a sign area no greater than forty-eight (48) square feet in size. Directional, and ingress and egress signs for the individual residential and commercial projects within the Project, and for recreational and other amenities, will be provided throughout the Project, provided that none of these signs exceed six (6) square feet in size and four (4) feet in height, including for sale or for lease signs. Neighborhood, amenity and commercial project directory signs may be located along the internal road circulation system and shall be no taller than six feet (6') in height, with no more than thirty-two (32) square feet of sign area. All signage will be generally consistent and uniform in design and a master sign plan shall be approved at the time of the Project's first preliminary plat or site plan approval

10.18 MODEL HOMES: For each phase, up to five (5) model homes can be constructed, occupied, and operated under Section 4.19.02 of the LDC. Sales and leasing activities shall be limited to properties located within the Project. Construction and Certificates of Occupancies shall be issued consistent with the City and state rules, regulations and codes.

10.19 RENTAL PROGRAM: Owner, or its assigns, reserves the right to place all or any portion of the Project's residential units in a rental program operated by Owner, Owner's affiliates or any third party rental program operators approved by the Owner.

10.20 PROJECT BUFFERS: At a minimum, the Owner shall provide and maintain (i) a fifteen-foot (15') wide landscape buffer with Type "G" plantings along Belle Terre Parkway and (ii) a twenty-foot (20') wide perimeter buffer with Type "E" plantings along the remainder of the Project boundary. The foregoing buffers shall not be required at the Project entrances. Except as otherwise provided in this Agreement, Project signage, irrigation, drainage, utilities, and related improvements shall be permitted within the Belle Terre Parkway landscape buffer, as outlined in Section 11.03.05.C.6 of the LDC. Notwithstanding the foregoing, the Owner may elect to leave any portion of the Belle Terre Parkway landscape buffer or the perimeter buffer in its existing natural state in lieu of installing the Type "G" or Type "E" plantings otherwise required by this Section 10.20, provided that (i) the minimum buffer width otherwise required by this Section 10.20 is maintained, and (ii) the existing natural conditions (including without limitation wetlands and native vegetation) provide screening equal to or better than the screening that would be provided by the applicable buffer plantings.

SECTION 11. PHASING OF DEVELOPMENT.

(a) The Property may be developed in multiple phases. The Project shall be developed in phases as depicted on the Phasing Plan attached hereto as **EXHIBIT "F"** (the "Phasing Plan"). The Phasing Plan is conceptual in nature and the specific boundaries, sequencing, and timing of each phase may be modified by the Owner at the time of the applicable Subdivision Master Plan, Preliminary Plat, or Technical Site Plan submittal for each phase. Prior to the issuance of any permit for any phase of the Project (and prior to any construction of any improvement, building, or structure on the Property), the Owner shall submit a Subdivision Master Plan for the relevant phase for City approval pursuant to the LDC, and thereafter shall submit a Preliminary Plat for the relevant phase. Each phase of the Project will include infrastructure to support the proposed uses, including water and wastewater

service, drainage, private roads, vehicular, and pedestrian access facilities. All infrastructure necessary to support each phase that is constructed on the Property shall be constructed concurrently with, or prior to construction of that phase of the Project, as approved by the City, and prior to the issuance of building permits for that phase. Adequate emergency vehicle access and turnarounds shall be provided at all times.

(b) Roadways shall be constructed concurrently with development of adjacent lots to insure that contiguous roadways are available at all times prior to the issuance of any building permits for that phase. To avoid unnecessary construction and repair costs, internal sidewalks shall be constructed adjacent to each lot at the time the home is constructed and prior to the Certificate of Occupancy, and each home's building permit shall be conditioned on this requirement. Neighborhood streets shall have a fifty (50) foot right of way, with a minimum twenty-two (22) feet of travel lanes with two (2) feet of drivable curb, and cul-de-sacs shall have a 124' right-of-way diameter and a 104' pavement diameter. Islands may be constructed in the cul-de-sacs so long as a minimum asphalt roadway width of twenty-two (22) feet with two (2) feet of drivable curb is maintained and does not impede fire truck movement.

SECTION 12. LOT AND BUILDING STANDARDS.

12.1 LOT DIMENSIONAL STANDARDS: Dimensional standards for each permissible use shall comply with the LDC except as follows:

Table 12.1 - Site Development Requirements

Regulations	**Tract 1** Neigh. Comm.	**Tract 1** MFR (8 units per acre) ****	**Tract 2** SFR Detached/ Amenities	**Tract 2** Active Adult/ Amenities	**Tract 2** Townhome **** (Up to 8 DUs per Bldg.)	**Tract 3 & 4** Conservation/ Open Space/ Borrow Pit
Min. Lot Area	10,000 SF	10,000 SF	4,000 SF	4,000 SF	1,600 SF	N/A
Min. Lot Width	100 ft.	100 ft.	40 ft.	40 ft.	18 ft.	N/A
Min. Lot Depth	100 ft.	N/A	100 ft.	100 ft.	N/A	N/A
Min. Front Setback	30 ft.	20 ft.	20 ft.	20 ft.	20 ft.	N/A
Min. Side Corner Setback	25 ft.	15 ft.	15 ft. ***	15 ft. ***	15 ft.***	N/A
Min. Interior Side Yard Setback	10 ft.**	8 ft.**	5 ft.	5 ft.	15 ft.**	N/A
Min. Rear Yard Setback	25 ft.*	20 ft.****	10 ft.	10 ft.	20 ft.	N/A
Max. Bldg. Height	25 ft.	50 ft.	36 ft.	36 ft.	36 ft.	N/A
Min. Unit Size	N/A	650 SF	1,200 SF	1,200 SF	1,200 SF	N/A
Unit Mix	N/A	N/A	N/A	N/A	N/A	N/A

Comments:
*Abutting residential required 35-foot landscape setback for Tract 1.
** If buildings exceed 2 stories in height, setbacks shall increase at 10 ft. for every floor over two.
*** No driveways shall be permitted within the side yard setback.
**** All distance dimensions must conform to the *Florida Building Code Regulations.*
The five (5)-foot side setback shall apply to the exterior of units. No development standards applicable to Tracts 3 and 4 due to Conservation and Open Space use. Townhome lots on Tract 1 shall comply with the Tract 2 Townhome dimensional standards in Table 12.1.

12.2 MIXED-USE TRACTS DIMENSIONAL STANDARDS: Non-residential (commercial) uses within the Project shall be permitted only on Tract 1 and shall not be permitted on any other Tract.

Tract 1 consists of two (2) upland development areas separated by wetlands and the existing access road serving the ALF Parcel. Each such upland development area may be developed under any of the following scenarios independently of the other, provided that any such development is consistent with the terms of this Development Agreement:

(i) *Stand-alone Commercial.* Uses consistent with the City LDC requirements for the Neighborhood Commercial (COM-1) zoning district.

(ii) *Stand-alone Residential.* Multifamily uses consistent with the City LDC requirements for the MFR-1 zoning district.

(iii) *Mixed Use.* A combination of Multifamily and Neighborhood Commercial uses consistent with the requirements of the zoning districts referenced in (i) and (ii) above, which may consist of (A) one or more single-use buildings dedicated to either Multifamily or Neighborhood Commercial uses, (B) one or more mixed-use multistory buildings consistent with Section 4.08.05 of the LDC (Multiuse buildings), with non-residential (commercial) uses consistent with the COM-1 zoning district on the ground floor and/or other lower floor(s) of the building and multifamily residential uses on the upper floor(s) of the building, or (C) any combination of the foregoing.

Multifamily units developed on Tract 1, whether stand-alone or as part of mixed-use buildings, shall count toward the 150-unit aggregate cap on multifamily housing units and townhomes set forth in Section 7.1.

12.3 AMENITIES. The Project's amenities may include, without limitation, a clubhouse or clubhouses with fitness facilities, community pool(s), playground(s), sports courts, common area open space, and similar facilities. Amenities may also include other passive and active recreational areas or facilities such as dog parks, pocket parks, and a trail system. The Project's trail system may form a part of the Project's Pedestrian Connectivity System established pursuant to Section 7.4(a). The Project's amenities shall be provided to maintain the City's required level of service for recreation as set forth in the LDC and the Comprehensive Plan. The specific location, configuration, and design of the Project's amenities shall be provided at the time of the Owner's first Preliminary Plat or Technical Site

Plan submittal, consistent with Sections 5(e) and 9(f) of this Development Agreement.

12.4 ARCHITECTURE: Prior to issuance of the Preliminary Plat Development order, the Owner may submit to the LUA an architectural program for the Project. Such program shall include signage and lighting for the Project.

SECTION 13. LIST OF OUTSTANDING PERMITS/APPROVALS AND PROPERTY SEQUENCING.

(a) The failure of the Development Agreement to address any specific City, County, State, or Federal permit, condition, term, or restriction shall not relieve the Owner of the requirement of complying with the law governing said permitting requirements, conditions, terms, or restrictions.

(b) All required City, County, State, or Federal permits shall be obtained prior to commencement of construction. This Development Agreement is not a Preliminary Plat approval and the Owner remains responsible for complying with all provisions of the Land Development Code unless provided elsewhere in this Development Agreement.

SECTION 14. COMMON AREAS AND MAINTENANCE.

(a) For all common areas within the Project, to ensure the long-term ownership, maintenance, and control of those areas, prior to the issuance of any building permit and before recording the final plat, the Owner shall cause such common areas to be owned, operated, and maintained by (i) the existing Magnolia Trace Master Association, Inc. pursuant to the Master Declaration, as may be amended from time to time; (ii) one or more sub-associations created to govern one or more phases of the Project; (iii) a community development district (a "CDD") created pursuant to Chapter 190, Florida Statutes; (iv) a new or successor property owners association established in accordance with Florida law; or (v) any combination of the foregoing (collectively, any such entity, the "Association"), each comprised of the owners of lots or

parcels within the Project. The Owner reserves the right, at its discretion and in accordance with Florida law, to (A) amend the governing documents of the Master Association or the Master Declaration, (B) create one or more sub-associations to govern one or more phases of the Project, and (C) replace the Master Association and its functions, in whole or in part, with a new or successor property owners association or a CDD. The Association's governing documentation shall be subject to the prior reasonable review of the City to ensure adequate provisions for the ongoing care and maintenance of the common areas. The documentation, whether contained in a deed restriction or otherwise, shall provide for the permanent maintenance of the Common Areas by the Association or CDD, minimum insurance requirements for the Association, adequate mechanisms to force financial participation by members of the Association, and restrictions on the ability to amend these requirements without the City's approval. The City shall not be required to accept ownership or maintenance of any of the Project's common elements including but not limited to roads, landscaping, stormwater, and buffers.

(b) Existing Assisted Living Facility and Independent Living Units. The Assisted Living Facility, consisting of the sixty (60) assisted living bed units and twenty (20) independent living residences located on that portion of the Previous MPD Property owned by Palm Coast SLP, LLC (the "ALF Parcel"), shall not be subject to the obligations imposed by this Development Agreement. The ALF Parcel shall continue to be governed exclusively by the Previous MPD, the ALF Development Order, and the Master Declaration, which instruments shall remain in full force and effect as to the ALF Parcel notwithstanding anything to the contrary contained herein. Under those instruments: (i) the owner of the ALF Parcel shall remain responsible for the operation, maintenance, and repair of the stormwater management system located on the ALF Parcel; (ii) the owner of the ALF Parcel shall remain

a member of the Master Association and subject to assessment thereby for the maintenance of the common roadways, common landscape areas, common lighting, and other common elements serving the ALF Parcel; and (iii) the Master Association shall continue to be responsible for the operation and maintenance of the common roadways, common landscape, common lighting, and common irrigation serving the ALF Parcel, in accordance with and to the extent provided in the Previous MPD and the Master Declaration. Nothing in this Development Agreement shall diminish, alter, terminate, or otherwise impair the rights and obligations of the owner of the ALF Parcel or of the Master Association under the Previous MPD or the Master Declaration, each of which shall continue in full force and effect as to the ALF Parcel.

SECTION 15. BREACH, ENFORCEMENT, ALTERNATIVE DISPUTE AND CONFLICT RESOLUTION.

(a) In the event of a breach hereof by either party hereto, the other party hereto shall have all rights and remedies allowed by law, including the right to specific performance of the provisions hereof.

(b) In the event that a dispute arises under this Development Agreement, and the City and Owner are unable to resolve the issues, the parties shall attempt to resolve all disputes informally. In the event of a failure to informally resolve all disputes, the City and Owner agree to engage in mediation before a certified Circuit Court mediator selected by the parties. In the event that the parties fail to agree to a mediator, a certified mediator will be selected solely by the City. The parties shall equally pay all costs of mediation.

(c) In the event of conflict between the terms of this Development Agreement and the Conceptual Master Plan, the provisions of this Development Agreement shall prevail.

SECTION 16. NOTICES.

(a) All notices required or permitted to be given under this Development Agreement must be in writing and must be delivered to the City or the Owner at its address set forth below (or such other address as may be hereafter be designated in writing by such party).

(b) Any such notice must be personally delivered or sent by certified mail, overnight courier, or telecopy.

(c) Any such notice will be deemed effective when received (if sent by hand delivery, overnight courier, or telecopy) or on that date which is three (3) days after such notice is deposited in the United States mail (if sent by certified mail).

(d) The parties' addresses for the delivery of all such notices are as follows:

As to the City: City Manager
160 Lake Avenue
Palm Coast, FL 32164

As to the Owner: Oare Associates, LLC
Attn: John P. Junod, Esq.
Shuffield Lowman
1000 Legion Place, Suite 1700
Orlando, Florida 32801

With copies to: Jay W. Livingston, Esq
Livingston & Sword, P.A.
391 Palm Coast Parkway SW #1
Palm Coast, Florida 32137

SECTION 17. SEVERABILITY.

The terms and provisions of this Development Agreement are not severable and in the event any portion of this Development Agreement shall be found to be invalid or illegal, then the entire Development Agreement shall remain valid and binding on the parties.

SECTION 18. SUCCESSORS AND ASSIGNS.

(a) This Development Agreement and the terms and conditions hereof shall be binding upon and inure to the benefit of the City and Owner and their respective successors-

in-interest. The terms and conditions of this Development Agreement similarly shall be binding upon the Property and shall run with the land and the title to the same.

(b) This Development Agreement touches and concerns the Property.

(c) The Owner has expressly covenanted and agreed to this provision and all other terms and provisions of this Development Agreement.

SECTION 19. GOVERNING LAW, VENUE AND COMPLIANCE WITH LAW.

(a) This Development Agreement shall be governed by and construed in accordance with the laws of the State of Florida and the Code of Ordinances of the City of Palm Coast.

(b) Venue for any dispute shall be in the Seventh Judicial Circuit Court in and for Flagler County, Florida, or the Middle District, if in federal court.

(c) The Owner shall fully comply with all applicable local, State, and Federal environmental regulations and all other laws of similar type or nature.

(d) This Development Agreement shall not limit the future exercise of the police powers of the City to enact ordinances, standards, or rules regulating development generally applicable to the entire area of the City, such as requiring compliance with the City capital facilities plan; parks master plan, including parks and trail dedications; utility construction and connections; mandating utility capacities; requiring street development or other such similar land development regulations and requirements.

(e) If state or federal laws are enacted after execution of this Development Agreement which are applicable to and preclude the parties' compliance with this Development Agreement, this Development Agreement shall be modified or revoked as necessary to comply with the relevant law.

(f) This Development Agreement shall also not be construed to prohibit the City from adopting lawfully imposed impact fees applicable to the Owner and the development authorized hereunder.

SECTION 20. TERM / EFFECTIVE DATE.

(a) This Development Agreement shall be effective upon approval by the City Council and execution of this Development Agreement by all parties (the "Effective Date").

(b) This Development Agreement provides an initial timeframe of ten (10) years to commence development from the Effective Date. This Development Agreement will expire thirty (30) years from the Effective Date.

(c) Should development not commence within the initial established timeframe, the term of this Development Agreement may be modified by action of the City Council, at Council's discretion. Failure to obtain an extension shall cause the zoning of all lands encumbered to revert to the previous equivalent zoning designation.

SECTION 21. RECORDATION.

Upon approval by the City Council and execution of this Development Agreement by all parties, this Development Agreement and any and all amendments hereto shall be recorded by the City with the Clerk of the Circuit Court of Flagler County within fourteen (14) days after its execution by the City, and the Development Agreement shall run with the land. The Owner shall pay the costs to record this Development Agreement.

SECTION 22. THIRD PARTY RIGHTS.

This Development Agreement is not a third party beneficiary contract, and shall not in any way whatsoever create any rights on behalf of any third party.

SECTION 23. SPECIFIC PERFORMANCE / TIME IS OF THE ESSENCE.

(a) Strict compliance shall be required with each and every provision of this Development Agreement. The parties agree that each has the remedy of specific performance of these obligations.

(b) Time is of the essence to this Development Agreement and every right or responsibility required herein shall be performed within the times specified.

SECTION 24. ATTORNEYS' FEES.

In the event of any action to enforce the terms of this Development Agreement, the prevailing party shall be entitled to recover reasonable attorneys' fees, paralegals' fees, and all costs incurred, whether the same be incurred in a pre-litigation negotiation, litigation at the trial, or appellate level.

SECTION 25. FORCE MAJEURE.

The parties agree that in the event that the failure by either party to accomplish any action required hereunder within a specific time period ("Time Period") constitutes a default under terms of this Development Agreement, and if any such failure is due to any unforeseeable or unpredictable event or condition beyond the control of such party, including, but not limited to: acts of God, acts of government authority (other than the City's own acts), acts of public enemy or war, terrorism, riots, civil disturbances, power failure, shortages of labor or materials, injunction or other court proceedings beyond the control of such party, or severe adverse weather conditions ("Uncontrollable Event"); then notwithstanding any provision of this Development Agreement to the contrary, that failure shall not constitute a default under this Development Agreement and any Time Period prescribed hereunder shall be extended by the amount of time that such party was unable to perform solely due to the Uncontrollable Event.

SECTION 26. INDEMNIFICATION.

The Owner shall indemnify for and save the City harmless from and against any and all liability, claims for damages and suits for any injury to any person or persons, or damages to any property of any kind whatsoever arising out of in any way connected with the Owner's development of the Property as provided in this Development Agreement. This agreement by the Owner to indemnify and hold the City harmless shall include, but not be limited to: all charges, expenses, and costs, including reasonable attorneys' fees, both at trial and on appeal, incurred by the City on account of or by reason of such injuries, damages, liability, claims, suits, or losses and all damages arising therefrom.

SECTION 27. ENFORCEMENT; CITY'S RIGHT TO TERMINATE DEVELOPMENT AGREEMENT.

(a) This Development Agreement shall continue to be enforceable, unless lawfully terminated, notwithstanding any subsequent changes in any applicable law.

(b) The failure by the Owner to perform each and every one of its obligations hereunder shall constitute a default, entitling the City to pursue whatever remedies are available to it under Florida law or equity, including, without limitation, an action for specific performance and/or injunctive relief, or alternatively, the termination of this Development Agreement. Prior to the City filing any action or terminating this Development Agreement as a result of a default under this Development Agreement, the City shall first provide the Owner written notice of said default. Upon receipt of said notice, the Owner shall be provided a thirty (30) day period in which to cure the default to the reasonable satisfaction of the City prior to the City filing an action or terminating this Development Agreement. If thirty (30) days is not considered by the parties to be a reasonable period in which to cure the default, the cure period shall be extended to such cure period acceptable to the City, but in no case shall that cure period

exceed ninety (90) days from initial notification of default. Upon termination of the Development Agreement, the Owner shall immediately be divested of all rights and privileges granted hereunder.

SECTION 28. CAPTIONS.

Sections and other captions contained in this Development Agreement are for reference purposes only and are in no way intended to describe, interpret, define, or limit the scope, extent or intent of this Development Agreement, or any provision hereof.

SECTION 29. EXHIBITS.

Each exhibit referred to and attached to this Development Agreement is an essential part of this Development Agreement. The exhibits and any amendments or revisions thereto, even if not physically attached hereto, shall be treated as if they are part of this Development Agreement.

SECTION 30. INTERPRETATION.

(a) The Owner and the City agree that all words, terms and conditions contained herein are to be read in concert, each with the other, and that a provision contained under one (1) heading may be considered to be equally applicable under another in the interpretation of this Development Agreement.

(b) This Development Agreement shall not be construed more strictly against either party on the basis of being the drafter thereof, and both parties have contributed to the drafting of this Development Agreement.

SECTION 31. FURTHER ASSURANCES.

Each party agrees to sign any other and further instruments and documents consistent herewith as may be necessary and proper to give complete effect to the terms of this Development Agreement.

SECTION 32. COUNTERPARTS.

This Development Agreement may be executed in any number of counterparts, each of which shall be deemed an original, but all of which, taken together, shall constitute one (1) and the same document.

SECTION 33. MODIFICATIONS, AMENDMENTS AND NON-WAIVER.

(a) Unless provided for elsewhere in this Development Agreement, (1) Amendments to and waivers of the provisions herein shall be made by the parties only in writing by formal amendment, and (2) This Development Agreement shall not be modified or amended except by written agreement executed by all parties hereto and upon approval of the City Council of the City of Palm Coast.

(b) Failure of any party hereto to exercise any right hereunder shall not be deemed a waiver of any such right and shall not affect the right of such party to exercise at some future date any such right or any other right it may have.

SECTION 34. ENTIRE AGREEMENT AND EFFECT ON PRIOR AGREEMENTS.

This Development Agreement constitutes the entire agreement between the parties and supersedes all prior oral discussions, understandings, and agreements of any kind and nature, between the parties relating to the subject matter of this Development Agreement.

(SIGNATURES INTENTIONALITY TO NEXT PAGE)

IN WITNESS WHEREOF, the Parties have executed this Development Agreement on the dates set forth below.

CITY OF PALM COAST, FLORIDA

_____
_____, Mayor

ATTEST:

_____
_____, City Clerk

APPROVED AS TO FORM AND LEGALITY:

_____
_____, Esq.
City Attorney

STATE OF FLORIDA

COUNTY OF FLAGLER

The foregoing instrument was acknowledged before me by means of __ physical presence or __ online notarization this _____ day of _____, 2026, by _____, Mayor of the CITY OF PALM COAST, __ who is personally known to me or __ who produced _____ as identification.

_____
Notary Public – State of Florida
Print Name:_____
My Commission expires:

WITNESSES:

_____
_____
(print)

_____
_____
(print)

"OWNER"

_____ LLC, a Florida limited liability company

By:_____
_____, Manager

STATE OF FLORIDA

COUNTY OF FLAGLER

The foregoing instrument was acknowledged before me by means of __ physical presence or __ online notarization this _____ day of _____, 2023, by _____, Manager, _____, LLC (check one) □ who is personally known to me or □ who produced _____ as identification.

_____
Notary Public – State of Florida
Print Name:_____
My Commission expires:

EXHIBIT "A"

LEGAL DESCRIPTION OF THE PROPERTY

A portion of Sections 13 and 24, Township 12 South, Range 30 East, together with a portion of Sections 18 and 19, Township 12 South, Range 31 East, Flagler County, Florida, being a portion of Map of the Bunnell Development Company's Land at Bunnell, Florida, as recorded in Plat Book 1, Page 1, of the Public Records of said county, also being a portion of Revised Parcel 403, as described and recorded in Official Records Book 950, Page 1943, of said Public Records, together with all of Lot 13, Block 45, as depicted on Subdivision Plat Kanakakee Run—Section 65 Seminole Woods at Palm Coast, recorded in Map Book 17, Page 56, together with all of Reserved Parcels D3 and F-4, all of Lot 10, Block 14, and all of Lot 16, Block 10, as depicted on Subdivision Plat Zebulah's Trail—Section 63 Seminole Woods at Palm Coast, recorded in Map Book 18, Page 24, all of said Public Records, being more particularly described as follows:

For a Point of Beginning, commence at the Northwest corner of said Section 13; thence North 87°27'22" East, along the Northerly line of said Section 13, a distance of 2961.63 feet to its intersection with the Westerly line of said Subdivision Plat Zebulah's Trail—Section 63 Seminole Woods at Palm Coast; thence along said Westerly line the following 17 courses: Course 1, thence South 20°55'26" East, departing said Northerly line, 211.58 feet to a point on a non-tangent curve concave Easterly having a radius of 150.00 feet; Course 2, thence Southerly along the arc of said curve, through a central angle of 98°21'15", an arc length of 257.49 feet to a point on said curve, said arc being subtended by a chord bearing and distance of South 01°53'15" West, 227.02 feet; Course 3, thence South 05°31'19" East, along a non-tangent line, 669.87 feet to a point on a non-tangent curve concave Easterly having a radius of 150.00 feet; Course 4, thence Southerly along the arc of said curve, through a central angle of 73°26'22", a arc length of 192.26 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 15°27'56" East, 179.37 feet; Course 5, thence South 52°11'07" East, 136.97 feet; Course 6, thence South 02°05'57" East, 346.46 feet to the point of curvature of a curve concave Easterly having a radius of 550.00 feet; Course 7, thence Southerly along the arc of said curve, through a central angle of 16°39'59", an arc length of 159.99 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 10°25'57 East, 159.42 feet; Course 8, thence South 18°45'56" East, 136.41 feet; Course 9, thence South 71°14'04" West, 25.00 feet to the point of curvature of a curve concave Easterly having a radius of 150.00 feet; Course 10, thence Southerly along the arc of said curve, through a central angle of 180°00'00", an arc length of 471.24 feet to a point on said curve, said arc being subtended by a chord bearing and distance of South 18°45'56" East, 300.00 feet; Course 11, thence Southerly along the arc of a non-tangent curve concave Easterly having a radius of 150.00 feet, through a central angle of 180°00'00", an arc length of 471.24 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 18°45'56" East, 300.00 feet; Course 12, thence North 71°14'04" East, 25.00 feet; Course 13, thence South 18°45'56" East, 315.63 feet; Course 14, thence South 36°19'43" East, 128.96 feet; Course 15, thence South 20°50'43" West, 193.05 feet; Course 16, thence South 06°47'31" East, 236.49 feet to the point of curvature of a curve concave Northerly having a radius of 150.00 feet; Course 17, thence Easterly along the arc of said curve, through a central angle

180°00'00", an arc length of 471.24 feet to the point of tangency of said curve being the Southwesterly corner of said Reserved Parcel F-4, said arc being subtended by a chord bearing and distance of North 83°12'29" East, 300.00 feet; thence Easterly along the boundary lines of said Reserved Parcels F-4 and D3 the following 15 courses: Course 1, thence North 06°47'31" West, departing said Westerly line, 50.00 feet; Course 2, thence North 06°12'39" West, 80.71 feet; Course 3, thence North 14°31'01" East, 141.50 feet; Course 4, thence South 66°56'33" East, 50.00 feet; Course 5, thence North 68°07'42" East, 152.15 feet; Course 6, thence North 18°45'56" West, 125.00 feet to a point lying on the Southerly right of way line of Zaun Trail, a right of way as depicted on said Subdivision Plat Zebulah's Trail—Section 63 Seminole Woods at Palm Coast; Course 7, thence North 71°14'04" East, along said Southerly right of way line, 40.00 feet; Course 8, thence South 18°45'56"East, departing said Southerly right of way line, 230.00 feet to a point on a non-tangent curve concave Northeasterly having a radius of 150.00 feet; Course 9, thence Southeasterly along the arc of said curve, through a central angle 81°38'47", an arc length of 213.75 feet to a point on said curve, said arc being subtended by a chord bearing and distance of South 59°35'20" East, 196.12 feet; Course 10, thence North 10°24'43" West, 110.00 feet to a point lying on the Southerly right of way line of Zachary Place, a 50 foot right of way as depicted on said Subdivision Plat 10°24'43" West, 110.00 feet to a point lying on the Southerly right of way line of Zachary Place, a 50 foot right of way as depicted on said Subdivision Plat Zebulah's Trail—Section 63 Seminole Woods at Palm Coast; Course 11, thence Easterly along said Southerly right of way line and along the arc of a non-tangent curve concave Northerly having a radius of 40.00 feet; through a central angle of 16°42'24", an arc length of 11.66 feet to a point on said curve, said arc being subtended by a chord bearing and distance of North 71°14'04" East 11.62 feet; Course 12, thence South 27°07'08" East, departing said Southerly right of way line, 110.00 feet to a point on a non-tangent curve concave Westerly having a radius of 150.00 feet; Course 13, thence Northerly along the arc of said curve, through a central angle of 81°38'48", an arc length of 213.75 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of North 22°03'28" East, 196.12 feet; Course 14, thence North 18°45'56" West, 105.00 feet; Course 15, thence North 71°14'04" East, 320.00 feet; thence South 16°08'17" East, continuing along said boundary line of Reserved Parcel D-3 and along said Westerly line of Subdivision Plat Zebulah's Trail—Section 63 Seminole Woods at Palm Coast, 979.40 feet; thence South 13°42'58" East, continuing along said Westerly line, 2050.00 feet to the Northwesterly corner of said Lot 10, Block 14; thence along the boundary line of said Lot 10, Block 14, the following 5 courses: Course 1, thence North 76°17'02" East, departing said Westerly line, 125.00 feet to a point lying on the Westerly right of way line of Zonal Court, a variable width right of way as depicted on said Subdivision Plat Zebulah's Trail—Section 63 Seminole Woods at Palm Coast; Course 2, thence South 13°42'58" East, along said Westerly right of way line, 44.00 feet; Course 3, thence South 23°09'13" West, continuing along said Westerly right of way line, 25.00 feet; Course 4, thence South 13°42'58" East, continuing along said Westerly right of way line, 20.00 feet; Course 5, thence South 76°17'02" West, departing said Westerly right of way line, 110.00 feet to the Southwesterly corner thereof, said corner lying on said Westerly line of Subdivision Plat Zebulah's Trail—Section 63 Seminole Woods at Palm Coast; thence South 13°42'58" East, along said Westerly line, 549.66 feet to the point of curvature of a curve concave Easterly having a radius of 2940.00 feet; thence Southerly, continuing along said Westerly line and along the arc of said curve, through a central angle of 06°28'07", an arc length of 331.92 feet to the

Northwesterly corner of said Lot 16, Block 10, said arc being subtended by a chord bearing and distance of South 16°57'02" East, 331.74 feet; thence along the boundary line of said Lot 16, Block 10, the following 4 courses: Course 1, thence North 69°48'54" East, departing said Westerly line, 125.00 feet to a point lying on said Westerly right of way line of Zonal Court, said point lying on a non-tangent curve concave Northeasterly having a radius of 100.00 feet; Course 2, thence Southeasterly along said Westerly right of way line and along the arc of said curve, through a central angle of 37°48'57", an arc length of 66.00 feet to a point lying on the Westerly right of way line of Zonal Geranium Trail, a right of way as depicted on said Subdivision Plat Zebulah's Trail—Section 63 Seminole Woods at Palm Coast, said arc being subtended by a chord bearing and distance of South 39°05'34" East, 64.81 feet; Course 3, thence Southerly, along last said Westerly right of way line and along the arc of a non-tangent curve concave Easterly having a radius of 100.00 feet, through a central angle of 16°12'39", an arc length of 28.29 feet to a point on said curve, said arc being subtended by a chord bearing and distance of South 07°00'40" West, 28.20 feet; Course 4, thence South 68°03'08" West, departing said Westerly right of way line, 131.78 feet to the Southwesterly corner thereof, said corner lying on said Westerly line of Subdivision Plat Zebulah's Trail—Section 63 Seminole Woods at Palm Coast; thence Southerly along said Westerly line the following 13 courses: Course 1, thence Southwesterly along the arc of a non-tangent curve concave Northeasterly having a radius of 2940.00 feet, through a central angle of 03°11'46", an arc length of 164.01 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 23°32'45" East, 163.99 feet; Course 2, thence South 25°08'38" East, 483.89 feet; Course 3, thence South 64°51'22" West, 345.00 feet to the point of curvature of a curve concave Northeasterly having a radius of 150.00 feet; Course 4, thence Southeasterly along the arc of said curve, through a central angle of 180°00'00", an arc length of 471.24 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 25°08'38" East, 300.00 feet; Course 5, thence North 64°51'22" East, 345.00 feet; Course 6, thence North 64°51'22" East, 345.00 feet; Course 7, thence South 25°08'38" East, 1150.00 feet; Course 8, thence South 64°51'22" West, 105.00 feet to the point of curvature of a curve concave Northeasterly having a radius of 150.00 feet; Course 9, thence Southeasterly along the arc of said curve, through a central angle of 180°00'00", an arc length of 471.24 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 25°08'38" East, 300.00 feet; Course 10, thence North 64°51'22" East, 105.00 feet; Course 11, thence South 25°08'38" East, 210.00 feet to the point of curvature of a curve concave Northeasterly having a radius of 150.00 feet; Course 12, thence Southeasterly along the arc of said curve, through a central angle 81°38'48", an arc length of 213.75 feet to a point on said curve, said arc being subtended by a chord bearing and distance of South 65°58'02" East, 196.12 feet; Course 13, thence South 45°00'43" East, along a non-tangent line, 744.60 feet to a point lying on the Northerly right of way line of Belle Terre Boulevard, a variable width right of way as presently established; thence Westerly along said Northerly right of way line the following 7 courses: Course 1, thence Southwesterly along the arc of a non-tangent curve concave Northwesterly having a radius of 1420.00 feet, through a central angle of 23°12'37", an arc length of 575.24 feet to a point on said curve, said arc being subtended by a chord bearing and distance of South 37°03'49" West, 571.31 feet; Course 2, thence North 41°22'55" West, 4.74 feet to a point on a non-tangent curve concave Northerly having a radius of 1415.00 feet; Course 3, thence Westerly along the arc of said curve, through a central angle of 40°02'29", an

arc length of 988.88 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 68°38'20" West, 968.88 feet; Course 4, thence South 88°39'35" West, 211.11 feet; Course 5, thence South 01°20'25" East, 5.00 feet to a point on a non-tangent curve concave Northerly having a radius of 5689.12 feet; Course 6, thence Westerly along the arc of said curve, through a central angle of 00°59'59", an arc length of 99.27 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 89°09'36" West, 99.27 feet; Course 7, thence South 89°39'35" West, 994.09 feet; thence Northerly along said Northerly line of said Subdivision Plat Kankakee Run—Section 65 Seminole Woods at Palm Coast the following 5 courses: Course 1, thence North 00°20'25" West, departing said Northerly right of way line, 300.00 feet; Course 2, thence South 89°39'35" West, 127.70 feet; Course 3, thence North 00°20'25" West, 113.58 feet; Course 4, thence North 44°39'35" East, 50.00 feet to the point of curvature of a curve concave Westerly having a radius of 150.00 feet; Course 5, thence Northerly along the arc of said curve, through a central angle of 98°21'02", an arc length of 257.48 feet to the Northeasterly corner of said Lot 13, Block 45, said arc being subtended by a chord bearing and distance of North 04°30'56" West, 227.01 feet; thence along the boundary line of said Lot 13, Block 45, the following 3 courses: Course 1, thence South 36°18'22" West, departing said Northerly line, 110.00 feet to a point lying on the Northerly right of way line of Kainite Court, a 50 foot right of way as depicted on said Subdivision Plat Kankakee Run—Section 65 Seminole Woods at Palm Coast, said point being a point on a non-tangent curve concave Southerly having a radius of 40.00 feet; Course 2, thence Westerly along said Northerly right of way line and along the arc of said curve, through a central angle of 55°51'28", an arc length of 39.00 feet to a point on said curve, said arc being subtended by a chord bearing and distance of North 81°37'32" West, 37.47 feet; Course 3, thence North 19°33'26" West, departing said Northerly right of way line, 110.00 feet to the Northwesterly corner thereof, said corner lying on said Northerly line of Subdivision Plat Kankakee Run—Section 65 Seminole Woods at Palm Coast; thence Southwesterly along said Northerly line the following 9 courses: Course 1, thence Southwesterly along the arc of a non-tangent curve concave Southeasterly having a radius of 150.00 feet, through a central angle of 25°47'09", an arc length of 67.51 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 57°33'10" West, 66.94 feet; Course 2, thence South 44°39'35" West, 238.91 feet; Course 3, thence South 00°20'25" East, 192.13 feet; Course 4, thence South 89°39'35" West, 282.47 feet; Course 5, thence North 00°20'25" West, 50.00 feet to the point of curvature of a curve concave Southerly having a radius of 150.00 feet; Course 6, thence Westerly along the arc of said curve, through a central angle of 180°0'00", an arc length of 471.24 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 89°39'35" West, 300.00 feet; Course 7, thence South 00°20'25" East, 50.00 feet; Course 8, thence South 89°39'35" West, 253.41 feet; Course 9, thence South 00°20'25" East, 300.00 feet to a point lying on said Northerly right of way line of Belle Terre Boulevard; thence South 89°39'35" West, along said Northerly right of way line, 63.24 feet to the point of curvature of a curve concave Southerly having a radius of 1521.26 feet; thence Westerly continuing along said Northerly right of way line and along the arc of said curve, through a central angle of 06°41'48", an arc length of 177.80 feet to the Southeasterly corner of RP 190, as described and recorded in Official Records Book 1004, Page 341, of said Public Records, said arc being subtended by a chord bearing and distance of South 86°18'42" West, 177.70 feet; thence North 07°02'15" West, departing said Northerly right of way line and

along the boundary line of said RP 190, a distance of 50.00 feet; thence South 78°41'33" West, continuing along said boundary line, 70.00 feet to the Northwesterly corner thereof, said corner lying on said Northerly line of Subdivision Plat Kankakee Run—Section 65 Seminole Woods at Palm Coast; thence Northwesterly along said Northerly line the following 21 courses: Course 1, thence North 30°31'09" West, 57.09 feet; Course 2, thence North 59°28'51" East, 15.00 feet to the point of curvature of a curve concave Westerly having a radius of 225.00 feet; Course 3, thence Northerly along the arc of said curve, through a central angle of 90°00'00", an arc length of 353.43 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of North 14°28'51" East, 318.20 feet; Course 4, thence North 30°31'09" West, 1215.00 feet; Course 5, thence North 59°28'51 East, 173.41 feet; Course 6, thence North 30°31'09" West, 300.00 feet; Course 7, thence North 59°28'51" East, 80.00 feet; Course 8, thence North 30°31'09" West, 300.00 feet; Course 9, thence North 59°28'51" East, 79.56 feet; Course 10, thence North 19°12'34" West, 1199.35 feet; Course 11, thence North 39°07'43" West, 238.04 feet; Course 12, thence South 89°59'53" West, 270.01 feet to the point of curvature of a curve concave Easterly having a radius of 150.00 feet; Course 13, thence Southerly along the arc of said curve, through a central angle of 180°00'00", an arc length of 471.24 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 00°00'07" East, 300.00 feet; Course 14, thence North 89°59'53" East, 50.00 feet; Course 15, thence South 53°08'54" East, 63.20 feet; Course 16, thence South 30°31'09" East, 6.35 feet; Course 17, thence South 59°28'51" West, 1066.59 feet; Course 18, thence North 30°31'09" West, 660.00 feet; Course 19, thence South 59°28'51" West, 253.41 feet; Course 20, thence North 30°31'09" West, 468.41 feet; Course 21, thence South 59°28'51" West, 300.00 feet; thence North 89°14'34"West, continuing along said Northerly line and its Westerly prolongation, 125.81 feet to a point lying on the Westerly line of said Section 24; thence North 00°46'05" East, along said Westerly line, 1907.73 feet to the Northwesterly corner thereof, said corner also being the Southwesterly corner of said Section 13; thence North 01°12'31" West, along the Westerly line of said Section 13, a distance of 5279.19 feet to the Point of Beginning.

Less and Except Tract 12, also known as Tract "A", as described and recorded in Official Records Book 1907, Page 1119, of the Public Records of Flagler County, Florida.

Containing 1006.37 acres, more or less.

EXHIBIT "B"

LEGAL DESCRIPTIONS OF THE ADDITIONAL PROPERTY

LOT 10 OF BLOCK 14, OF PALM COAST, MAP OF ZEBULAH'S TRAIL, SECTION 63, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN MAP BOOK 18, AT PAGE 28, OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA.

AND

RESERVED PARCELS D-3 AND F-4, OF PALM COAST, MAP OF ZEBULAH'S TRAIL, SECTION 63, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 18, PAGE 29 AND 31, OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA.

EXHIBIT "C"

CONCEPTUAL MASTER PLAN

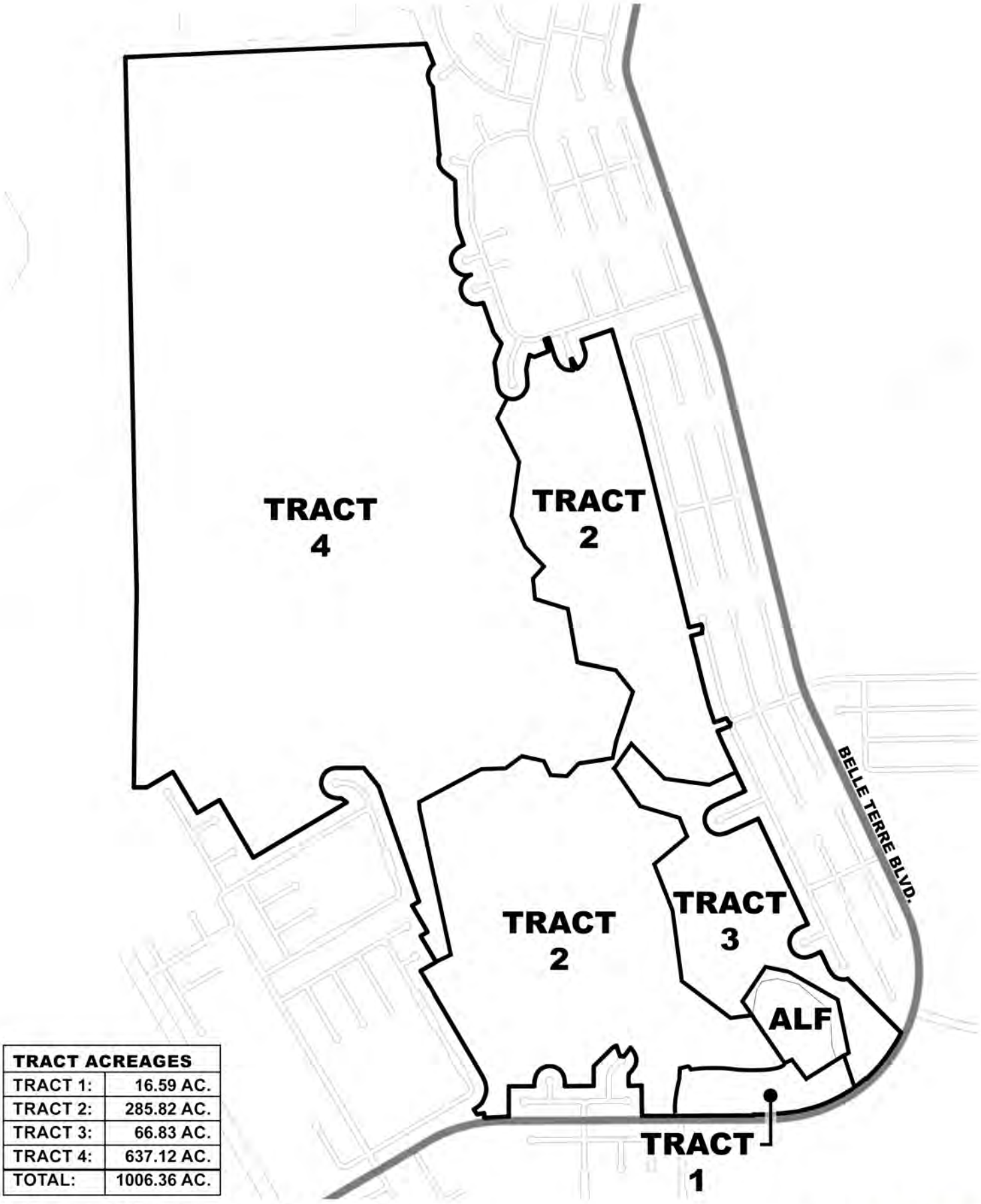
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SINGLE FAMILY
SUMMARY TOTALS:
98 - 20' TOWNHOMES
144 - 40' LOTS
195 - 50' LOTS
32 - 60' LOTS
469 LOTS TOTAL
APRIL 28, 2026
N
300'
PROPOSED BORROW PIT ACCESS ROAD
PROPOSED BORROW PIT
ZAUB TRAIL
20' STABILIZED EMERGENCY ACCESS ROAD
WILDLIFE CROSSING
AGE RESTRICTED-ACTIVE ADULT
92 - 40' LOTS (42%)
94 - 50' LOTS (43%)
32 - 60' LOTS (15%)
218 LOTS TOTAL
UPLAND AREA: 155.45 Ac.
WETLAND IMPACTS: 7.68 Ac.
GATED ACCESS TO AGE RESTRICTED ACTIVE ADULT
20' STABILIZED EMERGENCY ACCESS ROAD
ZOMAL COURT
ZOMAL GERANIUM TRAIL
ZOMAL GERANIUM TRAIL
WILDLIFE CROSSING
WILDLIFE CROSSING
SINGLE FAMILY RESIDENTIAL
2 - 40' LOTS (2%)
MULTI-FAMILY RESIDENTIAL
98 - TOWNHOME LOTS (98%)
100 LOTS TOTAL
WILDLIFE CROSSING
WILDLIFE CROSSING
SINGLE FAMILY RESIDENTIAL
50 - 40' LOTS (33%)
101 - 50' LOTS (67%)
151 LOTS TOTAL
50' R/W COLLECTOR ROAD
BELLE TERRE BOULEVARD
JUNK YARD
KANKAKEE RUN

EXHIBIT "D"

TRACT MAP

ON FOLLOWING PAGE



TRACT ACREAGES	
TRACT 1:	16.59 AC.
TRACT 2:	285.82 AC.
TRACT 3:	66.83 AC.
TRACT 4:	637.12 AC.
TOTAL:	1006.36 AC.

Magnolia Trace - Palm Coast

Exhibit D: Tract Map
29 April 2026

0' 600' 1200'

N

ETM
ENGLAND-THIMS & MILLER

EXHIBIT "E"

Magnolia Trace
Land Use Conversion Table

Trip Generation Rate Calculations			
Land Use	*ITE LUC*	*Independent Variable*	*PM Peak Hour Ave Trip Rate*
Single-Family Detached Housing	210	DU	0.93
Multi-family Low-Rise	220	DU	0.52
Multi-family Mid-Rise	221	DU	0.38
Senior Adult Housing—Single-Family	251	DU	0.29
Senior Adult Housing—Multifamily	252	DU	0.25

Note: Average PM peak hour trip rate calculated using the following criteria:
1) Trip rate from the ITE's Trip Generation Manual, 12th Edition
2) No Pass-by considered
3) No Internal Capture considered

TO: / FROM:	Single-Family Detached Housing (DU)	Multi-family Low-Rise (DU)	Multi-family Mid-Rise (DU)	Senior Adult Housing—Single-Family (DU)	Senior Adult Housing—Multifamily (DU)
Single-Family Detached Housing	1	1.79	2.4474	3.2069	3.7200
Multi-family Low-Rise	0.56	1	1.3684	1.7931	2.0800
Multi-family Mid-Rise	0.41	0.7308	1	1.3103	1.5200
Senior Adult Housing—Single-Family	0.31	0.5577	0.7632	1	1.1600
Senior Adult Housing—Multifamily	0.27	0.4808	0.6579	0.8621	1

Example: Convert 100 Du's of Single Family Residential to Multi-family Low-Rise

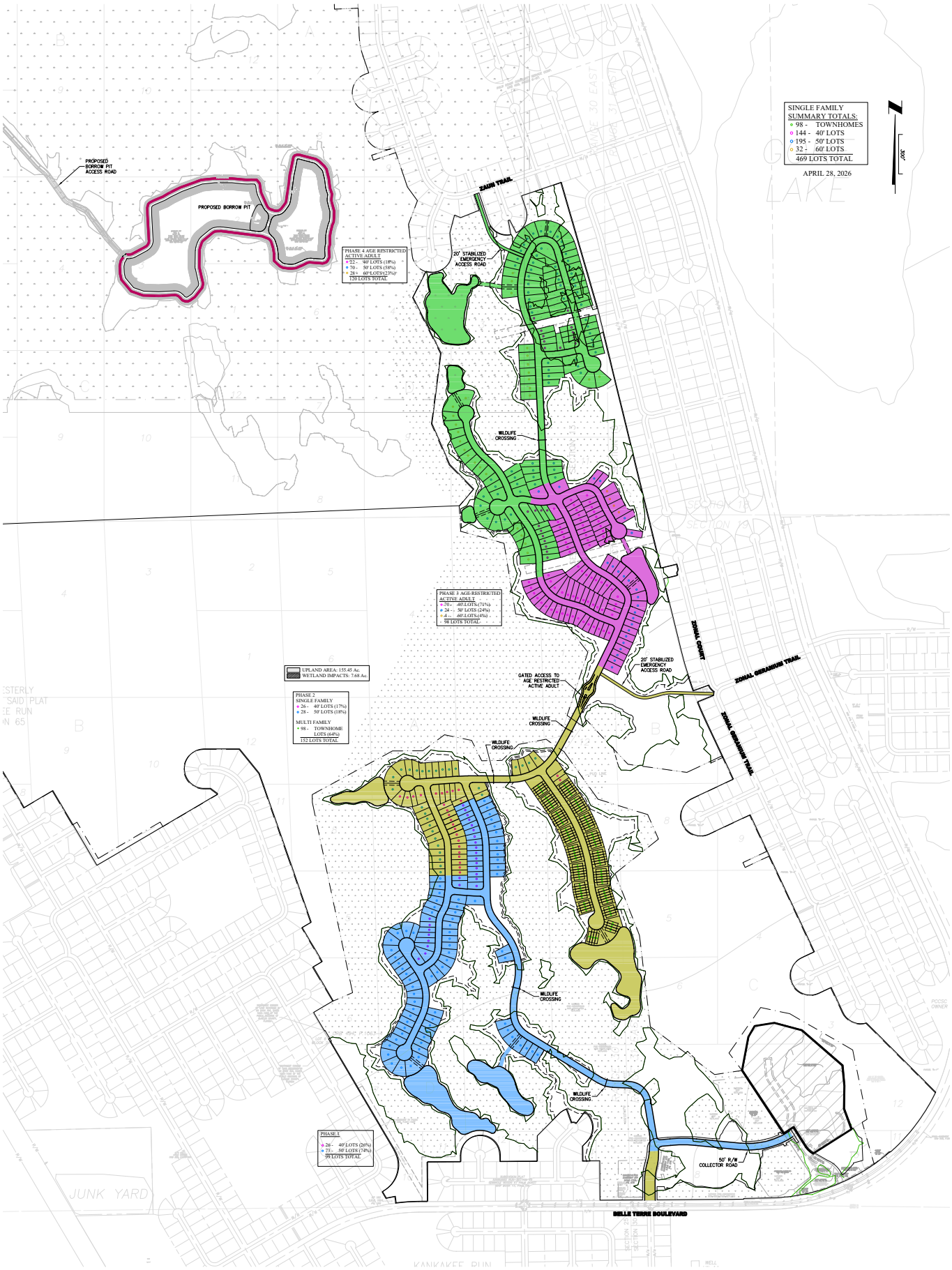
100 x 1.79 = 179

100 Single Family Dwelling Units is equivalent to 179 Multi-family Low-Rise units

EXHIBIT "F"

PHASING PLAN

ON FOLLOWING PAGE


SINGLE FAMILY
SUMMARY TOTALS:
98 - TOWNHOMES
144 - 40' LOTS
195 - 50' LOTS
32 - 60' LOTS
469 LOTS TOTAL
APRIL 28, 2026
N
300'
PROPOSED BORROW PIT ACCESS ROAD
PROPOSED BORROW PIT
ZAHS TRAIL
20' STABILIZED EMERGENCY ACCESS ROAD
PHASE 4 AGE RESTRICTED ACTIVE ADULT
52 - 40' LOTS (18%)
70 - 50' LOTS (58%)
28 - 60' LOTS (23%)
120 LOTS TOTAL
WILDLIFE CROSSING
PHASE 3 AGE RESTRICTED ACTIVE ADULT
70 - 40' LOTS (71%)
24 - 50' LOTS (24%)
4 - 60' LOTS (4%)
98 LOTS TOTAL
ZONAL COUNTY
ZONAL GERANIUM TRAIL
UPLAND AREA: 155.45 Ac.
WETLAND IMPACTS: 7.68 Ac.
20' STABILIZED EMERGENCY ACCESS ROAD
GATED ACCESS TO AGE RESTRICTED ACTIVE ADULT
PHASE 2
SINGLE FAMILY
26 - 40' LOTS (17%)
28 - 50' LOTS (18%)
MULTI FAMILY
98 - TOWNHOME LOTS (64%)
152 LOTS TOTAL
WILDLIFE CROSSING
WILDLIFE CROSSING
WILDLIFE CROSSING
WILDLIFE CROSSING
PHASE 1
26 - 40' LOTS (26%)
73 - 50' LOTS (74%)
99 LOTS TOTAL
50' R/W COLLECTOR ROAD
BELLE TERRE BOULEVARD
JUNK YARD
KANKAKEE RUN

Phase II & Phase III Archaeological Investigations of the Gore Lake Mound (8FL00029) Flagler County, Florida

Flagler County Parcel Identification Number:
24-12-31-4140-00T40-0000

Prepared for:
GreenPointe Developers, LLC
7807 Baymeadows Road East, Suite 205
Jacksonville, Florida 32256

Prepared by:
Dana Ste.Claire, M.A., RPA
Christina Cole, M.A.
Laura Potts Warde, M.A.
Heritage Cultural Services, LLC
St. Augustine, Florida

December 2025

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Introduction

This document reports the findings of an Phase II & III archaeological investigations and mitigative excavations of the Gore Lake Mound (8FL00029) located in the proposed GreenPointe Magnolia Trace development property located in the City of Palm Coast, Florida, conducted for GreenPointe Developers, 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 October - December 2025, was to investigate the integrity of the Gore Lake Mound (8FL00029) and evaluate its 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 Magnolia Trace development on 8FL00029.

The Phase II & III investigations (mitigative excavations) of the Gore Lake Mound (8FL00029) falls within the proposed GreenPointe Magnolia Trace development property located north of Belle Terre Parkway in the City of Palm Coast, Flagler County, Florida; Section 24, Township 12 North, Range 30 East (Flagler County Parcel Identification Number: 24-12-31-4140-00T40-0000) (see site location figures). 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 Phase II and III archaeological investigations were conducted for 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 8FL00029 was potentially eligible for listing in the *National Register of Historic Places*. 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 archaeological investigation be conducted at the subject site to determine site condition, integrity and NR status.

A search of the Florida Master Site File (FMSF), Florida Division of Historical Resources, Tallahassee, indicated that other historical and archaeological sites were located in the general area of but not in proximity to 8FL00029 (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.



Legend

Gore Lake Mound (8FL00029)

0 250 500 1,000 1,500 2,000 Meters

N

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Topographic Location Map

Phase III Investigations of Gore Lake Mound (8FL00029)

Flagler County, FL

Information represented on this map is for planning purposes only.

Date: October 05 2025

Scale: 1:24,000

Source: USGS 7.5' Topographic Quadrangle (Flagler Beach West, FL 1956)

Figure: 1



Legend

Gore Lake Mound (8FL00029)

0 50 100 200 300 400 Meters

N

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Topographic Location Map

Phase III Investigations of Gore Lake Mound (8FL00029)

Flagler County, FL

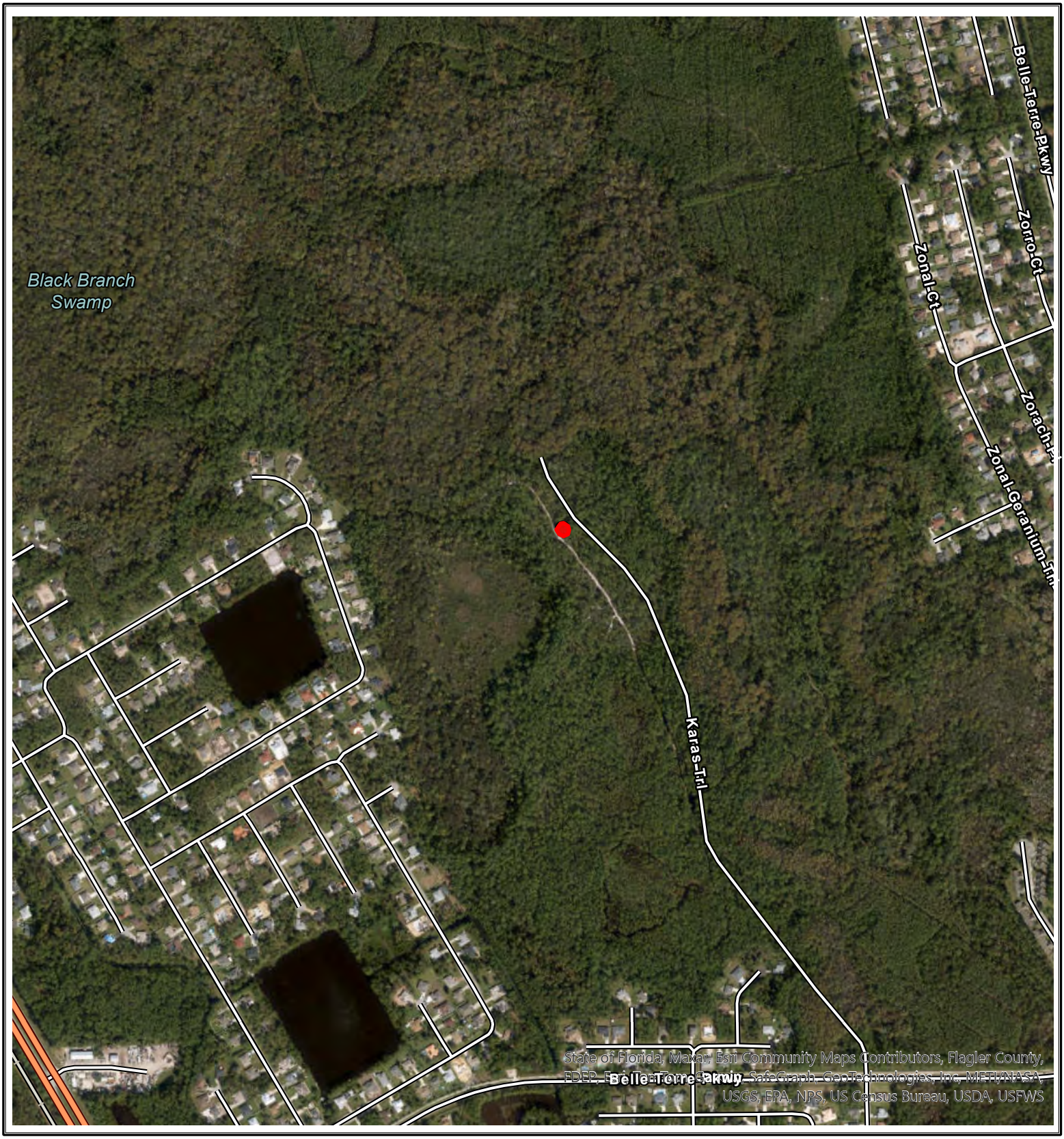
Information represented on this map is for planning purposes only.

Date: October 05 2025

Scale: 1:5,000

Source: USGS 7.5' Topographic Quadrangle (Flagler Beach West, FL 1956)

Figure: 2



Legend

Gore Lake Mound (8FL00029)

0 75 150 300 450 600 Meters

N

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Aerial Location Map

Phase III Investigations of Gore Lake Mound (8FL00029)

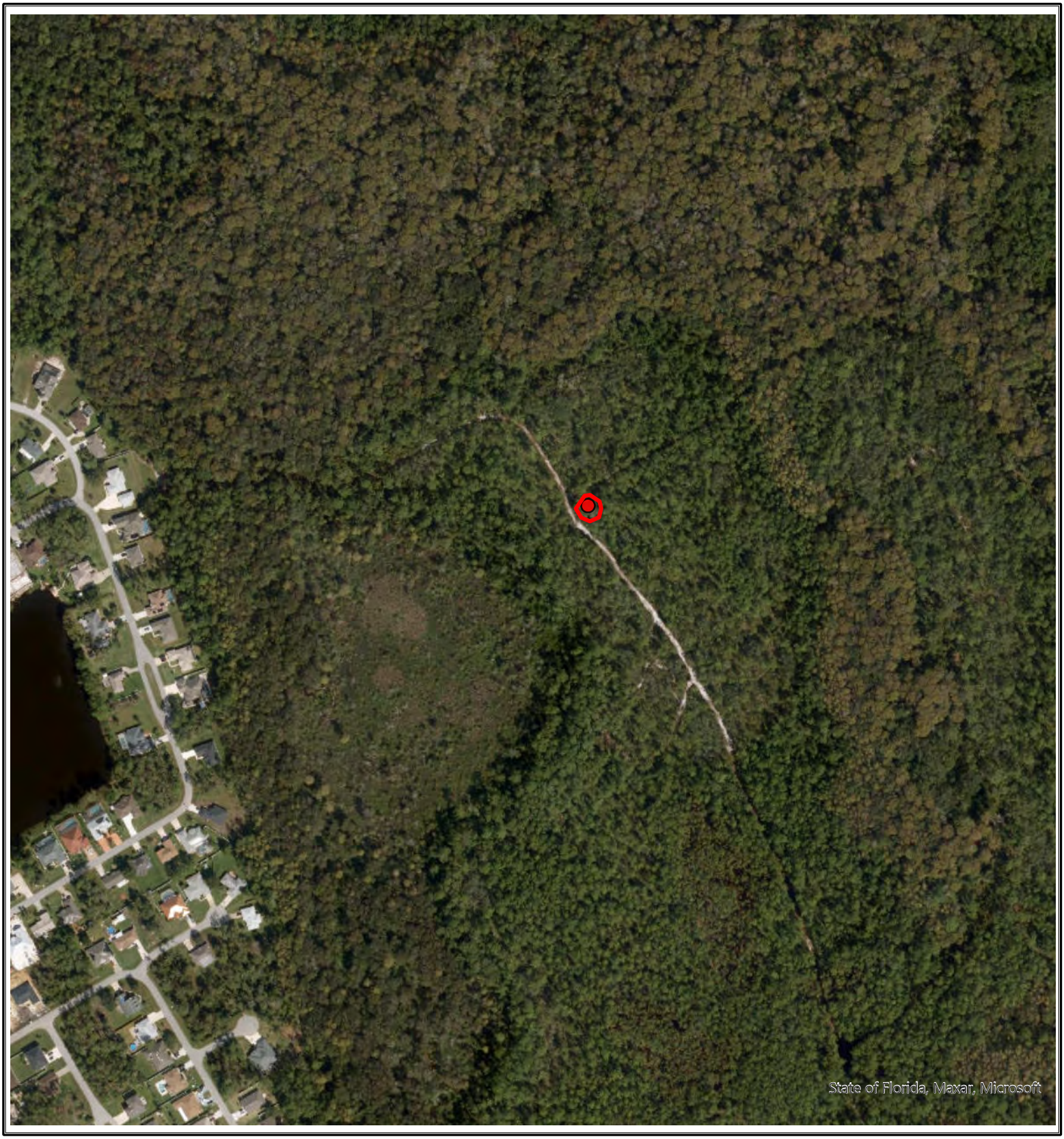
Flagler County, FL

Information represented on this map is for planning purposes only.

Date: October 05 2025

Scale: 1:10,000

Figure: 3



Legend

Gore Lake Mound (8FL00029)

0 50 100 200 300 400 Meters

N

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Aerial Location Map

Phase III Investigations of Gore Lake Mound (8FL00029)

Flagler County, FL

Information represented on this map is for planning purposes only.

Date: October 05 2025

Scale: 1:5,000

Figure: 4



Legend

Gore Lake Mound (8FL00029)

0 7.5 15 30 45 60 Meters

N

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Aerial Location Map

Phase III Investigations of Gore Lake Mound (8FL00029)

Flagler County, FL

Information represented on this map is for planning purposes only.

Date: October 05 2025

Scale: 1:1,000

Figure: 5

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 Gore Lake Mound (8FL00029) 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, lessor 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. Nocoroco (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, from1835-1842 (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
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. Eliott's plantation (near present-day Scottsmoor). 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" (Shafer: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 in 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. Eliott's plantation (near present-day Scottsmoor). 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.

Chronology of Gore Mound (8FL00029) Archaeological Investigations

A review of Cyrus Thomas' Catalogue of Prehistoric Works East of the Rocky Mountains revealed several mounds Flagler County, but not the Gore Lake Mound (8FL29) specifically. It was not until James Miller's and John Griffin's area investigations in the late 1970s that this mound was documented. The original 8FL29 site is as follows: "Gore Lake Mound was pointed out by the ICDC forester (Bill Ferguson) who learned its location from a local resident. The sand burial mound measures some 70 feet in diameter and stands between three and four feet high. A rather large hole in the center has caused some disturbance, and incidentally, allowed the mound to be visible on aerial photography" (Miller, 1978). Miller and Griffin reported found St. Johns plain pottery.

In October of 1986, amateur archaeologist Jim Davis updated the site form as part of an informal survey conducted in affiliation with Bruce Piatek and Associates. He described it as "dozed and leveled for planned development," and the site file contains a note stating, "James Snyder told me of this site. He said that he was a heavy equipment operator who at the time the site was cleared worked for Palm Coast. Before he dozed the mound, he said it was several feet in height (2-3) and that there were several holes in the mound. As he bulldozed the mound, he said that he would stop to pick up pottery and bones. Mr. Snyder also told me that he found pottery on a small sand ridge south of the mound which he thought was a village area" (1986 site file form for 8FL29). According to Davis, the mound had suffered from substantial impact from bulldozer activity. He reported finding six sherds of St. Johns Plain pottery, one piece of sand-tempered plain pottery, and two unidentifiable bones. In a subsequent letter dated 2 January 1987, Jim Miller disputes Davis' assessment of 8FL29, stating, "I called the people at Palm Coast about the destruction on this mound. They say it is still intact, as recorded by me in July 82. Don't use the update form" (see 8FL29 site file form).

In 2004, Heritage Cultural Services, LLC, (HCS) investigated and documented the Gore Lake Mound during a 1,524-acre Phase I CRAS survey of the Flagler Central Commerce Park (MS #10570). Although the site was disturbed during prior land development, HCS identified the base of the mound. HCS did not find any artifacts in areas surrounding the periphery of the mound's base during subsurface testing, but St. Johns Check-Stamped and St. Johns Plain pottery were recovered from test units excavated near the center of the mound. No human remains were encountered at this time. HCS stated in their report that "most of the interior 'top' of the mound has been excavated away by bulldozer and pot-hunting activities, but the base of the mound is clearly discernable." HSI evaluated the site as potentially eligible for inclusion in the *National Register of Historic Places* due to the potential for subsurface cultural materials and human remains; the State Historic Preservation Office (SHPO) concurred with this evaluation (Ste.Claire 2004).

Research Design & Field Methodology Gore Mound (8FL00029)

Heritage Cultural Services, LLC, in 2004 investigated and documented the Gore Lake Mound (8FL00029) during a Phase I CRAS survey of the Flagler Central Commerce Park (MS #10570). The survey spanned 1,524 acres and included the subject property. The Gore Lake Mound is a St. Johns I - II-period sand burial mound initially recorded to the Florida Master Site File (FMSF) by James Miller and John Griffin in 1980. Although the site was disturbed during land development in the years that followed, HCS identified the base of the mound. HCS did not find any artifacts in areas surrounding the periphery of the mound's base during subsurface testing, but St. Johns Check-Stamped and St. Johns Plain pottery were recovered from test units excavated near the center of the mound. HSI evaluated the site as potentially eligible for inclusion in the *National Register of Historic Places* due to the potential for subsurface cultural materials and human remains; the State Historic Preservation Office (SHPO) concurred with this evaluation.

The Florida Division of Historical Resource documented that the Gore Lake Mound (8FL00029), a prehistoric site identified as a burial mound, was located on the GreenPointe development property. The mound (above ground portion of the site) has been compromised (nearly leveled), but there are subsurface archaeological deposits containing human skeletal remains, and due to this situation, the site was deemed potentially eligible for listing in the *National Register of Historic Places*, the criteria by which site significance is measured. Site 8FL00029 is protected by law under Florida Statute Chapter 872, as well as federal regulations.

GreenPointe Developers, LLC, elected to mitigate the adverse impact to the burial mound by having it fully excavated by HCS archaeologists (data recovery). The State Archaeologist and SHPO (State Historic Preservation Office) with the Florida Division of Historical Resources were in communication, as they oversee all unmarked burial issues on public lands or properties undergoing state and federal agency permitting. Also, because the cultural resource impacted is a prehistoric indigenous burial mound, the Seminole Tribe of Florida (STOF) and the Tribal Historic Preservation Officer (THPO), the Native American equivalent of the SHPO, may be part of the review process.

The Phase II & III archaeological investigations were conducted in concurrence with the current standards and requirements of the City of Palm Coast, the Florida Division of Historical Resources (DHR)/State Historic Preservation Office (SHPO), the Seminole Tribe of Florida (STOF), the Tribal Historic Preservation Office (THPO), all permitting agencies pursuant to State cultural resource provisions contained in Section 380.06, Chapters 267 and 373, Florida Statutes, Florida's Coastal Management Program. The authority for this procedure is Section 106 of the National Historic Preservation Act of 1966 (Public Law 89-665 amended), and 36 CFR Part 800: Protection of Historic Properties. The State Historic Preservation Office (SHPO) advises Federal and State agencies as they identify historic properties (listed or eligible for listing in the *National Register of Historic Places*), assess effects upon them, and consider alternatives to minimize adverse effects.

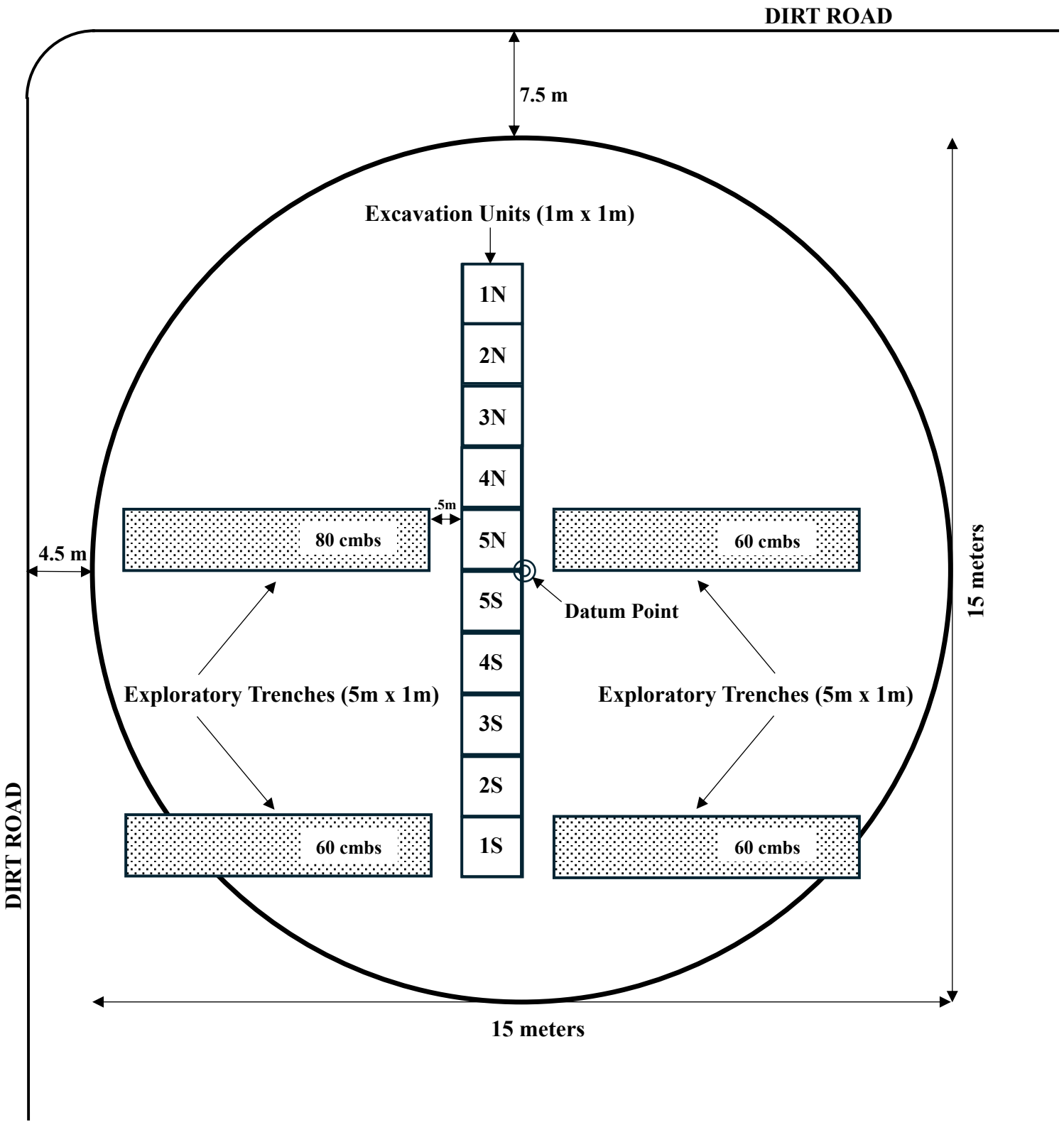
During archaeological investigations (Phase II & III mitigation excavations), if site 8FL0029 or related cultural features were confirmed to contain unmarked human burials and/or human skeletal remains, by procedure these will be brought to the attention of a District Medical Examiner, if it was determined 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. Because it has been determined that 8FL00029 is a prehistoric indigenous site, all work will be done in coordination with the State Archaeologist (Florida Division of Historical Resources) who will make a final determination of adverse effect through the authority of their respective jurisdiction as defined by Florida Statutes. Procedures outlined in Chapter 872.05, Florida Statutes, will be followed regarding site mitigation and reporting, this through the authority and direction of the State Archaeologist and, if necessary, the District Medical Examiner.

The principal objective of the Phase II & III mitigative archaeological excavations was to determine if the remains of the mound (floor) contained burials or human skeletal remains and, if interments or remains were not present, to retrieve a significant and/or appropriate sample of the cultural materials of 8FL00029 so that the site could be developed over. It was proposed that any low frequencies of human burials and human skeletal material would be documented (recorded via GPS, described, mapped, and photographed), carefully extracted (exhumed) and placed in conservation containers, then transferred to an appropriate repository until the remains could be reinterred at a location that meets the approval if the SHPO, Tribal Historic Preservation Office (THPO) and the Seminole Tribe of Florida (STOF), as well as any other jurisdictional or participating Native American Tribal Councils & Governments. Each step of the process would be coordinated with the SHPO and THPO with data reported to these agencies.

The Phase II & III mitigative strategy was comprised of multiple formal excavation units and exploratory trenches placed across the footprint of the burial mound to 1) sample the site to determine the extent of any prehistoric interments or presence of human skeletal remains; 2) evaluate site integrity (level of preservation or disturbance); and 3) retrieve a representative sample of cultural materials from the burial mound prior to its destruction.

Excavations began as a series of contiguous 1 x 1- meter square units placed north-south across the center of the mound floor (footprint of the mound) (see Excavation Plan). Each unit was excavated individually as a self-contained square unit to either hardpan or water table (approximately 60 centimeters below surface) until all the units merged as a 1 x 10-meter trench. When the hand-excavated 1 x 1-meter units produced a very small frequency (N = 5) of artifacts (St. Johns Plain pottery sherds recovered from ¼" wire mesh screens) and revealed no human interments or skeletal remains, a backhoe specialist (an employee of Heritage Cultural Services) was brough in to excavated four exploratory trenches in levels radiating east and west from the central units. A team of archaeologists monitored the excavation of the exploratory trenches and screened bucket samples intermittently. No burial remains, human skeletal material or cultural materials were observed or recovered from the four exploratory trenches.

Gore Lake Mound Excavation Plan



Survey Results and Management Recommendations

Phase II archaeological investigations and Phase III mitigative excavations at the Gore Lake Mound (8FL00029) in the City of Palm Coast were confined to the floor and subfloor contexts of the site in that the mound proper had been bulldozed, carried away and leveled in the 1970s and 1980s (see Previous Archaeological Investigations section). Ten controlled unit excavations (1 x 1-meter units forming a 1 x 10-meter trench) across the center of the mound floor and four radiating exploratory trenches excavated in levels by an archaeological backhoe operator (see Excavation Plan), produced no interments, burial remains, or human skeletal materials. Only five artifacts (St. Johns Plain pottery sherds) were recovered from the upper levels of the 1 x 1-meter units.

Consequently, it is the observations and opinion and of Heritage Cultural Services, LLC, that no cultural stratigraphy or cultural context exists below the mound floor and that the Gore Lake Mound (8FL00029) should be considered completely destroyed and ineligible for listing on the *National Register of Historic Places*. No further archaeological work is recommended.

Photographic Plates



Figure 1 - Gore Mound (8FL00029), cross-sectional, hand-excavated exploratory trench (linear series of 10 1x1 meter units)



Figure 2 - Gore Mound, excavation of contiguous 1 x 1 meter units in a 10-meter exploratory trench



Figure 3 - Gore Mound (8FL00029) excavations



Figure 4 - Gore Mound excavations



Figure 5 - Gore Mound excavations



Figure 6 - Gore Mound, screening excavated soils for cultural materials



Figure 7 - Gore Mound, early excavation of contiguous 1 x 1 meter units.



Figure 8 - Gore Mound, early excavation of contiguous units of exploratory trench



Figure 9 - Gore Mound, excavation of Units 1 & 2 North



Figure 10 - Gore Mound, Units 1 - 3 of linear exploratory trench



Figure 11 - Gore Mound, profile of Unit 1 at 80 cms b.s. showing homogeneous, culturally sterile white sand of strata below floor of mound



Figure 12 - Gore Mound, rim sherd of St. Johns Plain pottery vessel recovered at 25 cms b.s. in exploratory trench



Figure 13 - Gore Mound, trowel excavation of units



Figure 14 - Gore Mound (8FL00029) exploratory trench excavated by backhoe in levels



Figure 15 - Gore Mound, monitoring backhoe-excavated exploratory trench backfill for cultural materials.



Figure 16 - Gore Mound, backfill from backhoe-excavated trench screened



Figure 17 - Gore Mound, small backhoe-excavated exploratory trench in southeast quadrant of mound



Figure 18 - Gore Mound, profile of southeastern trench showing typical homogeneous & culturally sterile white sand strata below floor of mound.



Figure 19 - Gore Mound, ground water appearing at 80 cms b.s. in west backhoe trench



Figure 20 - Gore Mound, section of western backhoe trench showing shallow water table



Figure 21 - Gore Mound, cleaning & examining profile in backhoe exploratory trench.



Figure 22 - Gore Mound, general mound area showing multiple excavations



Figure 23 - Gore Mound, Heritage Cultural Services archaeological team

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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)

Phase II & III Archaeological Investigations of the Gore Lake Mound (8FL00029), Flagler County, Florida; City of Palm Coast LDC CRAS Requirement

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1. Gore Lake Mound 3. Belle Terre Parkway 5. Silviculture 7. Mound Destroyed
2. Gore Burials Mound 4. Palm Coast 6. Planted Pine 8. No Burials

Survey Sponsors (corporation, government unit, organization, or person funding fieldwork)

Name GreenPoint Developers, LLC Organization Other

Address/Phone/E-mail Jacksonville, Florida

Recorder of Log Sheet Dana Ste.Claire, M.A., RPA **Date Log Sheet Completed** 12-7-2025

Is this survey or project a continuation of a previous project? ☒No ☐Yes: **Previous survey #s (FMSF only)** _____

Project Area Mapping

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
2. Name _____ Year _____
3. Name _____ Year _____
4. Name _____ Year _____
5. Name _____ Year _____
6. Name _____ Year _____

Field Dates and Project Area Description

Fieldwork Dates: Start 10-4-2025 End 12-23-2025 **Total Area Surveyed** (fill in one) _____ hectares 0.25 acres

Number of Distinct Tracts or Areas Surveyed 1

If Corridor (fill in one for each) **Width:** _____ meters _____ feet **Length:** _____ kilometers _____ miles

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Survey Log Sheet

Survey #_____

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

Phase II Archaeological Investigations & Phase III Mitigative Excavations

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, **un**controlled	☐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

Count of Previously Recorded Resources 1 **Count of Newly Recorded Resources** 0

List Previously Recorded Site ID#s with Site File Forms Completed (attach additional pages if necessary)

8FL00029

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: ☐872 ☐Public Lands ☐UW ☐1A32 # _____ ☐Academic ☐Contract ☐Avocational ☐Grant Project # _____ ☐Compliance Review: CRAT # _____

Type of Document: ☐Archaeological Survey ☐Historical/Architectural Survey ☐Marine Survey ☐Cell Tower CRAS ☐Monitoring Report ☐Overview ☐Excavation Report ☐Multi-Site Excavation Report ☐Structure Detailed Report ☐Library, Hist. or Archival Doc ☐Desktop Analysis ☐MPS ☐MRA ☐TG ☐Other: _____

Document Destination: Plottable Projects **Plotability:** _____

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Phone 850.245.6440, Fax 850.245.6439, Email: SiteFile@dos.myflorida.com

Attachment B:

Florida Master Site File Form

☐Original
☒Update

ARCHAEOLOGICAL SITE FORM
FLORIDA MASTER SITE FILE
Version 5.0 3/19

Consult *Guide to Archaeological Site Form* for detailed instructions

Site #8 FL00029
Field Date 11-21-2025
Form Date 12-17-2025
Recorder # HCS-CC

Site Name(s) Gore Lake Mound — **M**ultiple Listing (DHR only) _____
Project Name Phase II & III Excavations of the Gore Mound — **S**urvey # (DHR only) _____
Ownership: ☐private-profit ☐private-nonprofit ☐private-individual ☐private-nonspecific ☐city ☐county ☐state ☐federal ☐Native American ☐foreign ☐unknown

LOCATION & MAPPING

USGS 7.5 Map Name FLAGLER BEACH WEST — **U**SGS Date 1993 — **P**lat or Other Map _____
City/Town (within 3 miles) Palm Coast — **I**n City Limits? ☒yes ☐no ☐unknown — **C**ounty Flagler
Township 12S — **R**ange 30E — **S**ection 24 — ¼ section: ☐NW ☒SW ☐SE ☐NE — Irregular-name: _____
Township 12S — **R**ange 30E — **S**ection 24 — ¼ section: ☐NW ☐SW ☐SE ☐NE
Landgrant _____ — **T**ax Parcel # _____
UTM Coordinates: **Z**one ☐16 ☐17 — **E**asting ☐☐☐☐☐☐ — **N**orthing ☐☐☐☐☐☐☐
Other Coordinates: X: _____ Y: _____ — **C**oordinate System & Datum _____
Address / Vicinity / Route to:

Off Belle Terre Parkway

Name of Public Tract (e.g., park) _____

TYPE OF SITE (select all that apply)

SETTING

☒Land (*terrestrial*)
☐Lake/Pond (*lacustrine*)
☐River/Stream/Creek (*riverine*)
☐Tidal (*estuarine*)
☐Saltwater (*marine*)
☐Wetland (*palustrine*)
  ☐usually flooded
  ☐usually dry
☐Cave/Sink (*subterranean*)
  ☐terrestrial
  ☐aquatic

STRUCTURES OR FEATURES

☐log boat
☐agric/farm building
☒burial mound
☐building remains
☐cemetery/grave
☐dump/refuse
☐earthworks (historic)
☐fort
☐midden
☐mill
☐mission
☐mound, nonspecific
☐plantation
☐platform mound
☐road segment
☐shell midden
☐shell mound
☐shipwreck
☐subsurface features
☐surface scatter
☐well

FUNCTION

☐campsite
☐extractive site
☐habitation (prehistoric)
☐homestead (historic)
☐farmstead
☐village (prehistoric)
☐town (historic)
☐quarry (prehistoric)

Other Features or Functions (Choose from the list or type a response.)
1. Burial mound (prehistoric) — 2. Destroyed (totally)

CULTURE PERIODS (select all that apply)

ABORIGINAL

☐Alachua
☐Archaic (nonspecific)
☐Archaic, Early
☐Archaic, Middle
☐Archaic, Late
☐Belle Glade
☐Cades Pond
☐Caloosahatchee
☐Deptford
☐Englewood
☐Fort Walton
☐Glades (nonspecific)
☐Glades I
☐Glades II
☐Glades III
☐Hickory Pond
☐Leon-Jefferson
☐Malabar I
☐Malabar II
☐Manasota
☐Mississippian
☐Mount Taylor
☐Norwood
☐Orange
☐Paleoindian
☐Pensacola
☐Perico Island
☐Safety Harbor
☐St. Augustine
☐St. Johns (nonspecific)
☒St. Johns I
☒St. Johns II
☐Santa Rosa
☐Santa Rosa-Swift Creek
☐Seminole (nonspecific)
☐Seminole: Colonization
☐Seminole: 1st War To 2nd
☐Seminole: 2nd War To 3rd
☐Seminole: 3rd War & After
☐Swift Creek (nonspecific)
☐Swift Creek, Early
☐Swift Creek, Late
☐Transitional
☐Weeden Island (nonspecific)
☐Weeden Island I
☐Weeden Island II
☐Prehistoric (nonspecific)
☐Prehistoric non-ceramic
☐Prehistoric ceramic

NON-ABORIGINAL

☐First Spanish 1513-99
☐First Spanish 1600-99
☐First Spanish 1700-1763
☐First Spanish (nonspecific)
☐British 1763-1783
☐Second Spanish 1783-1821
☐American Territorial 1821-45
☐American Civil War 1861-65
☐American 19th Century
☐American 20th Century
☐American (nonspecific)
☐African-American

Other Cultures (Choose from the list or type a response. For historic sites, give specific dates.)
1. _____ — 3. _____
2. _____ — 4. _____

OPINION OF RESOURCE SIGNIFICANCE

Potentially eligible individually for National Register of Historic Places? ☐yes ☒no ☐insufficient information
Potentially eligible as contributor to a National Register district? ☐yes ☒no ☐insufficient information
Explanation of Evaluation (required if evaluated; use separate sheet if needed)

Excavations of the remnants (floor) of the Gore Mound (8FL00029) revealed that the mound is completely destroyed (bulldozed and carried off site). No burials or human skeletal remains are presents.

Recommendations for Owner or SHPO Action

DHR USE ONLY	OFFICIAL EVALUATION	DHR USE ONLY
NR List Date _____ ☐Owner Objection	SHPO – Appears to meet criteria for NR listing: ☐yes ☐no ☐insufficient info Date _____ Init._____ KEEPER – Determined eligible: ☐yes ☐no Date _____ NR Criteria for Evaluation: ☐a ☐b ☐c ☐d (see *National Register Bulletin 15*, p. 2)	

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ARCHAEOLOGICAL SITE FORM

Site #8 FL00029

FIELD METHODS (select all that apply)

SITE DETECTION			SITE BOUNDARY		
☐no field check	☒exposed ground	☐screened shovel	☐bounds unknown	☐remote sensing	☐unscreened shovel
☐literature search	☐posthole tests	☒screened shovel-1/4"	☐none by recorder	☒exposed ground	☐screened shovel
☐informant report	☐auger tests	☐screened shovel-1/8"	☒literature search	☐posthole tests	☒block excavations
☒remote sensing	☐unscreened shovel	☐screened shovel-1/16"	☐informant report	☐auger tests	☐estimate or guess

Other methods; number, size, depth, pattern of units; screen size (attach site plan)

Phase II & III archaeological investigations (mitigative excavations

SITE DESCRIPTION

Extent/Size (m^2) 200 Depth/stratigraphy of cultural deposit (describe below)

Only floor of mound remains (footprint)

Temporal Interpretation - Components (check one): ☒single component ☐multiple component ☐uncertain

Describe each occupation in plan (refer to attached large scale map) and stratigraphically. Discuss temporal and functional interpretations:

St. Johns I & II

Integrity - Overall disturbance: ☐none seen ☐minor ☐substantial ☐major ☐redeposited ☒destroyed-**document!** ☐unknown

Disturbances / threats / protective measures

Gore Mound is completely destroyed. No burials or skeletal remains found in and below floor.

Surface collection: area collected _____ m^2 # collection units_____ | Excavation: # noncontiguous blocks _____

ARTIFACTS

Total Artifacts # 5 Ocount Oestimate | Surface #_____ | Subsurface # 5

COLLECTION SELECTIVITY

☐unknown ☒unselective (all artifacts) ☐selective (some artifacts) ☐mixed selectivity

SPATIAL CONTROL

☐uncollected ☒general (not by subarea) ☐unknown ☐controlled (by subarea) ☐variable spatial control ☐other (describe in comments below)

ARTIFACT CATEGORIES and DISPOSITIONS

____ - _____

select a disposition from the list below for each artifact category selected at left

A - category always collected
S - some items in category collected
O - observed first hand, but not collected
R - collected and subsequently left at site
I - informant reported category present
U - unknown

Artifact Comments

Five sherds of St. Johns Plain pottery

DIAGNOSTICS (type or mode, and frequency: e.g., *Suwanee ppk, heat-treated chert, Deptford Check-stamped, ironstone/whiteware*)

1. St. Johns Plain Ceramics N= 5
2. _____ N=_____
3. _____ N=_____
4. _____ N=_____
5. _____ N=_____
6. _____ N=_____
7. _____ N=_____
8. _____ N=_____
9. _____ N=_____

ENVIRONMENT

Nearest fresh water: Type Wetland Name_____ Distance from site (m) 50

Natural community SCRUBBY FLATWOODS Topography_____ Elevation: Min 3 m Max 5 m

Local vegetation Saw palmetto, oak

Present land use None

SCS soil series Potts Fine Sand Soil association _____

DOCUMENTATION

Accessible Documentation Not Filed with the Site File - including field notes, analysis notes, photos, plans and other important documents

1) Document type All materials at one location Maintaining organization Heritage Services, Inc.
Document description _____ File or accession #'s _____

2) Document type _____ Maintaining organization _____
Document description _____ File or accession #'s _____

RECORDER & INFORMANT INFORMATION

Informant Information: Name Dr. Jim Miller
Address / Phone / E-mail Division of Historical Resources

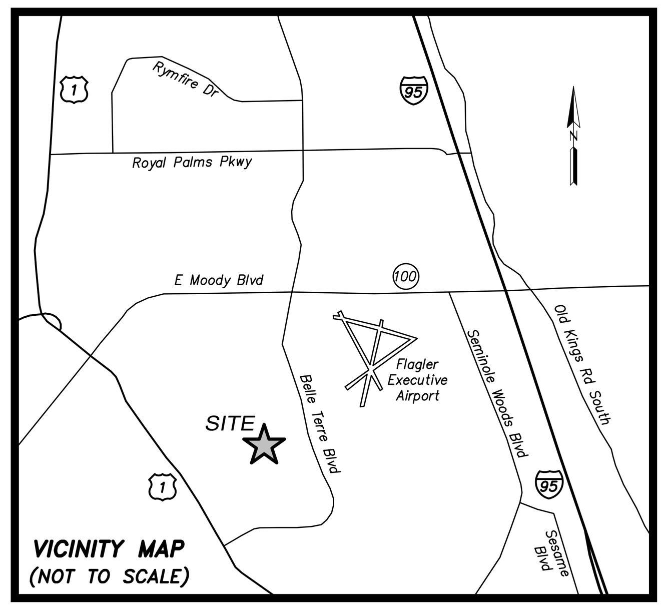
Recorder Information: Name Dana Ste.Claire Affiliation Heritage Services, Inc.
Address / Phone / E-mail Heritage Cultural Services, LLC; heritageculturalservices@gmail.com

Required Attachments

❶ **PHOTOCOPY OF 7.5' USGS QUAD MAP WITH SITE BOUNDARIES MARKED *and* SITE PLAN**
Plan at 1:3,600 or larger. Show boundaries, scale, north arrow, test/collection units, landmarks and date.

ALTA/NSPS LAND TITLE SURVEY

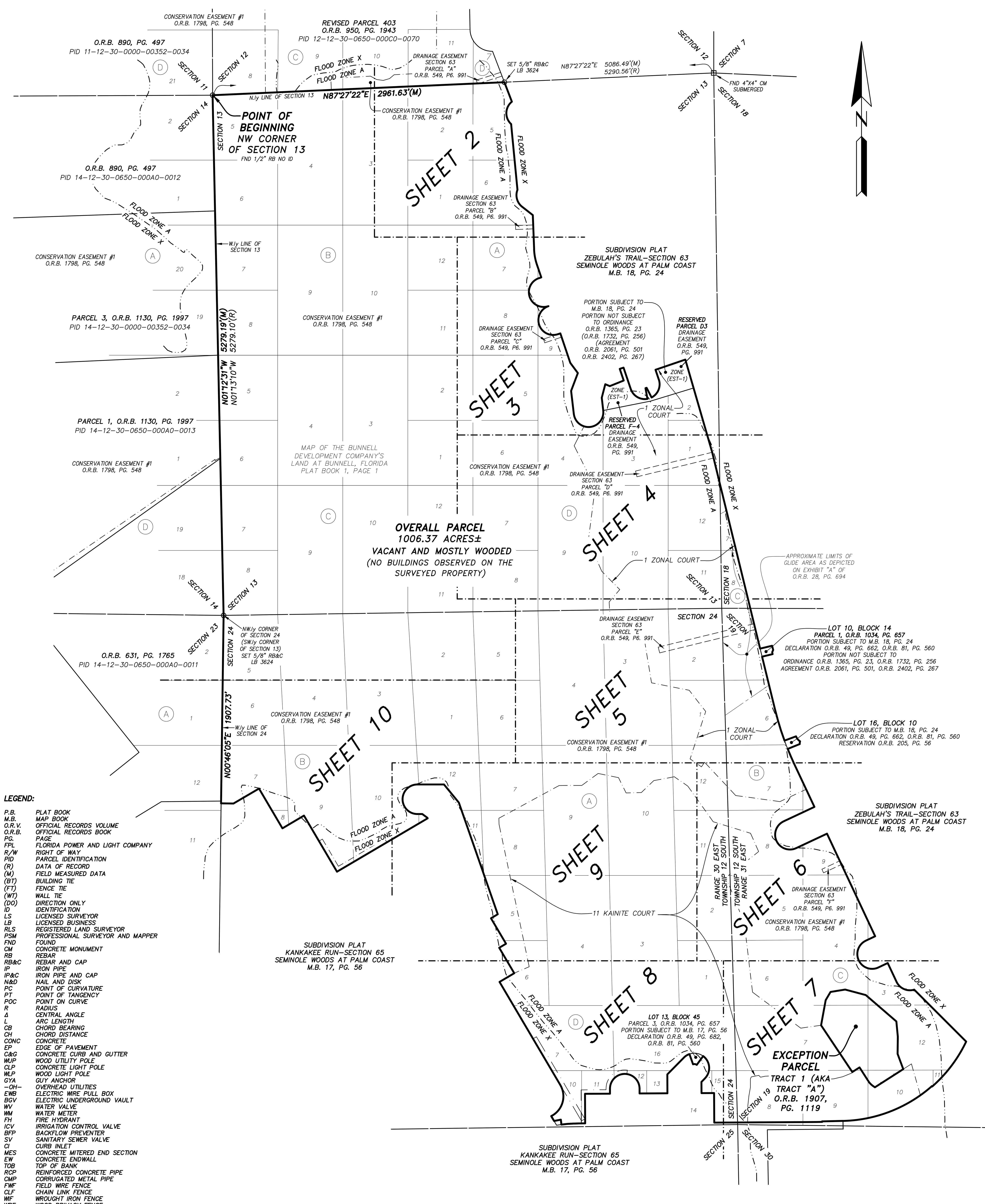
A PORTION OF SECTIONS 13 AND 24, TOWNSHIP 12 SOUTH, RANGE 30 EAST, TOGETHER WITH A PORTION OF SECTIONS 18 AND 19, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA.



GRAPHIC SCALE

500 0 250 500 1000 2000

(IN FEET)
1 inch = 500 ft.



GENERAL NOTES:

1) THIS IS A BOUNDARY SURVEY.

2) BEARINGS BASED ON THE WESTERLY LINE OF SUBDIVISION PLAT ZEBULAH'S TRAIL-SECTION 63 SEMINOLE WOODS AT PALM COAST AS BEING SOUTH 13°42'58" EAST. RECORD BEARINGS DEPICTED HEREON ARE REFLECTIVE OF ADJUSTMENT OF DEED TO STATE PLANE COORDINATES AND ARE NOT TRANSCRIBED VERBATIM FROM DEEDS OF RECORD.

3) SECTION AND/OR LOT LINES DEPICTED HEREON ARE GRAPHIC REPRESENTATIONS ONLY UNLESS OTHERWISE DENOTED.

4) LOCATION OF IMPROVEMENTS LIMITED TO ABOVE GROUND VISIBLE EVIDENCE AT BOUNDARY PERIMETER ONLY. UNDERGROUND IMPROVEMENTS NOT LOCATED, EXCEPT AS EVIDENCED BY ABOVE GROUND FEATURES THEREOF AT SAID PERIMETER. INTERIOR IMPROVEMENTS NOT LOCATED OR SHOWN.

5) UPON EXAMINATION OF FLAGLER COUNTY FLOOD INSURANCE RATE MAP NUMBERS 12035C0228E AND 12035C0230E, DATED JUNE 6, 2018, THE SURVEYED PROPERTY DEPICTED HEREON APPEARS TO LIE WITHIN FLOOD ZONE "X" (AREA OF MINIMAL FLOOD HAZARD) AND FLOOD ZONE "A" (AREAS WITHOUT BASE FLOOD ELEVATION). FLOOD ZONE LINES DEPICTED HEREON ARE AS SCALED FROM SAID FLOOD INSURANCE RATE MAP AND DO NOT REFLECT FIELD MEASURE. NO ATTEMPT WAS MADE TO FIELD VERIFY.

6) ZONING FOR THE SURVEYED PROPERTY IS MASTER PLANNED DEVELOPMENT DISTRICT (MPD) (BLANKET IN NATURE EXCEPT A DEPICTED) AND RURAL AND SUBURBAN ESTATE DISTRICTS (EST-1) PER THE FLAGLER COUNTY PROPERTY APPRAISER'S DATABASE. NO OTHER INFORMATION WAS PROVIDED TO THIS OFFICE.

7) THE SURVEYED PROPERTY HAS DIRECT ACCESS TO BELLE TERRE BOULEVARD, ZACHARY PLACE, KAINITE COURT, ZAUN TRAIL, ZONAL COURT, AND ZONAL GERANIUM TRAIL, ALL IMPROVED PUBLIC RIGHTS OF WAY.

8) FOR THE SURVEYED PROPERTY THERE WAS NO OBSERVED EVIDENCE (i) OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS; NOR (ii) OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS. AT THIS TIME THERE ARE NO KNOWN PROPOSED CHANGES IN THE STREET RIGHT OF WAY LINES.

9) SURVEY PREPARED WITH BENEFIT OF AMERICAN LAND TITLE ASSOCIATION COMMITMENT BY FIDELITY NATIONAL TITLE INSURANCE COMPANY, ORDER No.: 10423037, COMMITMENT DATE: 04/22/2022.

THE SURVEYED PROPERTY IS SUBJECT TO OR BENEFITED BY THE FOLLOWING ITEMS LISTED IN SCHEDULE B SECTION II OF SAID COMMITMENT AS BASED ON THEIR LEGAL DESCRIPTIONS:

- ITEM 6) RIGHTS UNDER INSTRUMENT RECORDED IN DEED BOOK 24, PAGE 67, AND DEED BOOK 24, PAGE 70. (AS TO PORTION LYING WITHIN TOWNSHIP 12 SOUTH, RANGE 30 EAST, EASEMENT AREA NOT LEGALLY DESCRIBED AND CANNOT BE PLOTTED)
- ITEM 7) EASEMENT RIGHTS AS REFERENCED IN O.R.B. 10, PG. 432, AND O.R.B. 28, PG. 694. (APPROXIMATE LIMITS OF GLIDE AREA AS DEPICTED ON EXHIBIT "A" OF O.R.B. 28, PG. 694)
- ITEM 8) AGREEMENT RECORDED IN O.R.B. 560, PG. 912, AS AFFECTED BY O.R.B. 96, PG. 204; CLARIFICATION IN O.R.B. 413, PG. 656; AMENDING AGREEMENT IN O.R.B. 439, PG. 1203; AND SETTLEMENT AGREEMENT IN O.R.B. 596, PG. 763. (NOT LEGALLY DESCRIBED AND CANNOT BE PLOTTED)
- ITEM 9) DRAINAGE EASEMENT RECORDED IN O.R.B. 549, PG. 991, AS AFFECTED BY O.R.B. 602, PG. 53; AND ASSIGNMENTS IN O.R.B. 1329, PG. 1285, AND O.R.B. 1375, PG. 1340. (AS DEPICTED, DRAINAGE EASEMENTS WITHIN RESERVED PARCELS D3 AND F4 NOT LEGALLY DESCRIBED AND CANNOT BE PLOTTED)
- ITEM 10) ORDINANCE No. 2005-45 AS RECORDED IN O.R.B. 1365, PG. 23, AND MODIFICATION IN O.R.B. 1732, PG. 256. (BLANKET IN NATURE, EXCEPT AS DEPICTED)
- ITEM 11) CITY OF PALM COAST DEVELOPMENT ORDER RECORDED IN O.R.B. 1386, PG. 885. (NOT LEGALLY DESCRIBED AND CANNOT BE PLOTTED)
- ITEM 12) TERMS, COVENANTS, CONDITIONS, RESTRICTIONS, EASEMENTS, ASSESSMENTS AND POSSIBLE LIENS CREATED BY AND SET FORTH IN DECLARATION RECORDED IN O.R.B. 1463, PG. 1424; TOGETHER WITH O.R.B. 1463, PG. 1437, AND O.R.B. 1463, PG. 1453. (AS DEPICTED ON SHEET 7)
- ITEM 13) EASEMENT RECORDED IN O.R.B. 1463, PG. 1479. (AS DEPICTED ON SHEET 7)
- ITEM 14) EASEMENT RECORDED IN O.R.B. 1463, PG. 1482. (AS DEPICTED ON SHEET 7)
- ITEM 15) AGREEMENT RECORDED IN O.R.B. 1465, PG. 415, AND TRANSFER IN O.R.B. 2505, PG. 557. (AS DEPICTED ON SHEET 7)
- ITEM 16) TERMS, PROVISIONS AND OBLIGATIONS SET FORTH IN PROJECT AGREEMENT RECORDED IN O.R.B. 1472, PG. 465. (BLANKET IN NATURE, NOT A SURVEY MATTER)
- ITEM 18) CONSERVATION EASEMENT RECORDED IN O.R.B. 1543, PG. 1377. (AS DEPICTED ON SHEET 7)
- ITEM 19) EASEMENT RECORDED IN O.R.B. 1566, PG. 1854. (AS DEPICTED ON SHEET 7)
- ITEM 20) EASEMENT RECORDED IN O.R.B. 1600, PG. 1266. (FP&L EASEMENTS #1 AND #2 AS DEPICTED) (FP&L EASEMENT #3 NOT DEPICTED, DOCUMENT INCOMPLETE)
- ITEM 21) VISIBILITY, RIGHT OF ACCESS AND MAINTENANCE EASEMENT RECORDED IN O.R.B. 1699, PG. 1428. (AS DEPICTED ON SHEET 7)
- ITEM 22) CONSERVATION EASEMENT RECORDED IN O.R.B. 1798, PG. 548. (AS DEPICTED ON SHEET 7)
- ITEM 24) CONSERVATION EASEMENT RECORDED IN O.R.B. 1798, PG. 575. (AS DEPICTED ON SHEET 7)
- ITEM 25) EASEMENT RECORDED IN O.R.B. 1864, PG. 224. (AS DEPICTED ON SHEET 7)
- ITEM 26) EASEMENT RECORDED IN O.R.B. 1904, PG. 1358. (AS DEPICTED ON SHEET 7)
- ITEM 27) AMENDED AND RESTATED AGREEMENTS RECORDED IN O.R.B. 2061, PG. 501, AND O.R.B. 2402, PG. 267. (BLANKET IN NATURE, EXCEPT AS DEPICTED)
- ITEM 28) RESTRICTIONS, COVENANTS, CONDITIONS, EASEMENTS AND OTHER MATTERS CONTAINED ON THE PLAT OF MAP OF THE BUNNELL DEVELOPMENT COMPANY'S LAND AT BUNNELL, FLORIDA, RECORDED IN PLAT BOOK 1, PAGE 1. (AS DEPICTED)
- ITEM 29) RESTRICTIONS, COVENANTS, CONDITIONS, EASEMENTS AND OTHER MATTERS CONTAINED ON THE PLAT OF SUBDIVISION PLAT ZEBULAH'S TRAIL-SECTION 63 SEMINOLE WOODS AT PALM COAST, RECORDED IN MAP BOOK 18, PAGE 24, AND AS AFFECTED BY O.R.B. 51, PG. 406, O.R.B. 122, PG. 107, O.R.B. 122, PG. 282, O.R.B. 189, PG. 255, O.R.B. 331, PG. 531, AND O.R.B. 331, PG. 535. (AS DEPICTED)
- ITEM 30) RESTRICTIONS, COVENANTS, CONDITIONS, EASEMENTS AND OTHER MATTERS CONTAINED ON THE PLAT OF SUBDIVISION PLAT KANKAKEE RUN-SECTION 65 SEMINOLE WOODS AT PALM COAST, RECORDED IN MAP BOOK 17, PAGE 56, AND AS AFFECTED BY O.R.B. 331, PG. 531. (AS DEPICTED)
- ITEM 31) RESTRICTIONS, COVENANTS AND CONDITIONS RECORDED IN O.R.B. 49, PG. 662, AS AMENDED IN O.R.B. 53, PG. 384, O.R.B. 56, PG. 78, O.R.B. 57, PG. 230, O.R.B. 57, PG. 368, O.R.B. 81, PG. 560, O.R.B. 95, PG. 254, O.R.B. 100, PG. 9, O.R.B. 119, PG. 641, AND O.R.B. 218, PG. 594. (AS DEPICTED)
- ITEM 32) RESTRICTIONS, COVENANTS AND CONDITIONS RECORDED IN O.R.B. 49, PG. 682, AS AMENDED IN O.R.B. 53, PG. 386, O.R.B. 56, PG. 82, O.R.B. 57, PG. 234, O.R.B. 57, PG. 362, O.R.B. 81, PG. 560, O.R.B. 95, PG. 254, O.R.B. 100, PG. 9, O.R.B. 119, PG. 641, AND O.R.B. 218, PG. 594. (AS DEPICTED)
- ITEM 33) COVENANT RECORDED IN O.R.B. 130, PG. 19. (COVENANT AREA NOT LEGALLY DESCRIBED/DEFINED AND CANNOT BE PLOTTED)
- ITEM 34) EASEMENT RESERVATION CONTAINED IN O.R.B. 205, PG. 56. (AS DEPICTED)

THE SURVEYED PROPERTY IS NOT SUBJECT TO OR BENEFITED BY THE FOLLOWING ITEMS LISTED IN SCHEDULE B SECTION II OF SAID COMMITMENT AS BASED ON THEIR LEGAL DESCRIPTIONS:

- ITEM 17) ORDINANCE RECORDED IN O.R.B. 1539, PG. 895. (OFFSITE)
- ITEM 18) CONSERVATION EASEMENT RECORDED IN O.R.B. 1544, PG. 1213. (OFFSITE)
- ITEM 22) CONSERVATION EASEMENT RECORDED IN O.R.B. 1643, PG. 118. (REPLACED BY O.R.B. 1798, PG. 548)
- ITEM 23) NOTICE OF ASSESSMENTS RECORDED IN O.R.B. 1703, PG. 384. (OFFSITE)
- ITEM 31) RESTRICTIONS, COVENANTS AND CONDITIONS RECORDED IN O.R.B. 76, PG. 267. (OFFSITE)

ALL OTHER ITEMS NOT LISTED ARE NOT SURVEY MATTERS OR ARE NOT IDENTIFIED BY A RECORDING REFERENCE.

ALL THE ABOVE ITEMS RECORDED IN THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA.

LEGEND:

P.B.	PLAT BOOK
M.B.	MAP BOOK
O.R.V.	OFFICIAL RECORDS VOLUME
O.R.B.	OFFICIAL RECORDS BOOK
PG.	PAGE
FPL	FLORIDA POWER AND LIGHT COMPANY
R/W	RIGHT OF WAY
PID	PARCEL IDENTIFICATION
(R)	DATA OF RECORD
(M)	FIELD MEASURED DATA
(BT)	BUILDING TIE
(FT)	FENCE TIE
(WT)	WALL TIE
(DO)	DIRECTION ONLY
ID	IDENTIFICATION
LS	LICENSED SURVEYOR
LB	LICENSED BUSINESS
RLS	REGISTERED LAND SURVEYOR
PSM	PROFESSIONAL SURVEYOR AND MAPPER
FND	FOUND
CM	CONCRETE MONUMENT
RB	REBAR
RB&C	REBAR AND CAP
IP	IRON PIPE
IP&C	IRON PIPE AND CAP
N&D	NAIL AND DISK
PC	POINT OF CURVATURE
PT	POINT OF TANGENCY
POC	POINT ON CURVE
R	RADIUS
Δ	CENTRAL ANGLE
L	ARC LENGTH
CB	CHORD BEARING
CH	CHORD DISTANCE
CONC	CONCRETE
EP	EDGE OF PAVEMENT
C&G	CONCRETE CURB AND GUTTER
WUP	WOOD UTILITY POLE
CLP	CONCRETE LIGHT POLE
WLP	WOOD LIGHT POLE
GYA	GUY ANCHOR
-OH-	OVERHEAD UTILITIES
EWB	ELECTRIC WIRE PULL BOX
BGV	ELECTRIC UNDERGROUND VAULT
WV	WATER VALVE
WM	WATER METER
FH	FIRE HYDRANT
ICV	IRRIGATION CONTROL VALVE
BFP	BACKFLOW PREVENTER
SV	SANITARY SEWER VALVE
CI	CURB INLET
MES	CONCRETE MITERED END SECTION
EW	CONCRETE ENDWALL
TOB	TOP OF BANK
RCP	REINFORCED CONCRETE PIPE
CMP	CORRUGATED METAL PIPE
FWF	FIELD WIRE FENCE
CLF	CHAIN LINK FENCE
WIF	WROUGHT IRON FENCE
WPF	WOOD PRIVACY FENCE
PPF	PLASTIC PRIVACY FENCE
TWB	TELECOMMUNICATIONS WIRE PULL BOX
TER	TELECOMMUNICATIONS RISER
TSC	TELECOMMUNICATIONS SERVICE CABINET
FOM	FIBER OPTIC MARKER
(EST-1)	RURAL AND SUBURBAN ESTATE DISTRICTS
⊚	INFORMATION SIGN (UNLESS OTHERWISE NOTED)

SURVEYOR'S DESCRIPTION:

OVERALL PARCEL

A portion of Sections 13 and 24, Township 12 South, Range 30 East, together with a portion of Sections 18 and 19, Township 12 South, Range 31 East, Flagler County, Florida, being a portion of Map of the Bunnell Development Company's Land at Bunnell, Florida, as recorded in Plat Book 1, page 1, of the Public Records of said county, also being a portion of Revised Parcel 403, as described and recorded in Official Records Book 950, page 1943, of said Public Records, together with all of Lot 13, Block 45, as depicted on Subdivision Plat Kankakee Run-Section 65 Seminole Woods at Palm Coast, recorded in Map Book 17, page 56, together with all of Reserved Parcels D3 and F-4, all of Lot 10, Block 14, and all of Lot 16, Block 10, as depicted on Subdivision Plat Zebulah's Trail-Section 63 Seminole Woods at Palm Coast, recorded in Map Book 18, page 24, all of said Public Records, being more particularly described as follows:

For a Point of Beginning, commence at the Northwest corner of said Section 13; thence North 87°27'22" East, along the Northerly line of said Section 13, a distance of 2961.63 feet to its intersection with the Westerly line of said Subdivision Plat Zebulah's Trail-Section 63 Seminole Woods at Palm Coast; thence along said Westerly line the following 17 courses: Course 1, thence South 20°55'26" East, departing said Northerly line, 211.58 feet to a point on a non-tangent curve concave Easterly having a radius of 150.00 feet; Course 2, thence Southerly along the arc of said curve, through a central angle of 98°21'15", an arc length of 257.49 feet to a point on said curve, said arc being subtended by a chord bearing and distance of South 01°53'15" West, 227.02 feet; Course 3, thence South 05°31'19" East, along a non-tangent line, 669.87 feet to a point on a non-tangent curve concave Easterly having a radius of 150.00 feet; Course 4, thence Southerly along the arc of said curve, through a central angle of 73°26'22", an arc length of 192.26 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 15°27'56" East, 179.37 feet; Course 5, thence South 52°11'07" East, 136.97 feet; Course 6, thence South 02°05'57" East, 346.46 feet to the point of curvature of a curve concave Easterly having a radius of 550.00 feet; Course 7, thence Southerly along the arc of said curve, through a central angle of 16°39'59", an arc length of 159.99 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 10°25'57" East, 159.42 feet; Course 8, thence South 18°45'56" East, 136.41 feet; Course 9, thence South 71°14'04" West, 25.00 feet to the point of curvature of a curve concave Easterly having a radius of 150.00 feet; Course 10, thence Southerly along the arc of said curve, through a central angle of 180°00'00", an arc length of 471.24 feet to a point on said curve, said arc being subtended by a chord bearing and distance of South 18°45'56" East, 300.00 feet; Course 11, thence Southerly along the arc of a non-tangent curve concave Easterly having a radius of 150.00 feet, through a central angle of 180°00'00", an arc length of 471.24 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 18°45'56" East, 300.00 feet; Course 12, thence North 71°14'04" East, 25.00 feet; Course 13, thence South 18°45'56" East, 315.63 feet; Course 14, thence South 36°19'43" East, 128.96 feet; Course 15, thence South 20°50'43" West, 193.05 feet; Course 16, thence South 06°47'31" East, 236.49 feet to the point of curvature of a curve concave Northerly having a radius of 150.00 feet; Course 17, thence Easterly along the arc of said curve, through a central angle of 180°00'00", an arc length of 471.24 feet to the point of tangency of said curve being the Southwesterly corner of said Reserved Parcel F-4, said arc being subtended by a chord bearing and distance of North 83°12'29" East, 300.00 feet; thence Easterly along the boundary lines of said Reserved Parcels F-4 and D3 the following 15 courses: Course 1, thence North 06°47'31" West, departing said Westerly line, 50.00 feet; Course 2, thence North 06°12'39" West, 80.71 feet; Course 3, thence North 14°31'01" East, 141.50 feet; Course 4, thence South 66°56'33" East, 50.00 feet; Course 5, thence North 68°07'42" East, 152.15 feet; Course 6, thence North 18°45'56" West, 125.00 feet to a point lying on the Southerly right of way line of Zaun Trail, a right of way as depicted on said Subdivision Plat Zebulah's Trail-Section 63 Seminole Woods at Palm Coast; Course 7, thence North 71°14'04" East, along said Southerly right of way line, 40.00 feet; Course 8, thence South 18°45'56" East, departing said Southerly right of way line, 230.00 feet to a point on a non-tangent curve concave Northeasterly having a radius of 150.00 feet; Course 9, thence Southeasterly along the arc of said curve, through a central angle of 81°38'47", an arc length of 213.75 feet to a point on said curve, said arc being subtended by a chord bearing and distance of South 59°35'20" East, 196.12 feet; Course 10, thence North 10°24'43" West, 110.00 feet to a point lying on the Southerly right of way line of Zachary Place, a 50 foot right of way as depicted on said Subdivision Plat Zebulah's Trail-Section 63 Seminole Woods at Palm Coast; Course 11, thence Easterly along said Southerly right of way line and along the arc of a non-tangent curve concave Northerly having a radius of 40.00 feet, through a central angle of 16°42'24", an arc length of 11.66 feet to a point on said curve, said arc being subtended by a chord bearing and distance of North 71°14'04" East 11.62 feet; Course 12, thence South 27°07'08" East, departing said Southerly right of way line, 110.00 feet to a point on a non-tangent curve concave Westerly having a radius of 150.00 feet; Course 13, thence Northerly along the arc of said curve, through a central angle of 81°38'48", an arc length of 213.75 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of North 22°03'28" East, 196.12 feet; Course 14, thence North 18°45'56" West, 105.00 feet; Course 15, thence North 71°14'04" East, 320.00 feet; thence South 16°08'17" East, continuing along said boundary line of Reserved Parcel D-3 and along said Westerly line of Subdivision Plat Zebulah's Trail-Section 63 Seminole Woods at Palm Coast, 979.40 feet; thence South 13°42'58" East, continuing along said Westerly line, 2050.00 feet to the Northwesterly corner of said Lot 10, Block 14; thence along the boundary line of said Lot 10, Block 14, the following 5 courses: Course 1, thence North 76°17'02" East, departing said Westerly line, 125.00 feet to a point lying on the Westerly right of way line of Zonal Court, a variable width right of way as depicted on said Subdivision Plat Zebulah's Trail-Section 63 Seminole Woods at Palm Coast; Course 2, thence South 13°42'58" East, along said Westerly right of way line, 44.00 feet; Course 3, thence South 23°09'13" West, continuing along said Westerly right of line, 25.00 feet; Course 4, thence South 13°42'58" East, continuing along said Westerly right of way line, 20.00 feet; Course 5, thence South 76°17'02" West, departing said Westerly right of way line, 110.00 feet to the Southwesterly corner thereof, said corner lying on said Westerly line of Subdivision Plat Zebulah's Trail-Section 63 Seminole Woods at Palm Coast; thence South 13°42'58" East, along said Westerly line, 549.66 feet to the point of curvature of a curve concave Easterly having a radius of 2940.00 feet; thence Southerly, continuing along said Westerly line and along the arc of said curve, through a central angle of 06°28'07", an arc length of 331.92 feet to the Northwesterly corner of said Lot 16, Block 10, said arc being subtended by a chord bearing and distance of South 16°57'02" East, 331.74 feet; thence along the boundary line of said Lot 16, Block 10, the following 4 courses: Course 1, thence North 69°48'54" East, departing said Westerly line, 125.00 feet to a point lying on said Westerly right of way line of Zonal Court, said point lying on a non-tangent curve concave Northeasterly having a radius of 100.00 feet; Course 2, thence Southeasterly along said Westerly right of way line and along the arc of said curve, through a central angle of 37°48'57", an arc length of 66.00 feet to a point lying on the Westerly right of way line of Zonal Geranium Trail, a right of way as depicted on said Subdivision Plat Zebulah's Trail-Section 63 Seminole Woods at Palm Coast, said arc being subtended by a chord bearing and distance of South 39°05'34" East, 64.81 feet; Course 3, thence Southerly, along last said Westerly right of way line and along the arc of a non-tangent curve concave Easterly having a radius of 100.00 feet, through a central angle of 16°12'39", an arc length of 28.29 feet to a point on said curve, said arc being subtended by a chord bearing and distance of South 07°00'40" West, 28.20 feet; Course 4, thence South 68°03'08" West, departing said Westerly right of way line, 131.78 feet to the Southwesterly corner thereof, said corner lying on said Westerly line of Subdivision Plat Zebulah's Trail-Section 63 Seminole Woods at Palm Coast; thence Southerly along said Westerly line the following 13 courses: Course 1, thence Southeasterly along the arc of a non-tangent curve concave Northeasterly having a radius of 2940.00 feet, through a central angle of 03°11'46", an arc length of 164.01 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 23°32'45" East, 163.99 feet; Course 2, thence South 25°08'38" East, 483.89 feet; Course 3, thence South 64°51'22" West, 345.00 feet to the point of curvature of a curve concave Northeasterly having a radius of 150.00 feet; Course 4, thence Southeasterly along the arc of said curve, through a central angle of 180°00'00", an arc length of 471.24 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 25°08'38" East, 300.00 feet; Course 5, thence North 64°51'22" East, 345.00 feet; Course 6, thence North 64°51'22" East, 345.00 feet; Course 7, thence South 25°08'38" East, 1150.00 feet; Course 8, thence South 64°51'22" West, 105.00 feet to the point of curvature of a curve concave Northeasterly having a radius of 150.00 feet; Course 9, thence Southeasterly along the arc of said curve, through a central angle of 180°00'00", an arc length of 471.24 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 25°08'38" East, 300.00 feet; Course 10, thence North 64°51'22" East, 105.00 feet; Course 11, thence South 25°08'38" East, 210.00 feet to the point of curvature of a curve concave Northeasterly having a radius of 150.00 feet; Course 12, thence Southeasterly along the arc of said curve, through a central angle of 81°38'48", an arc length of 213.75 feet to a point on said curve, said arc being subtended by a chord bearing and distance of South 65°58'02" East, 196.12 feet; Course 13, thence South 45°00'43" East, along non-tangent line, 744.60 feet to a point lying on the Northerly right of way line of Belle Terre Boulevard, a variable width right of way as presently established; thence Westerly along said Northerly right of way line the following 7 courses: Course 1, thence Southwesterly along the arc of a non-tangent curve concave Northwesterly having a radius of 1420.00 feet, through a central angle of 23°12'37", an arc length of 575.24 feet to a point on said curve, said arc being subtended by a chord bearing and distance of South 37°03'49" West, 571.31 feet; Course 2, thence North 41°22'55" West, 4.74 feet to a point on a non-tangent curve concave Northerly having a radius of 1415.00 feet; Course 3, thence Westerly along the arc of said curve, through a central angle of 40°02'29", an arc length of 988.88 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 68°38'20" West, 968.88 feet; Course 4, thence South 88°39'35" West, 211.11 feet; Course 5, thence South 01°20'25" East, 5.00 feet to a point on a non-tangent curve concave Northerly having a radius of 5689.12 feet; Course 6, thence Westerly along the arc of said curve, through a central angle of 00°59'59", an arc length of 99.27 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 89°09'36" West, 99.27 feet; Course 7, thence South 89°39'35" West, 994.09 feet; thence Northerly along said Northerly line of said Subdivision Plat Kankakee Run-Section 65 Seminole Woods at Palm Coast the following 5 courses: Course 1, thence North 00°20'25" West, departing said Northerly right of way line, 300.00 feet; Course 2, thence South 89°39'35" West, 127.70 feet; Course 3, thence North 00°20'25" West, 113.58 feet; Course 4, thence North 44°39'35" East, 50.00 feet to the point of curvature of a curve concave Westerly having a radius of 150.00 feet; Course 5, thence Northerly along the arc of said curve, through a central angle of 98°21'02", an arc length of 257.48 feet to the Northeasterly corner of said Lot 13, Block 45, said arc being subtended by a chord bearing and distance of North 04°30'56" West, 227.01 feet; thence along the boundary line of said Lot 13, Block 45, the following 3 courses: Course 1, thence South 36°18'22" West, departing said Northerly line, 110.00 feet to a point lying on the Northerly right of way line of Kainite Court, a 50 foot right of way as depicted on said Subdivision Plat Kankakee Run-Section 65 Seminole Woods at Palm Coast, said point being a point on a non-tangent curve concave Southerly having a radius of 40.00 feet; Course 2, thence Westerly along said Northerly right of way line and along the arc of said curve, through a central angle of 55°51'28", an arc length of 39.00 feet to a point on said curve, said arc being subtended by a chord bearing and distance of North 81°37'32" West, 37.47 feet; Course 3, thence North 19°33'26" West, departing said Northerly right of way line, 110.00 feet to the Northwesterly corner thereof, said corner lying on said Northerly line of Subdivision Plat Kankakee Run-Section 65 Seminole Woods at Palm Coast; thence Southwesterly along said Northerly line the following 9 courses: Course 1, thence Southwesterly along the arc of a non-tangent curve concave Southeasterly having a radius of 150.00 feet, through a central angle of 25°47'09", an arc length of 67.51 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 57°33'10" West, 66.94 feet; Course 2, thence South 44°39'35" West, 238.91 feet; Course 3, thence South 00°20'25" East, 192.13 feet; Course 4, thence South 89°39'35" West, 282.47 feet; Course 5, thence North 00°20'25" West, 50.00 feet to the point of curvature of a curve concave Southerly having a radius of 150.00 feet; Course 6, thence Westerly along the arc of said curve, through a central angle of 180°00'00", an arc length of 471.24 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 89°39'35" West, 300.00 feet; Course 7, thence South 00°20'25" East, 50.00 feet; Course 8, thence South 89°39'35" West, 253.41 feet; Course 9, thence South 00°20'25" East, 300.00 feet to a point lying on said Northerly right of way line of Belle Terre Boulevard; thence South 89°39'35" West, along said Northerly right of way line, 63.24 feet to the point of curvature of a curve concave Southerly having a radius of 1521.26 feet; thence Westerly continuing along said Northerly right of way line and along the arc of said curve, through a central angle of 06°41'48", an arc length of 177.80 feet to the Southeasterly corner of RP 190, as described and recorded in Official Records Book 1004, page 341, of said Public Records, said arc being subtended by a chord bearing and distance of South 86°18'42" West, 177.70 feet; thence North 07°02'15" West, departing said Northerly right of way line and along the boundary line of said RP 190, a distance of 50.00 feet; thence South 78°41'33" West, continuing along said boundary line, 70.00 feet to the Northwesterly corner thereof, said corner lying on said Northerly line of Subdivision Plat Kankakee Run-Section 65 Seminole Woods at Palm Coast; thence Northwesterly along said Northerly line the following 21 courses: Course 1, thence North 30°31'09" West, 57.09 feet; Course 2, thence North 59°28'51" East, 15.00 feet to the point of curvature of a curve concave Westerly having a radius of 225.00 feet; Course 3, thence Northerly along the arc of said curve, through a central angle of 90°00'00", an arc length of 353.43 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of North 14°28'51" East, 318.20 feet; Course 4, thence North 30°31'09" West, 1215.00 feet; Course 5, thence North 59°28'51" East, 173.41 feet; Course 6, thence North 30°31'09" West, 300.00 feet; Course 7, thence North 59°28'51" East, 80.00 feet; Course 8, thence North 30°31'09" West, 300.00 feet; Course 9, thence North 59°28'51" East, 79.56 feet; Course 10, thence North 19°12'34" West, 1199.35 feet; Course 11, thence North 39°07'43" West, 238.04 feet; Course 12, thence South 89°59'53" West, 270.01 feet to the point of curvature of a curve concave Easterly having a radius of 150.00 feet; Course 13, thence Southerly along the arc of said curve, through a central angle of 180°00'00", an arc length of 471.24 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 00°00'07" East, 300.00 feet; Course 14, thence North 89°59'53" East, 50.00 feet; Course 15, thence South 53°08'54" East, 63.20 feet; Course 16, thence South 30°31'09" East, 6.35 feet; Course 17, thence South 59°28'51" West, 1066.59 feet; Course 18, thence North 30°31'09" West, 660.00 feet; Course 19, thence South 59°28'51" West, 253.41 feet; Course 20, thence North 30°31'09" West, 468.41 feet; Course 21, thence South 59°28'51" West, 300.00 feet; thence North 89°14'34" West, continuing along said Northerly line and its Westerly prolongation, 125.81 feet to a point lying on the Westerly line of said Section 24; thence North 00°46'05" East, along said Westerly line, 1907.73 feet to the Northwesterly corner thereof, said corner also being the Southwesterly corner of said Section 13; thence North 01°12'31" West, along the Westerly line of said Section 13, a distance of 5279.19 feet to the Point of Beginning.

Less and Except Tract 1, also known as Tract "A", as described and recorded in Official Records Book 1907, page 1119, of the Public Records of Flagler County, Florida.

Containing 1006.37 acres, more or less.

CERTIFIED TO:
Greenpointe Developers, LLC, a Delaware limited liability company;
Oare Associates, LLC, a Florida limited liability company;
Shuffield, Lowman & Wilson, P.A.;
Fidelity National Title Insurance Company.

THIS IS TO CERTIFY THAT THIS MAP AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6(a), 7(a), 8, 16 AND 17 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON FEBRUARY 29, 2024.

ETM SURVEYING & MAPPING
Trusted Advisors, Creating Community.
14775 Old St. Augustine Rd.
Jacksonville, Florida 32258
(904) 642-8550
www.etminc.com
Certificate of Authorization No: LB 3624

THIS ITEM HAS BEEN ELECTRONICALLY SIGNED AND SEALED USING A DIGITAL SIGNATURE. PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

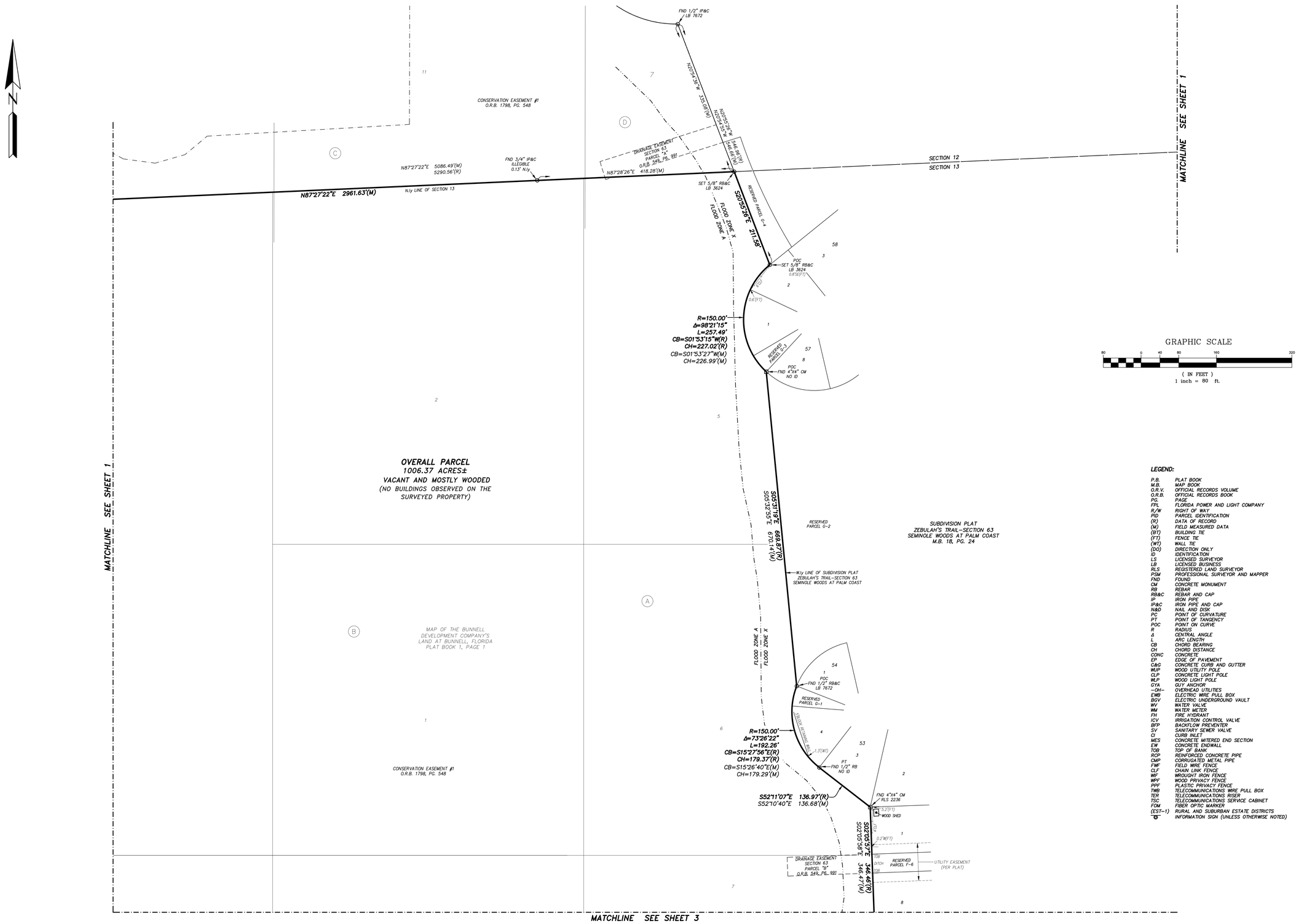
G. C. COLYER III
PROFESSIONAL SURVEYOR AND MAPPER
STATE of FLORIDA LS No. 6963
ColyerC@etmsurvey.com

DATE FEBRUARY 29, 2024 SCALE 1"=500'

CAD FILE: I:\Survey\RMAproj\Flagler County\Magnolia Trace\Bndy\Magnolia Trace Alta 2024.dwg FIELD BOOK: EFB3 '2237801' DRAWN BY: BAC CHECKED BY: GCC3

COUNTY: FLAGLER ORDER NO.: 22-378.01 FILE NO.: 129A-16.01A

A PORTION OF SECTIONS 13 AND 24, TOWNSHIP 12 SOUTH, RANGE 30 EAST,
TOGETHER WITH A PORTION OF SECTIONS 18 AND 19, TOWNSHIP 12 SOUTH,
RANGE 31 EAST, FLAGLER COUNTY, FLORIDA.



LEGEND:

P.B.	PLAT BOOK
M.B.	MAP BOOK
O.R.V.	OFFICIAL RECORDS VOLUME
O.R.B.	OFFICIAL RECORDS BOOK
PG.	PAGE
FPL	FLORIDA POWER AND LIGHT COMPANY
R/W	RIGHT OF WAY
PID	PARCEL IDENTIFICATION
(R)	DATA OF RECORD
(M)	FIELD MEASURED DATA
(BT)	BUILDING TIE
(FT)	FENCE TIE
(WT)	WALL TIE
(DO)	DIRECTION ONLY
ID	IDENTIFICATION
LS	LICENSED SURVEYOR
LB	LICENSED BUSINESS
RLS	REGISTERED LAND SURVEYOR
PSM	PROFESSIONAL SURVEYOR AND MAPPER
FND	FOUND
CM	CONCRETE MONUMENT
RB	REBAR
RB&C	REBAR AND CAP
IP	IRON PIPE
IP&C	IRON PIPE AND CAP
N&D	NAIL AND DISK
PC	POINT OF CURVATURE
PT	POINT OF TANGENCY
POC	POINT ON CURVE
R	RADIUS
Δ	CENTRAL ANGLE
L	ARC LENGTH
CB	CHORD BEARING
CH	CHORD DISTANCE
CONC	CONCRETE
EP	EDGE OF PAVEMENT
C&G	CONCRETE CURB AND GUTTER
WUP	WOOD UTILITY POLE
CLP	CONCRETE LIGHT POLE
WLP	WOOD LIGHT POLE
GYA	GUY ANCHOR
—OH—	OVERHEAD UTILITIES
EWB	ELECTRIC WIRE PULL BOX
EGV	ELECTRIC UNDERGROUND VAULT
WV	WATER VALVE
WM	WATER METER
FH	FIRE HYDRANT
ICV	IRRIGATION CONTROL VALVE
BFP	BACKFLOW PREVENTER
SV	SANITARY SEWER VALVE
CI	CURB INLET
MES	CONCRETE MITERED END SECTION
EW	CONCRETE ENDWALL
TOB	TOP OF BANK
RCP	REINFORCED CONCRETE PIPE
CMP	CORRUGATED METAL PIPE
FWF	FIELD WIRE FENCE
CLF	CHAIN LINK FENCE
WF	WROUGHT IRON FENCE
WPF	WOOD PRIVACY FENCE
PPF	PLASTIC PRIVACY FENCE
TWB	TELECOMMUNICATIONS WIRE PULL BOX
TER	TELECOMMUNICATIONS RISER
TSC	TELECOMMUNICATIONS SERVICE CABINET
FOM	FIBER OPTIC MARKER
(EST-1)	RURAL AND SUBURBAN ESTATE DISTRICTS
	INFORMATION SIGN (UNLESS OTHERWISE NOTED)

PREPARED BY:
ETM SURVEYING & MAPPING, INC.
14775 OLD ST. AUGUSTINE ROAD
JACKSONVILLE, FL 32258 (904) 642-8550
CERTIFICATE OF AUTHORIZATION NO. LB 3624

SHEET 2 OF 10
SEE SHEET 1 FOR GENERAL NOTES.

CAD FILE: I:\Survey\RMApro\Flagler County\Magnolia Trace\Bndy\Magnolia Trace Alta 2024.dwg
FIELD BOOK: EFB3 "223780'" DRAWN BY: BAC CHECKED BY: GCC3
COUNTY: FLAGLER ORDER NO.: 22-378.01 FILE NO.: 129A-16.01A

A PORTION OF SECTIONS 13 AND 24, TOWNSHIP 12 SOUTH, RANGE 30 EAST, TOGETHER WITH A PORTION OF SECTIONS 18 AND 19, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA.

MATCHLINE SEE SHEET 2

MATCHLINE SEE SHEET 1

MATCHLINE SEE SHEET 4

S02°05'57"E 346.46'(R)
S02°05'58"E 346.47'(M)

FLOOD ZONE X
FLOOD ZONE A

R=550.00'
Δ=16°39'59"
L=159.99'
CB=S10°25'57"E(R)
CH=159.42'(R)
CB=S10°29'01"E(M)
CH=159.46'(M)

POC
SET 5/8" RB&C
LB 3624

PT
FND 4"X4" CM
NO ID

S18°45'56"E 136.41'(R)
S18°40'34"E 136.42'(M)

W'ly LINE OF SUBDIVISION PLAT
ZEBULAH'S TRAIL-SECTION 63
SEMINOLE WOODS AT PALM COAST

S71°14'04"W 25.00'(R)
S71°23'03"W 24.92'(M)

FND 5/8" RB&C
LB 6888

POC
SET 5/8" RB&C
LB 3624

R=150.00'
Δ=180°00'00"
L=471.24'
CB=S18°45'56"E(R&M)
CH=300.00'(R&M)

WOOD SHED
0.9'(FT)
4.0'(FT)

RESERVED PARCEL F-5

CONSERVATION EASEMENT #1
O.R.B. 1798, PG. 548

MAP OF THE BUNNELL DEVELOPMENT COMPANY'S LAND AT BUNNELL, FLORIDA PLAT BOOK 1, PAGE 1

R=150.00'
Δ=180°00'00"
L=471.24'
CB=S18°45'56"E(R)
CH=300.00'(R)
CB=S18°46'06"E(M)
CH=300.42'(M)

POC
SET 5/8" RB&C
LB 3624

PT
FND 5/8" RB&C
LB 6422
0.2'N'(FT)

SET 5/8"
RB&C
LB 3624
(0.1'(FT))

0.5'(FT)
4.0'(E)

N71°14'04"E
25.00'(R&M)

DRAINAGE EASEMENT
SECTION 63
PARCEL "C"
O.R.B. 549, PG. 991

S18°45'56"E 515.63'(R&M)

FND
SET 5/8" RB&C
LB 3624

WOOD SHED

S36°19'43"E 128.96'(R)
S36°18'15"E 129.13'(M)

FND 4"X4" CM
NO ID

S20°52'43"W 192.91'(M)
S20°30'43"W 193.0'(R)

SET 5/8" RB&C
LB 3624

S06°47'31"E 236.49'(R&M)

FLOOD ZONE X
FLOOD ZONE A

PC
SET 5/8" RB&C
LB 3624
(FND 5/8" RB&C
LB 6422
0.52'S'ly
0.49'E'ly)

RESERVED PARCEL F-1

GRAPHIC SCALE
80 0 40 80 160 320
(IN FEET)
1 inch = 80 ft.

SUBDIVISION PLAT
ZEBULAH'S TRAIL-SECTION 63
SEMINOLE WOODS AT PALM COAST
M.B. 18, PG. 24

ZACHARY PLACE
(50' R/W)

R=40.00'
Δ=16°42'24"
L=11.66'
CB=N71°14'04"E(R)
CH=11.62'(R)
CB=N71°03'48"E(M)
CH=11.61'(M)

S'ly R/W LINE

ASPHALT PAVEMENT

MES

POC
FND 1/2" RB&C
LB 7672

POC
FND 5/8" RB
NO ID

CONC DRIVE

1 STORY BUILDING

SUBDIVISION PLAT
ZEBULAH'S TRAIL-SECTION 63
SEMINOLE WOODS AT PALM COAST
M.B. 18, PG. 24

S87°01'38"E
S2°74'38"E
110.00'(R)
110.03'(M)

N10°24'43"W
N10°24'43"W
110.00'(R)
110.10'(M)

FLOOD ZONE X
FLOOD ZONE A

R=150.00'
Δ=81°38'48"
L=213.75'
CB=N22°03'28"E(R)
CH=196.12'(R)
CB=N22°05'56"E(M)
CH=196.28'(M)

POC
FND 5/8" RB
NO ID

RESERVED PARCEL D3
DRAINAGE EASEMENT
O.R.B. 549, PG. 991

R=150.00'
Δ=81°38'47"
L=213.75'
CB=S59°35'20"E(R)
CH=196.12'(R)
CB=S59°35'13"E(M)
CH=196.20'(M)

POC
FND 5/8" RB
NO ID

DETAIL "A"
(1"=20')

OVERALL PARCEL
1006.37 ACRES±
VACANT AND MOSTLY WOODED
(NO BUILDINGS OBSERVED ON THE SURVEYED PROPERTY)

ZAUN TRAIL (R/W)

S'ly R/W LINE

N71°14'04"E 40.00'(R)
N71°15'22"E 40.32'(M)

ASPHALT PAVEMENT

FND 5/8" RB&C
LS 2379

S18°45'56"E
S18°40'40"E
230.09'(R)
230.20'(M)

N18°45'56"W 125.00'(R)
N18°51'17"W 125.18'(M)

FND 5/8" RB&C
LS 2379

S66°56'33"E 50.00'(R)
S66°58'29"E 50.10'(M)

FND 1/2" RB&C
LB 7672

N68°07'42"E
152.15'(R)
N68°09'51"E
152.20'(M)

FND 5/8"
RB&C
ILLEGIBLE

BOUNDARY LINE
OF RESERVED
PARCEL F-4

RESERVED PARCEL F-4
DRAINAGE EASEMENT
O.R.B. 549, PG. 991

N14°31'01"E
141.50'(R)
N14°32'09"E
141.43'(M)

PORTION SUBJECT TO
M.B. 18, PG. 24
PORTION NOT SUBJECT
TO ORDINANCE
O.R.B. 1365, PG. 23
(O.R.B. 1732, PG. 256)
(AGREEMENT
O.R.B. 2061, PG. 501
O.R.B. 2402, PG. 267)

SET 5/8" RB&C
LB 3624

N06°12'39"W 80.71'(R)
N06°11'47"W 80.75'(M)

FND 5/8" RB
NO ID
0.1'W(FT)

N06°47'31"W 50.00'(R)
N06°54'57"W 50.08'(M)

PT
SW'ly CORNER
OF RESERVED
PARCEL F-4
FND 5/8" RB
NO ID

R=150.00'
Δ=180°00'00"
L=471.24'
CB=N83°12'29"E(R)
CH=300.00'(R)
CB=N83°13'50"E(M)
CH=300.09'(M)

UTILITY EASEMENT
(PER PLAT)

POC
NW'ly CORNER
OF RESERVED
PARCEL D3
FND 5/8" RB
NO ID

SEE DETAIL "A"

R=150.00'
Δ=81°38'47"
L=213.75'
CB=S59°35'20"E(R)
CH=196.12'(R)
CB=S59°35'13"E(M)
CH=196.20'(M)

POC
FND 5/8" RB
NO ID

N18°45'56"W 105.00'(R)
N18°45'43"W 104.98'(M)

POC
FND 1/2" RB&C
LB 7672

R=150.00'
Δ=81°38'48"
L=213.75'
CB=N22°03'28"E(R)
CH=196.12'(R)
CB=N22°05'56"E(M)
CH=196.28'(M)

POC
FND 5/8" RB
NO ID

RESERVED PARCEL D3
DRAINAGE EASEMENT
O.R.B. 549, PG. 991

PORTION SUBJECT TO
M.B. 18, PG. 24
PORTION NOT SUBJECT
TO ORDINANCE
O.R.B. 1365, PG. 23
(O.R.B. 1732, PG. 256)
(AGREEMENT
O.R.B. 2061, PG. 501
O.R.B. 2402, PG. 267)

N71°14'04"E 320.00'(R)
N71°13'26"E 319.95'(M)

FND 1/2" RB&C
LB 7164

BOUNDARY LINE
OF RESERVED
PARCEL D3

FND 5/8" RB
NO ID

S18°08'27"E
S18°08'27"E
398.13'(R)
398.13'(M)

ZINNIA TRAIL

FND 5/8" RB&C
LB 6422
0.3'(FT)

S18°08'27"E
S18°08'20"E
679.48'(R)
679.48'(M)

W'ly LINE OF SUBDIVISION PLAT
ZEBULAH'S TRAIL-SECTION 63
SEMINOLE WOODS AT PALM COAST

FLOOD ZONE X
FLOOD ZONE A

RANGE 30 EAST
TOWNSHIP 12 SOUTH
RANGE 31 EAST
TOWNSHIP 12 SOUTH

LEGEND:

P.B.	PLAT BOOK
M.B.	MAP BOOK
O.R.V.	OFFICIAL RECORDS VOLUME
O.R.B.	OFFICIAL RECORDS BOOK
PG.	PAGE
FPL	FLORIDA POWER AND LIGHT COMPANY
R/W	RIGHT OF WAY
PID	PARCEL IDENTIFICATION
(R)	DATA OF RECORD
(M)	FIELD MEASURED DATA
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(FT)	FENCE TIE
(WT)	WALL TIE
(DO)	DIRECTION ONLY
ID	IDENTIFICATION
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LB	LICENSED BUSINESS
RLS	REGISTERED LAND SURVEYOR
PSM	PROFESSIONAL SURVEYOR AND MAPPER
FND	FOUND
CM	CONCRETE MONUMENT
RB	REBAR
RB&C	REBAR AND CAP
IP	IRON PIPE
IP&C	IRON PIPE AND CAP
N&D	NAIL AND DISK
PC	POINT OF CURVATURE
PT	POINT OF TANGENCY
POC	POINT ON CURVE
R	RADIUS
Δ	CENTRAL ANGLE
L	ARC LENGTH
CB	CHORD BEARING
CH	CHORD DISTANCE
CONC	CONCRETE
EP	EDGE OF PAVEMENT
C&G	CONCRETE CURB AND GUTTER
WUP	WOOD UTILITY POLE
CLP	CONCRETE LIGHT POLE
WLP	WOOD LIGHT POLE
GYA	GUY ANCHOR
-OH-	OVERHEAD UTILITIES
EMB	ELECTRIC WIRE PULL BOX
BGV	UNDERGROUND VAULT
WV	WATER VALVE
WM	WATER METER
FH	FIRE HYDRANT
ICV	IRRIGATION CONTROL VALVE
BFP	BACKFLOW PREVENTER
SV	SANITARY SEWER VALVE
CI	CURB INLET
MES	CONCRETE MITERED END SECTION
EW	CONCRETE ENDWALL
TOB	TOP OF BANK
RCP	REINFORCED CONCRETE PIPE
CMP	CORRUGATED METAL PIPE
FWF	FIELD WIRE FENCE
CLF	CHAIN LINK FENCE
WF	WROUGHT IRON FENCE
WPF	WOOD PRIVACY FENCE
PPF	PLASTIC PRIVACY FENCE
TMB	TELECOMMUNICATIONS WIRE PULL BOX
TER	TELECOMMUNICATIONS RISER
TSC	TELECOMMUNICATIONS SERVICE CABINET
FOM	FIBER OPTIC MARKER
(EST-1)	RURAL AND SUBURBAN ESTATE DISTRICTS
	INFORMATION SIGN (UNLESS OTHERWISE NOTED)

PREPARED BY:
ETM SURVEYING & MAPPING, INC.
14775 OLD ST. AUGUSTINE ROAD
JACKSONVILLE, FL 32258 (904) 642-8550
CERTIFICATE OF AUTHORIZATION NO. LB 3624

SHEET 3 OF 10
SEE SHEET 1 FOR GENERAL NOTES.

CAD FILE: I:\Survey\RMApro\Flagler County\Magnolia Trace\Bndy\Magnolia Trace Alta 2024.dwg FIELD BOOK: EFB3 "2237801" DRAWN BY: BAC CHECKED BY: GCC3
COUNTY: FLAGLER ORDER NO.: 22-378.01 FILE NO.: 129A-16.01A

A PORTION OF SECTIONS 13 AND 24, TOWNSHIP 12 SOUTH, RANGE 30 EAST,
TOGETHER WITH A PORTION OF SECTIONS 18 AND 19, TOWNSHIP 12 SOUTH,
RANGE 31 EAST, FLAGLER COUNTY, FLORIDA.

MATCHLINE SEE SHEET 3

MATCHLINE SEE SHEET 1



GRAPHIC SCALE

80 0 40 80 160 320

(IN FEET)
1 inch = 80 ft.

LEGEND:

P.B.	PLAT BOOK
M.B.	MAP BOOK
O.R.V.	OFFICIAL RECORDS VOLUME
O.R.B.	OFFICIAL RECORDS BOOK
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R/W	RIGHT OF WAY
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(M)	FIELD MEASURED DATA
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(FT)	FENCE TIE
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PSM	PROFESSIONAL SURVEYOR AND MAPPER
FND	FOUND
CM	CONCRETE MONUMENT
RB	REBAR
RB&C	REBAR AND CAP
IP	IRON PIPE
IP&C	IRON PIPE AND CAP
N&D	NAIL AND DISK
PC	POINT OF CURVATURE
PT	POINT OF TANGENCY
POC	POINT ON CURVE
R	RADIUS
Δ	CENTRAL ANGLE
L	ARC LENGTH
CB	CHORD BEARING
CH	CHORD DISTANCE
CONC	CONCRETE
EP	EDGE OF PAVEMENT
C&G	CONCRETE CURB AND GUTTER
WUP	WOOD UTILITY POLE
CLP	CONCRETE LIGHT POLE
WLP	WOOD LIGHT POLE
GYA	GUY ANCHOR
-OH-	OVERHEAD UTILITIES
EMB	ELECTRIC WIRE PULL BOX
BGV	ELECTRIC UNDERGROUND VAULT
WV	WATER VALVE
WM	WATER METER
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BFP	BACKFLOW PREVENTER
SV	SANITARY SEWER VALVE
CI	CURB INLET
MES	CONCRETE MITERED END SECTION
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TOB	TOP OF BANK
RCP	REINFORCED CONCRETE PIPE
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WF	WROUGHT IRON FENCE
WPF	WOOD PRIVACY FENCE
PPF	PLASTIC PRIVACY FENCE
TMB	TELECOMMUNICATIONS WIRE PULL BOX
TER	TELECOMMUNICATIONS RISER
TSC	TELECOMMUNICATIONS SERVICE CABINET
FOM	FIBER OPTIC MARKER
(EST-1)	RURAL AND SUBURBAN ESTATE DISTRICTS
	INFORMATION SIGN (UNLESS OTHERWISE NOTED)

CONSERVATION EASEMENT #1
O.R.B. 1798, PG. 548

MAP OF THE BUNNELL
DEVELOPMENT COMPANY'S
LAND AT BUNNELL, FLORIDA
PLAT BOOK 1, PAGE 1

OVERALL PARCEL
1006.37 ACRES±
VACANT AND MOSTLY WOODED
(NO BUILDINGS OBSERVED ON THE
SURVEYED PROPERTY)

DRAINAGE EASEMENT
SECTION 63
PARCEL "D"
O.R.B. 549, PG. 991

SUBDIVISION PLAT
ZEBULAH'S TRAIL-SECTION 63
SEMINOLE WOODS AT PALM COAST
M.B. 18, PG. 24

S18°08'08"E
979.48'(R)
979.48'(M)

FND 5/8" RB
NO ID

RESERVED
PARCEL D 2

UTILITY EASEMENT
(PER PLAT)

0.2'(FT)

1.0'(FT)

S13°42'57"E 850.00'(M)

ON LINE(FT)

0.2'(FT)

6'PPF

W'ly LINE OF SUBDIVISION PLAT
ZEBULAH'S TRAIL-SECTION 63
SEMINOLE WOODS AT PALM COAST

S13°42'57"E
2050.00'(R)
2049.83'(M)

2.0'(FT)

0.4'(FT)

FND 1/2" RB&C
LB 6883

UTILITY EASEMENT
(PER PLAT)

RESERVED PARCEL C-1

RANGE 30 EAST
TOWNSHIP 12 SOUTH
RANGE 31 EAST

APPROXIMATE LIMITS OF SIDE AREA
AS DEPICTED IN O.R.B. 549,
PG. 994 OF

FLOOD ZONE X
FLOOD ZONE A

MATCHLINE SEE SHEET 5

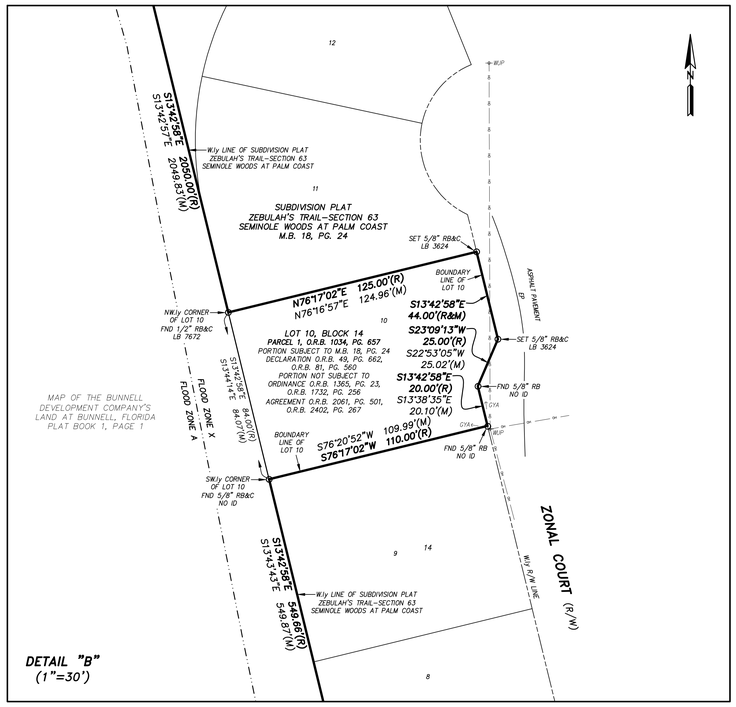
SHEET 4 OF 10
SEE SHEET 1 FOR GENERAL NOTES.

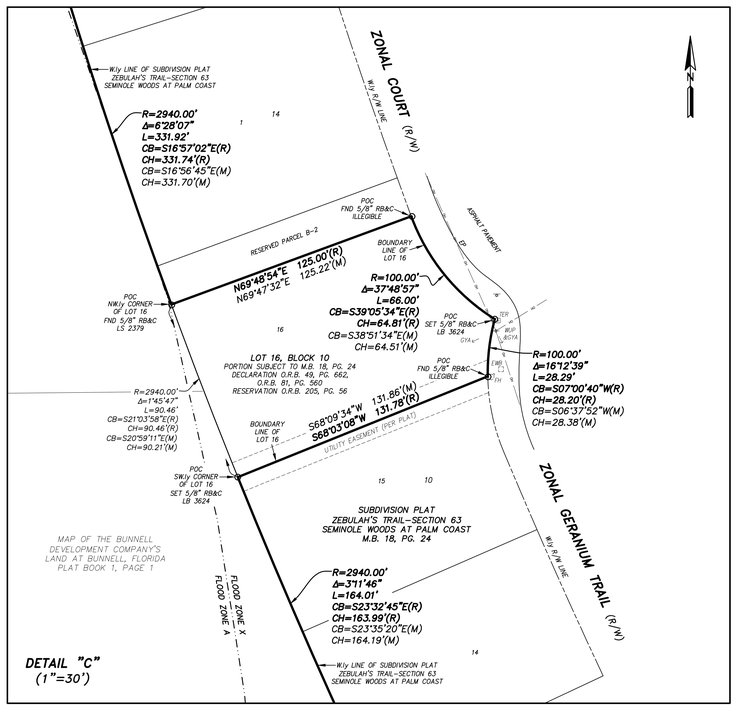
PREPARED BY:
ETM SURVEYING & MAPPING, INC.
14775 OLD ST. AUGUSTINE ROAD
JACKSONVILLE, FL 32258 (904) 642-8550
CERTIFICATE OF AUTHORIZATION NO. LB 3624

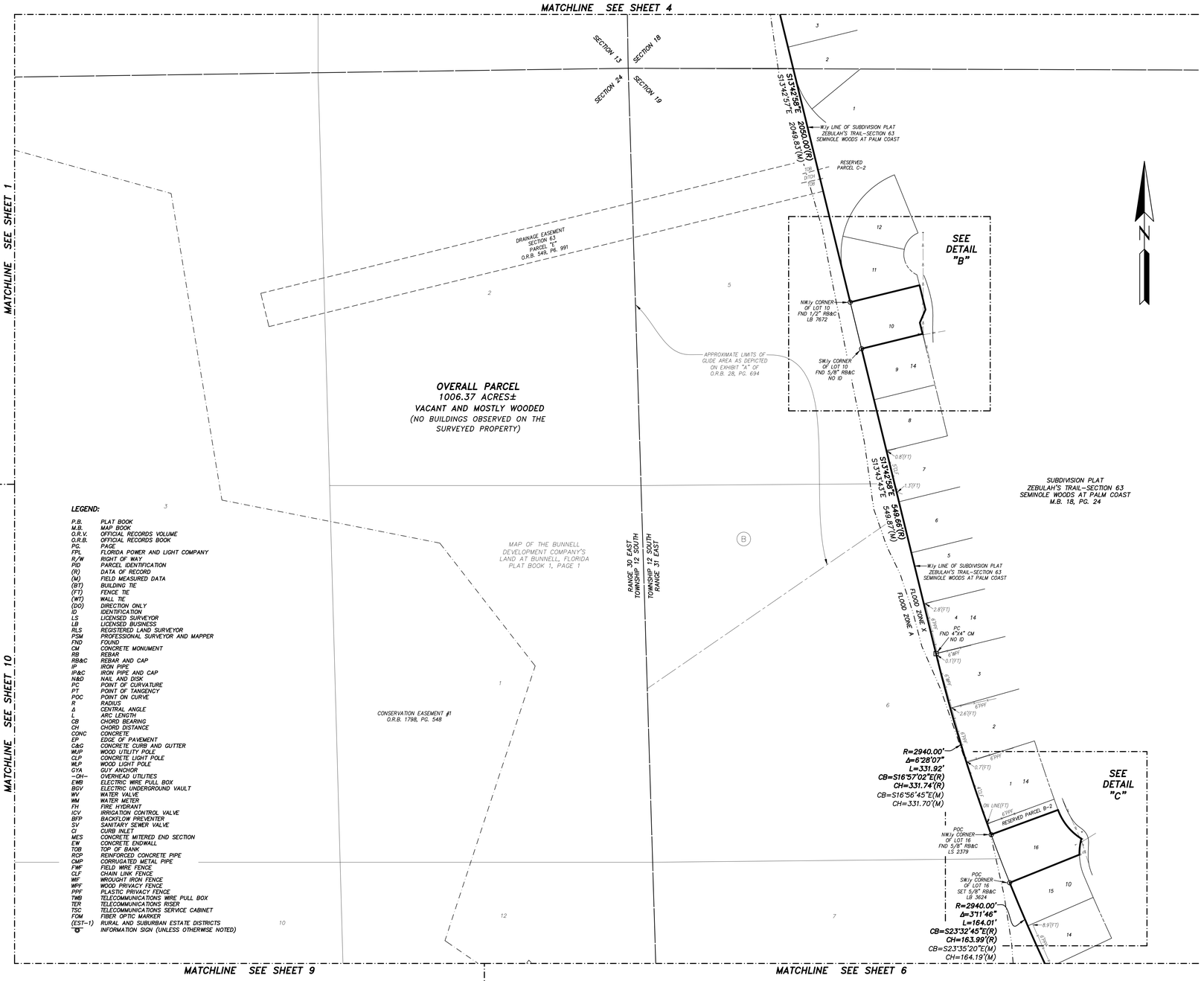
CAD FILE: I:\Survey\RMApro\Flagler County\Magnolia Trace\Bndy\Magnolia Trace Alta 2024.dwg FIELD BOOK: EFB3 "2237801" DRAWN BY: BAC CHECKED BY: GCC3

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A PORTION OF SECTIONS 13 AND 24, TOWNSHIP 12 SOUTH, RANGE 30 EAST, TOGETHER WITH A PORTION OF SECTIONS 18 AND 19, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA.







LEGEND:

P.B.	PLAT BOOK
M.B.	MAP BOOK
O.R.V.	OFFICIAL RECORDS VOLUME
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FOM	FIBER OPTIC MARKER
(EST-1)	RURAL AND SUBURBAN ESTATE DISTRICTS
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GRAPHIC SCALE

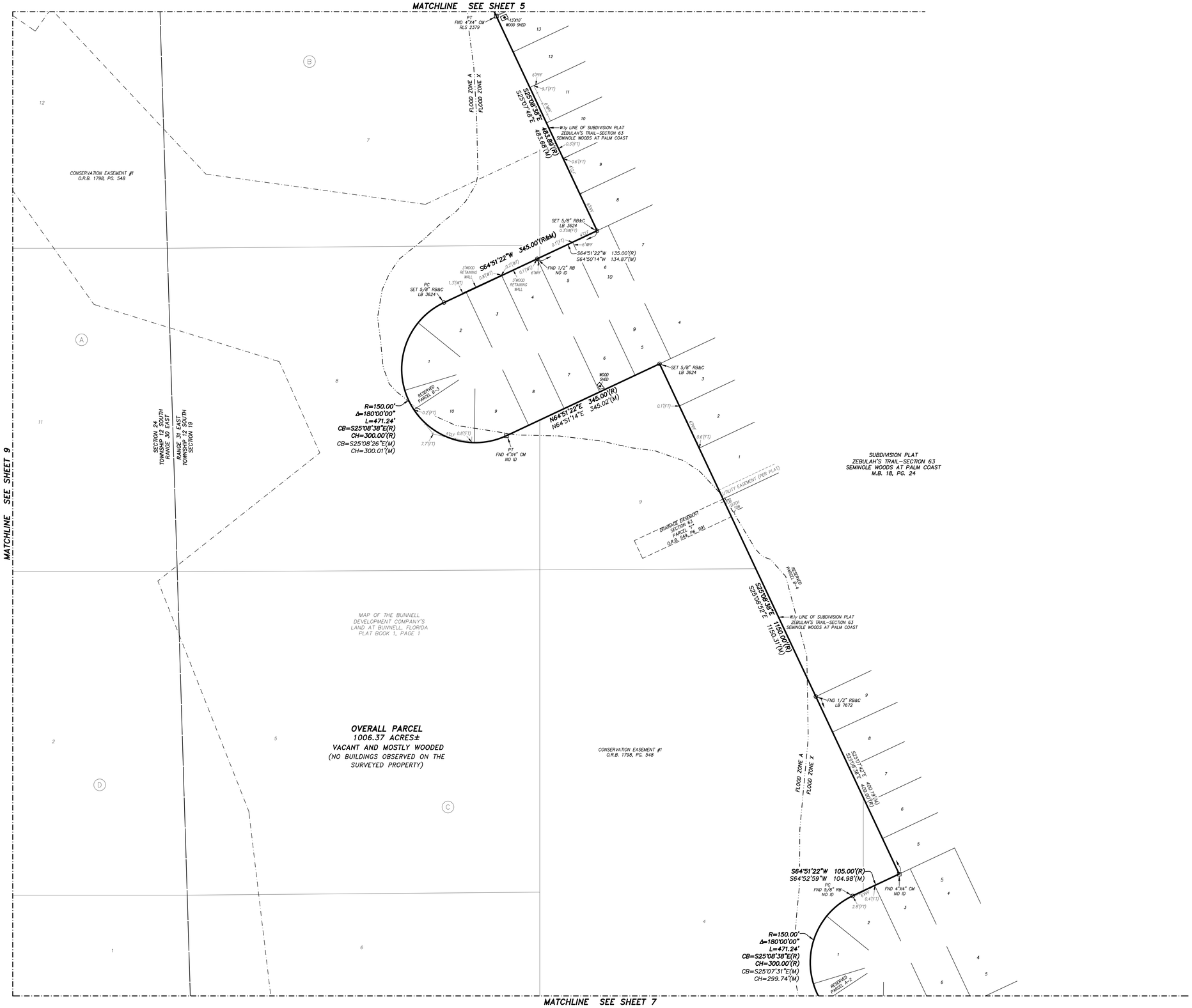
80 0 40 80 160 320

(IN FEET)
1 inch = 80 ft.

PREPARED BY:
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14775 OLD ST. AUGUSTINE ROAD
JACKSONVILLE, FL 32258 (904) 642-8550
CERTIFICATE OF AUTHORIZATION NO. LB 3624

SHEET 5 OF 10
SEE SHEET 1 FOR GENERAL NOTES.

A PORTION OF SECTIONS 13 AND 24, TOWNSHIP 12 SOUTH, RANGE 30 EAST,
TOGETHER WITH A PORTION OF SECTIONS 18 AND 19, TOWNSHIP 12 SOUTH,
RANGE 31 EAST, FLAGLER COUNTY, FLORIDA.



GRAPHIC SCALE

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(IN FEET)
1 inch = 80 ft.

SUBDIVISION PLAT
ZEBULAH'S TRAIL-SECTION 63
SEMINOLE WOODS AT PALM COAST
M.B. 18, PG. 24

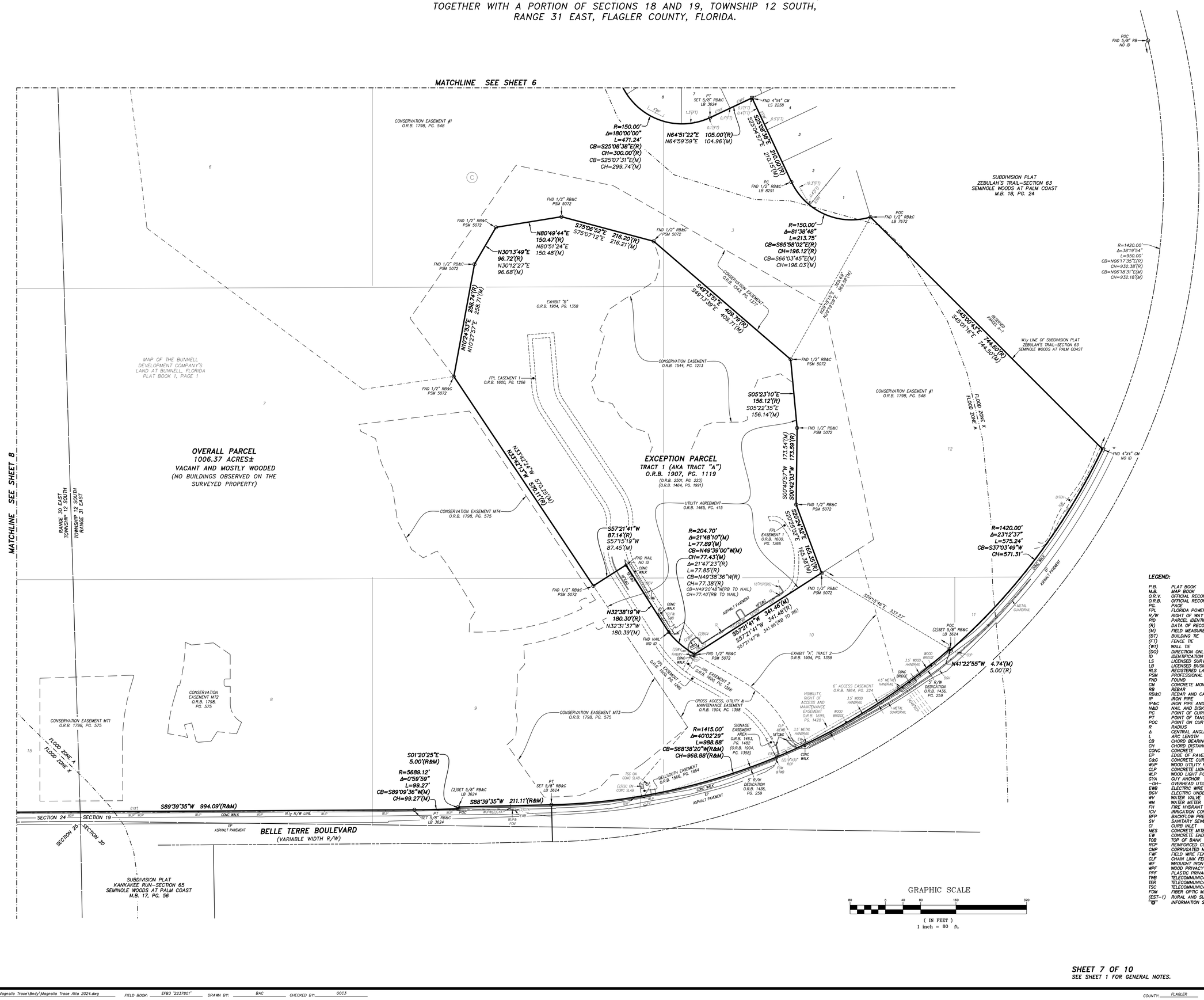
LEGEND:

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(EST-1)	RURAL AND SUBURBAN ESTATE DISTRICTS
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SHEET 6 OF 10
SEE SHEET 1 FOR GENERAL NOTES.

PREPARED BY:
ETM SURVEYING & MAPPING, INC.
14775 OLD ST. AUGUSTINE ROAD
JACKSONVILLE, FL 32258 (904) 642-8550
CERTIFICATE OF AUTHORIZATION NO. LB 3624

A PORTION OF SECTIONS 13 AND 24, TOWNSHIP 12 SOUTH, RANGE 30 EAST, TOGETHER WITH A PORTION OF SECTIONS 18 AND 19, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA.



LEGEND:

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O.R.B.	OFFICIAL RECORDS BOOK
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EW	CONCRETE ENDWALL
TOB	TOP OF BANK
RCP	REINFORCED CONCRETE PIPE
CMP	CORRUGATED METAL PIPE
FWF	FIELD WIRE FENCE
CLF	CHAIN LINK FENCE
WIF	WROUGHT IRON FENCE
WPF	WOOD PRIVACY FENCE
PPF	PLASTIC PRIVACY FENCE
TWB	TELECOMMUNICATIONS WIRE PULL BOX
TER	TELECOMMUNICATIONS RISER
TSC	TELECOMMUNICATIONS SERVICE CABINET
FOM	FIBER OPTIC MARKER
(EST-1)	RURAL AND SUBURBAN ESTATE DISTRICTS
"O"	INFORMATION SIGN (UNLESS OTHERWISE NOTED)

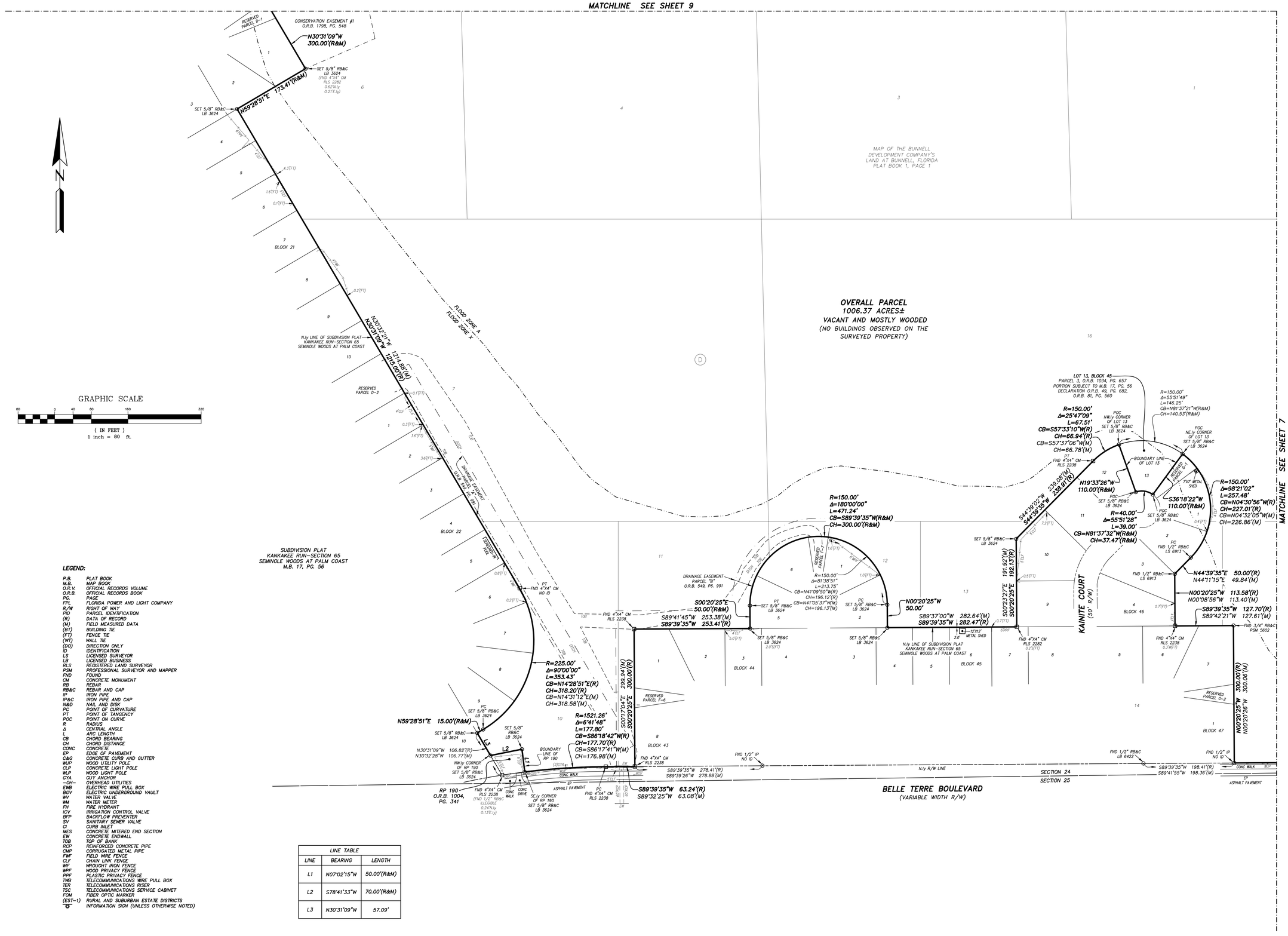
SHEET 7 OF 10
SEE SHEET 1 FOR GENERAL NOTES.

PREPARED BY:
ETM SURVEYING & MAPPING, INC.
14775 OLD ST. AUGUSTINE ROAD
JACKSONVILLE, FL 32258 (904) 642-8550
CERTIFICATE OF AUTHORIZATION NO. LB 3624

CAD FILE: I:\Survey\RMApro\Flagler County\Magnolia Trace\Bndy\Magnolia Trace Alta 2024.dwg FIELD BOOK: EFB3 '2237801' DRAWN BY: BAC CHECKED BY: GCC3
COUNTY: FLAGLER ORDER NO.: 22-378.01 FILE NO.: 129A-16.01A

A PORTION OF SECTIONS 13 AND 24, TOWNSHIP 12 SOUTH, RANGE 30 EAST,
TOGETHER WITH A PORTION OF SECTIONS 18 AND 19, TOWNSHIP 12 SOUTH,
RANGE 31 EAST, FLAGLER COUNTY, FLORIDA.

MATCHLINE SEE SHEET 9



SUBDIVISION PLAT
KANKAKEE RUN-SECTION 65
SEMINOLE WOODS AT PALM COAST
M.B. 17, Pg. 56

MATCHLINE SEE SHEET 7

LEGEND:

P.B.	PLAT BOOK
M.B.	MAP BOOK
O.R.V.	OFFICIAL RECORDS VOLUME
O.R.B.	OFFICIAL RECORDS BOOK
PG.	PAGE
FPL	FLORIDA POWER AND LIGHT COMPANY
R/W	RIGHT OF WAY
PID	PARCEL IDENTIFICATION
(R)	DATA OF RECORD
(M)	FIELD MEASURED DATA
(BT)	BUILDING TIE
(FT)	FENCE TIE
(WT)	WALL TIE
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PSM	PROFESSIONAL SURVEYOR AND MAPPER
FND	FOUND
CM	CONCRETE MONUMENT
RB	REBAR
RB&C	REBAR AND CAP
IP	IRON PIPE
IP&C	IRON PIPE AND CAP
N&D	NAIL AND DISK
PC	POINT OF CURVATURE
PT	POINT OF TANGENCY
POC	POINT ON CURVE
R	RADIUS
Δ	CENTRAL ANGLE
L	ARC LENGTH
CB	CHORD BEARING
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WLP	WOOD LIGHT POLE
GYA	GUY ANCHOR
-OH-	OVERHEAD UTILITIES
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EGV	ELECTRIC UNDERGROUND VAULT
WV	WATER VALVE
WM	WATER METER
FH	FIRE HYDRANT
ICV	IRRIGATION CONTROL VALVE
BFP	BACKFLOW PREVENTER
SV	SANITARY SEWER VALVE
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LINE TABLE		
LINE	BEARING	LENGTH
L1	N07°02'15"W	50.00'(R&M)
L2	S78°41'33"W	70.00'(R&M)
L3	N30°31'09"W	57.09'

SHEET 8 OF 10
SEE SHEET 1 FOR GENERAL NOTES.

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TOGETHER WITH A PORTION OF SECTIONS 18 AND 19, TOWNSHIP 12 SOUTH,
RANGE 31 EAST, FLAGLER COUNTY, FLORIDA.

MATCHLINE SEE SHEET 10

MATCHLINE SEE SHEET 5

MATCHLINE SEE SHEET 10

MATCHLINE SEE SHEET 6

PC
SET 5/8" RB&C
LB 3624

N89°59'45"W 269.56'(M)
S89°59'53"W 270.01'(R)

FND 3/8" RB
NO ID

N39°16'14"W
N39°27'43"W 238.08'(M)
238.04'(R)

FND 1/2" RB
NO ID

R=150.00'
Δ=180°00'00"
L=471.24'
CB=S00°00'07"E(R)
CH=300.00'(R)
CB=S00°00'57"W(M)
CH=299.97'(M)

RESERVED
PARCEL C-2

N89°59'53"E 50.00'(R)
N89°41'28"E 50.23'(M)

FND 4"X4" CM
NO ID

PT
FND 4"X4" CM
RLS 2283

FND 1/2" RB&C
LB 7622

S53°08'54"E 63.20'(R)
S52°51'09"E 63.30'(M)

S30°31'09"E 6.35'(R)
S30°58'15"E 5.79'(M)

FND 5/8" RB&C
NO ID

N59°27'23"W
N59°28'51"W 1066.56'(M)
1066.59'(R)

N.Ly LINE OF SUBDIVISION PLAT
KANKAKEE RUN-SECTION 65
SEMINOLE WOODS AT PALM COAST

BLOCK 13

BLOCK 14

FLOOD ZONE A
FLOOD ZONE X

N19°27'43"W
N19°27'43"W 341.53'(M)
341.62'(R)

FND 1/2" RB&C
LB 6073

RESERVED
PARCEL C-3

N19°27'43"W 1199.63'(M)
1199.35'(R)

CONSERVATION EASEMENT #1
O.R.B. 1798, PG. 548

SUBDIVISION PLAT
KANKAKEE RUN-SECTION 65
SEMINOLE WOODS AT PALM COAST
M.B. 17, PG. 56

BLOCK 18

BLOCK 20

N.Ly LINE OF SUBDIVISION PLAT
KANKAKEE RUN-SECTION 65
SEMINOLE WOODS AT PALM COAST

SET 5/8" RB&C
LB 3624
(TND 4"X4" CM
RLS 2282
0.70'N.Ly
0.00'W.Ly)

N59°28'51"E
79.56'(R&M)

SET 5/8" RB&C
LB 3624

N30°31'09"W
N30°31'09"W 300.03'(M)
300.00'(R)

RESERVED
PARCEL C-4

FND 4"X4" CM
RLS 2236

SET 5/8" RB&C
LB 3624
(TND 4"X4" CM
NO ID
1.15'N.Ly
0.55'E.Ly)

N59°28'51"E
80.00'(R)
N59°30'13"E
80.17'(M)

N30°31'09"W
300.00'(R&M)

FLOOD ZONE A
FLOOD ZONE X

OVERALL PARCEL
1006.37 ACRES±
VACANT AND MOSTLY WOODED
(NO BUILDINGS OBSERVED ON THE
SURVEYED PROPERTY)

MAP OF THE BUNNELL
DEVELOPMENT COMPANY'S
LAND AT BUNNELL, FLORIDA
PLAT BOOK 1, PAGE 1

N

GRAPHIC SCALE

80 0 40 80 160 320

(IN FEET)
1 inch = 80 ft.

LEGEND:

P.B.	PLAT BOOK
M.B.	MAP BOOK
O.R.V.	OFFICIAL RECORDS VOLUME
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MATCHLINE SEE SHEET 8

SHEET 9 OF 10
SEE SHEET 1 FOR GENERAL NOTES.

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GRAPHIC SCALE

80 0 40 80 160 320

(IN FEET)
1 inch = 80 ft.

LEGEND:

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SHEET 10 OF 10
SEE SHEET 1 FOR GENERAL NOTES.

PREPARED BY:
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AFFIDAVIT OF CORPORATE IDENTITY/AUTHORITY

COMMONWEALTH OF VIRGINIA

COUNTY OF HENRICO

COMES NOW, AUSTIN BROCKENBROUGH, IV, being first duly sworn, who deposes and says:

(1) That he is the Manager of OARE ASSOCIATES, 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: Parcel Numbers 13-12-30-0650-000A0-0010, 24-12-30-0650-000A0-0010, 24-12-31-4150-00T50-0000, 24-12-31-4140-00T40-0000, 19-12-31-0650-000C0-0011, 19-12-31-4120-00T20-0000, 19-12-31-4110-00T10-0000, and 19-12-31-4130-00T30-0000 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.

OARE ASSOCIATES, LLC
A Florida Limited Liability Company

By: _____

Name: Austin Brockenbrough, IV

Title: Manager

The foregoing instrument was acknowledged before me by means of X physical presence or ____ online notarization this 5 day of January, 2026 by AUSTIN BROCKENBROUGH, IV, the Manager of OARE ASSOCIATES, LLC, a Florida Limited Liability Company, on behalf of the Company. He is X personally known to me or ____ produced _____ as identification.

ANNA CLARK
NOTARY PUBLIC
REG. # 00384478
MY COMMISSION EXPIRES
07/31/2029
COMMONWEALTH OF VIRGINIA

_____
NOTARY PUBLIC

EXHIBIT "A"

OVERALL PARCEL

A portion of Sections 13 and 24, Township 12 South, Range 30 East, together with a portion of Sections 18 and 19, Township 12 South, Range 31 East, Flagler County, Florida, being a portion of Map of the Bunnell Development Company's Land at Bunnell, Florida, as recorded in Plat Book 1, page 1, of the Public Records of said county, also being a portion of Revised Parcel 403, as described and recorded in Official Records Book 950, page 1943, of said Public Records, together with all of Lot 13, Block 45, as depicted on Subdivision Plat Kankakee Run-Section 65 Seminole Woods at Palm Coast, recorded in Map Book 17, page 58, together with all of Reserved Parcels D3 and F-4, all of Lot 10, Block 14, and all of Lot 16, Block 10, as depicted on Subdivision Plat Zebulah's Trail-Section 63 Seminole Woods at Palm Coast, recorded in Map Book 18, page 24, all of said Public Records, being more particularly described as follows:

For a Point of Beginning, commence at the Northwest corner of said Section 13; thence North 87°27'22" East, along the Northerly line of said Section 13, a distance of 2951.63 feet to its intersection with the Westerly line of said Subdivision Plat Zebulah's Trail-Section 63 Seminole Woods at Palm Coast; thence along said Westerly line the following 17 courses: Course 1, thence South 20°55'26" East, departing said Northerly line, 211.58 feet to a point on a non-tangent curve concave Easterly having a radius of 150.00 feet; Course 2, thence Southerly along the arc of said curve, through a central angle of 98°21'15", an arc length of 257.49 feet to a point on said curve, said arc being subtended by a chord bearing and distance of South 01°53'15" West, 227.02 feet; Course 3, thence South 05°31'19" East, along a non-tangent line, 669.87 feet to a point on a non-tangent curve concave Easterly having a radius of 150.00 feet; Course 4, thence Southerly along the arc of said curve, through a central angle of 73°26'22", an arc length of 192.26 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 15°27'56" East, 179.37 feet; Course 5, thence South 52°11'07" East, 136.97 feet; Course 6, thence South 02°05'57" East, 346.46 feet to the point of curvature of a curve concave Easterly having a radius of 550.00 feet; Course 7, thence Southerly along the arc of said curve, through a central angle of 16°39'38", an arc length of 159.99 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 10°25'57" East, 159.43 feet; Course 8, thence South 18°45'56" East, 136.41 feet; Course 9, thence South 71°14'04" West, 25.00 feet to the point of curvature of a curve concave Easterly having a radius of 150.00 feet; Course 10, thence Southerly along the arc of said curve, through a central angle of 180°00'00", an arc length of 471.24 feet to a point on said curve, said arc being subtended by a chord bearing and distance of South 18°45'56" East, 300.00 feet; Course 11, thence Southerly along the arc of a non-tangent curve concave Easterly having a radius of 150.00 feet, through a central angle of 180°00'00", an arc length of 471.24 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 18°45'56" East, 300.00 feet; Course 12, thence North 71°14'04" East, 25.00 feet; Course 13, thence South 18°45'56" East, 315.63 feet; Course 14, thence South 36°19'43" East, 128.96 feet; Course 15, thence South 20°30'43" West, 193.05 feet; Course 16, thence South 06°47'31" East, 236.49 feet to the point of curvature of a curve concave Northerly having a radius of 150.00 feet; Course 17, thence Easterly along the arc of said curve, through a central angle of 180°00'00", an arc length of 471.24 feet to the point of tangency of said curve being the Southwesterly corner of said Reserved Parcel F-4, said arc being subtended by a chord bearing and distance of North 83°12'29" East, 300.00 feet; thence Easterly along the boundary lines of said Reserved Parcels F-4 and D3 the following 15 courses: Course 1, thence North 06°47'31" West, departing said Westerly line, 50.00 feet; Course 2, thence North 06°12'39" West, 80.71 feet; Course 3, thence North 14°31'01" East, 141.50 feet; Course 4, thence South 68°56'33" East, 50.00 feet; Course 5, thence North 68°07'42" East, 152.15 feet; Course 6, thence North 18°45'56" West, 125.00 feet to a point lying on the Southerly right of way line of Zeus Trail, a right of way as depicted on said Subdivision Plat Zebulah's Trail-Section 63 Seminole Woods at Palm Coast; Course 7, thence North 71°14'04" East, along said Southerly right of way line, 40.00 feet; Course 8, thence South 18°45'56" East, departing said Southerly right of way line, 230.00 feet to a point on a non-tangent curve concave Northeasterly having a radius of 150.00 feet; Course 9, thence Southeasterly along the arc of said curve, through a central angle of 81°38'42", an arc length of 213.75 feet to a point on said curve, said arc being subtended by a chord bearing and distance of South 59°35'20" East, 196.12 feet; Course 10, thence North 10°24'43" West, 110.00 feet to a point lying on the Southerly right of way line of Zachary Place, a 50 foot right of way as depicted on said Subdivision Plat Zebulah's Trail-Section 63 Seminole Woods at Palm Coast; Course 11, thence Easterly along said Southerly right of way line and along the arc of a non-tangent curve concave Northerly having a radius of 40.00 feet, through a central angle of 16°42'24", an arc length of 11.66 feet to a point on said curve, said arc being subtended by a chord bearing and distance of North 71°14'04" East 11.62 feet; Course 12, thence South 27°07'08" East, departing said Southerly right of way line, 110.00 feet to a point on a non-tangent curve concave Westerly having a radius of 150.00 feet; Course 13, thence Northerly along the arc of said curve, through a central angle of 81°38'42", an arc length of 213.75 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of North 22°03'28" East, 196.12 feet; Course 14, thence North 18°45'56" West, 105.00 feet; Course 15, thence North 71°14'04" East, 320.00 feet; thence South 18°08'17" East, continuing along said boundary line of Reserved Parcel D-3 and along said Westerly line of Subdivision Plat Zebulah's Trail-Section 63 Seminole Woods at Palm Coast, 979.40 feet; thence South 13°42'58" East, continuing along said Westerly line, 2050.00 feet to the Northwesterly corner of said Lot 10, Block 14; thence along the boundary line of said Lot 10, Block 14, the following 5 courses: Course 1, thence North 76°17'02" East, departing said Westerly line, 125.00 feet to a point lying on the Westerly right of way line of Zonal Court, a variable width right of way as depicted on said Subdivision Plat Zebulah's Trail-Section 63 Seminole Woods at Palm Coast; Course 2, thence South 13°42'58" East, along said Westerly right of way line, 44.00 feet; Course 3, thence South 23°09'13" West, continuing along said Westerly right of line, 25.00 feet; Course 4, thence South 13°42'58" East, continuing along said Westerly right of way line, 20.00 feet; Course 5, thence South 76°17'02" West, departing said Westerly right of way line, 110.00 feet to the Southwesterly corner thereof, said corner lying on said Westerly line of Subdivision Plat Zebulah's Trail-Section 63 Seminole Woods at Palm Coast; thence South 13°42'58" East, along said Westerly line, 349.66 feet to the point of curvature of a curve concave Easterly having a radius of 2940.00 feet; thence Southerly, continuing along said Westerly line and along the arc of said curve, through a central angle of 06°28'07", an arc length of 331.92 feet to the Northwesterly corner of said Lot 16, Block 10, said arc being subtended by a chord bearing and distance of South 16°57'02" East, 331.74 feet; thence along the boundary line of said Lot 16, Block 10, the following 4 courses: Course 1, thence North 69°48'34" East, departing said Westerly line, 125.00 feet to a point lying on said Westerly right of way line of Zonal Court, said point lying on a non-tangent curve concave Northeasterly having a radius of 100.00 feet; Course 2, thence Southeasterly along said Westerly right of way line and along the arc of said curve, through a central angle of 37°48'57", an arc length of 66.00 feet to a point lying on the Westerly right of way line of Zonal Geranium Trail, a right of way as depicted on said Subdivision Plat Zebulah's Trail-Section 63 Seminole Woods at Palm Coast, said arc being subtended by a chord bearing and distance of South 39°05'34" East, 64.81 feet; Course 3, thence Southerly, along said said Westerly right of way line and along the arc of a non-tangent curve concave Easterly having a radius of 100.00 feet, through a central angle of 16°12'39", an arc length of 28.29 feet to a point on said curve, said arc being subtended by a chord bearing and distance of South 07°00'40" West, 28.20 feet; Course 4, thence South 65°03'08" West, departing said Westerly right of way line, 131.78 feet to the Southwesterly corner thereof, said corner lying on said Westerly line of Subdivision Plat Zebulah's Trail-Section 63 Seminole Woods at Palm Coast; thence Southerly along said Westerly line the following 13 courses: Course 1, thence Southeasterly along the arc of a non-tangent curve concave Northeasterly having a radius of 2940.00 feet, through a central angle of 03°11'46", an arc length of 164.01 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 23°32'45" East, 163.99 feet; Course 2, thence South 25°08'38" East, 483.89 feet; Course 3, thence South 64°51'22" West, 345.00 feet to the point of curvature of a curve concave Northeasterly having a radius of 150.00 feet; Course 4, thence Southeasterly along the arc of said curve, through a central angle of 180°00'00", an arc length of 471.24 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 25°08'38" East, 300.00 feet; Course 5, thence North 64°51'22" East, 345.00 feet; Course 6, thence North 64°51'22" East, 345.00 feet; Course 7, thence South 25°08'38" East, 1150.00 feet; Course 8, thence South 64°51'22" West, 105.00 feet to the point of curvature of a curve concave Northeasterly having a radius of 150.00 feet; Course 9, thence Southeasterly along the arc of said curve, through a central angle of 180°00'00", an arc length of 471.24 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 25°08'38" East, 300.00 feet; Course 10, thence North 64°51'22" East, 105.00 feet; Course 11, thence South 25°08'38" East, 210.00 feet to the point of curvature of a curve concave Northeasterly having a radius of 150.00 feet; Course 12, thence Southeasterly along the arc of said curve, through a central angle of 81°38'48", an arc length of 213.75 feet to a point on said curve, said arc being subtended by a chord bearing and distance of South 65°58'02" East, 196.12 feet; Course 13, thence South 45°00'43" East, along non-tangent line, 744.60 feet to a point lying on the Northerly right of way line of Belle Terre Boulevard, a variable width right of way as presently established; thence Westerly along said Northerly right of way line the following 7 courses: Course 1, thence Southwesterly along the arc of a non-tangent curve concave Northwesterly having a radius of 1420.00 feet, through a central angle of 23°12'37", an arc length of 575.24 feet to a point on said curve, said arc being subtended by a chord bearing and distance of South 37°03'49" West, 571.31 feet; Course 2, thence North 41°22'53" West, 4.74 feet to a point on a non-tangent curve concave Northerly having a radius of 1415.00 feet; Course 3, thence Westerly along the arc of said curve, through a central angle of 40°02'29", an arc length of 988.88 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 68°38'20" West, 968.58 feet; Course 4, thence South 88°39'35" West, 211.11 feet; Course 5, thence South 01°20'25" East, 5.00 feet to a point on a non-tangent curve concave Northerly having a radius of 5889.12 feet; Course 6, thence Westerly along the arc of said curve, through a central angle of 00°59'59", an arc length of 99.27 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 89°09'38" West, 99.27 feet; Course 7, thence South 89°39'35" West, 894.09 feet; thence Northerly along said Northerly line of said Subdivision Plat Kankakee Run-Section 65 Seminole Woods at Palm Coast the following 5 courses: Course 1, thence North 00°20'25" West, departing said Northerly right of way line, 300.00 feet; Course 2, thence South 89°39'35" West, 127.70 feet; Course 3, thence North 00°20'25" West, 113.58 feet; Course 4, thence North 44°39'35" East, 50.00 feet to the point of curvature of a curve concave Westerly having a radius of 150.00 feet; Course 5, thence Northerly along the arc of said curve, through a central angle of 98°21'03", an arc length of 257.48 feet to the Northeasterly corner of said Lot 13, Block 45, said arc being subtended by a chord bearing and distance of North 04°10'56" West, 227.01 feet; thence along the boundary line of said Lot 13, Block 45, the following 3 courses: Course 1, thence South 36°18'22" West, departing said Northerly line, 110.00 feet to a point lying on the Northerly right of way line of Kaimite Court, a 50 foot right of way as depicted on said Subdivision Plat Kankakee Run-Section 65 Seminole Woods at Palm Coast, said point being a point on a non-tangent curve concave Southerly having a radius of 40.00 feet; Course 2, thence Westerly along said Northerly right of way line and along the arc of said curve, through a central angle of 35°51'28", an arc length of 39.00 feet to a point on said curve, said arc being subtended by a chord bearing and distance of North 81°37'32" West, 37.47 feet; Course 3, thence North 19°33'26" West, departing said Northerly right of way line, 110.00 feet to the Northwesterly corner thereof, said corner lying on said Northerly line of Subdivision Plat Kankakee Run-Section 65 Seminole Woods at Palm Coast; thence Southwesterly along said Northerly line the following 9 courses: Course 1, thence Southwesterly along the arc of a non-tangent curve concave Southeasterly having a radius of 150.00 feet, through a central angle of 25°47'09", an arc length of 67.51 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 57°33'10" West, 66.94 feet; Course 2, thence South 44°39'35" West, 238.91 feet; Course 3, thence South 00°20'25" East, 192.13 feet; Course 4, thence South 89°39'35" West, 282.47 feet; Course 5, thence North 00°20'25" West, 50.00 feet to the point of curvature of a curve concave Southerly having a radius of 150.00 feet; Course 6, thence Westerly along the arc of said curve, through a central angle of 180°00'00", an arc length of 471.24 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 89°39'35" West, 300.00 feet; Course 7, thence South 00°20'25" East, 50.00 feet; Course 8, thence South 89°39'35" West, 253.41 feet; Course 9, thence South 00°20'25" East, 309.00 feet to a point lying on said Northerly right of way line of Belle Terre Boulevard, thence South 89°39'35" West, along said Northerly right of way line, 83.24 feet to the point of curvature of a curve concave Southerly having a radius of 1521.25 feet; thence Westerly continuing along said Northerly right of way line and along the arc of said curve, through a central angle of 06°41'48", an arc length of 177.80 feet to the Southwesterly corner of RP 190, as described and recorded in Official Records Book 1004, page 341, of said Public Records, said arc being subtended by a chord bearing and distance of South 86°18'42" West, 177.70 feet; thence North 07°02'15" West, departing said Northerly right of way line and along the boundary line of said RP 190, a distance of 50.00 feet; thence South 78°41'33" West, continuing along said boundary line, 70.00 feet to the Northwesterly corner thereof, said corner lying on said Northerly line of Subdivision Plat Kankakee Run-Section 65 Seminole Woods at Palm Coast; thence Northwesterly along said Northerly line the following 21 courses: Course 1, thence North 30°31'09" West, 57.09 feet; Course 2, thence North 59°28'51" East, 15.00 feet to the point of curvature of a curve concave Westerly having a radius of 225.00 feet; Course 3, thence Northerly along the arc of said curve, through a central angle of 90°00'00", an arc length of 353.43 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of North 14°28'51" East, 318.20 feet; Course 4, thence North 30°31'09" West, 1215.00 feet; Course 5, thence North 59°28'51" East, 173.41 feet; Course 6, thence North 30°31'09" West, 300.00 feet; Course 7, thence North 59°28'51" East, 80.00 feet; Course 8, thence North 30°31'09" West, 300.00 feet; Course 9, thence North 59°28'51" East, 79.56 feet; Course 10, thence North 16°12'34" West, 1199.35 feet; Course 11, thence North 39°07'43" West, 238.04 feet; Course 12, thence South 89°59'53" West, 270.01 feet to the point of curvature of a curve concave Easterly having a radius of 150.00 feet; Course 13, thence Southerly along the arc of said curve, through a central angle of 180°00'00", an arc length of 471.24 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 00°00'07" East, 300.00 feet; Course 14, thence North 89°59'53" East, 50.00 feet; Course 15, thence South 53°08'54" East, 63.20 feet; Course 16, thence South 30°31'09" East, 6.35 feet; Course 17, thence South 59°28'51" West, 1068.59 feet; Course 18, thence North 30°31'09" West, 660.00 feet; Course 19, thence South 59°28'51" West, 253.41 feet; Course 20, thence North 30°31'09" West, 458.41 feet; Course 21, thence South 59°28'51" West, 300.00 feet; thence North 89°14'34" West, continuing along said Northerly line and its Westerly prolongation, 125.81 feet to a point lying on the Westerly line of said Section 24; thence North 00°46'05" East, along said Westerly line, 1907.73 feet to the Northwesterly corner thereof, said corner also being the Southwesterly corner of said Section 13; thence North 01°12'31" West, along the Westerly line of said Section 13, a distance of 5279.19 feet to the Point of Beginning.

Less and Except Tract 1, also known as Tract "A", as described and recorded in Official Records Book 1907, page 1119, of the Public Records of Flagler County, Florida.

Less and Except the land contained in Warranty Deed recorded in Official Records Book 494, Page 1063, Public Records of Flagler County, Florida.

Containing 1006.36 acres, more or less.

Bio-Tech Consulting Inc.
Environmental and Permitting Services

September 19, 2023

Brad Odom
GreenPointe Developers, LLC
7807 Baymeadows Road East, Suite 205
Jacksonville, Florida 32256

Re: Magnolia Trace, Flagler County (BTC File #1253-02)
Estimate Pre-Henderson Wetland and Upland Areas in Tracts 8, 9, 10,11, 12, 13, 14 and 35

Dear Mr. Odom,

Bio-Tech Consulting, Inc. was retained by GreenPoint Developers, LLC., to perform a preliminary feasibility assessment of using the Pre-Henderson delineation methodology within Parcels 12, 13 and 14, and its potential effects on future parcel development. As part of BTC's evaluation of the project, the client also requested an estimate of upland areas within Parcel 8, 9, 10, 11, 12 and 35. The purpose of this memorandum is to summarize our findings.

Introduction

Magnolia Trace is an 822.05-acre ± site encompassing seven parcels in Flagler County, Florida. Five of the parcels (8, 9, 10, 11 and 35) were included as part a conceptual permit issued by the St. Johns River Water Management District (SJRWMD). Parcels 12, 13 and 14 were not included in the conceptual permit.

Evaluation of Pre-Henderson Delineation

Florida Statute (F.S.) 373.421 (7) restored certain qualified developments to their Pre-Henderson Wetland Protection Act status for contiguous wetlands. The statute provides that, for qualified projects, wetlands delineated using the current state methodology (62-340 Florida Administrative Code) that are contiguous to surface waters of the state as defined on F.S. 403.031(13) (1991) may be delineated using the Pre-Henderson delineation methodology. Implementation of the Pre-Henderson wetland delineation methodology generally results in a decrease of state-regulated wetlands within a project. Non-contiguous or isolated MSSW wetlands are delineated using the 62-340 state delineation methodology and are not affected by the Pre-Henderson grandfathering provisions. Federal wetland delineation procedures and regulations are not affected by these provisions.

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Tampa, FL 33634

Vero Beach Office
4445 North A1A
Suite 221
Vero Beach, FL 32963

Key West Office
1107 Key Plaza
Suite 259
Key West, FL 33040

Land & Aquatic Management
3825 Rouse Road
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At this time, Magnolia Trace meets several of the criteria necessary to qualify for the application of the Pre-Henderson wetland delineation methodology. Specifically, the project meets the following:

- The proposed Magnolia Trace is located within the ITT Palm Coast Development of Regional Impact (DRI) and is, therefore, a qualified project under F.S. 343.421(7).

- Most of the wetlands within the project site are contiguous to waters of the state as defined by F.S. 403.031 (13) (1991). The onsite wetlands are part of Black Branch Swamp, a tributary to Haw Creek and the St. Johns River. Black Branch Swamp is connected to waters of the state (Bulow Creek) via the Iroquois Canal. An onsite wetland near the northern portion of the east parcel is connected via a canal to waters of the state (Gore Lake) as well.

In order to qualify, any development must first obtain an individual permit, or a No Permit Required (NPR) determination from the United States Army Corps of Engineers (USACE). Since 2020, the Florida Department of Environmental (FDEP) has assumed the review and issuance of Dredge and Fill permits under Section 404 of the Clean Water Act (CWA) for projects that are not adjacent to navigable waters of the United States. It is anticipated that FDEP will be the agency responsible for issuing federal permits for any activities located within the subject site.

At this time, a permit application or permit determination has not been submitted to FDEP. However, a majority of the wetlands within the subject site are considered jurisdictional under the January 2020 National Waters Protection Rule (NWPR), which is currently being applied by FDEP. The January 2023 NWPR, as well as the amendment issued by the EPA in September 2023, have not been adopted by FDEP and, therefore, have no effect on the project. The proposed development plan will require a 404 permit from FDEP. In order to receive this permit, the applicant must ensure that the project meets the environmental quality provisions in Code of Federal Regulations (CFR) 651.15 and 651.16, and provide compensatory mitigation.

The effect of the Pre-Henderson Wetland Methodology on the proposed development was evaluated using a series of steps. The first step consisted of the completion of preliminary delineation of Henderson and Pre-Henderson wetlands using recent (2021) aerial photography. The Henderson and Pre-Henderson wetlands were overlayed on the 62-340 wetland boundaries delineated by BTC staff in 2022 to determine which portion of the wetlands qualified as contiguous or isolated. The application of the Pre-Henderson delineation methodology resulted in a significant decrease in the overall area of state regulated wetlands. The results are summarized in **Table 1**.

Because the Henderson and Pre-Henderson wetlands were delineated using aerial photointerpretation, changes or adjustments to their boundaries are likely upon field verification. Additionally, the 62-340 wetland boundaries have not been approved by the regulating agencies. Field review with agency staff may result in changes in the extent and configuration of some wetlands, which could result in the "disconnection" of contiguous wetlands, and subsequent disqualification of their Pre-Henderson classification(s).

Table 1. Estimate of State and Federally Regulated Wetlands

Parcel	State Regulated Wetlands		Federally Regulated Wetlands
	62-340 Isolated Wetlands	Pre-Henderson Wetlands*	
Tract 14	16.20	8.58	45.17
Tract 13*	10.82	39.59	99.57
Subtotal	**27.02**	**48.17**	**144.74**
Total	**75.19**		**144.74**

*Estimate includes Tracts 11 and 12.

The reduction in state-regulated wetlands as a result of the application of the Pre-Henderson delineation methodology significantly reduces the mitigation costs associated with the project. The project is located in Mitigation Basin 16 (Crescent Lake). There are several mitigation banks in this basin and credits are available. The cost for state and federal mitigation credits in the basin are approximately $150,000 and $40,000. In order to mitigate for the…

Evaluation of Upland Areas in Tracts 8, 9, 10 and 35

As part of this assessment, GreenPoint was also interested in getting an estimate of the total acreage of uplands present within Tracts 8, 9, 10, and 35. Tract 35 was part of the conceptual permit issued by SJRWMD for the Flagler Central Commerce Park (FCCP) development, and all wetlands within this tract were delineated and field verified during the review of the permit. The total area of uplands in Parcel 35 is approximately 32.70-acres. An exhibit depicting the limits and acreage of uplands located within parcel 35 is included in **Appendix A**.

Although not part of the FCCP Conceptual permit, Tracts 8, 9 and 10 wetlands were delineated by EMS, and boundaries were depicted in some of the plans associated with the conceptual permit. The depicted wetland boundaries were digitized and used to estimate the acreage of wetlands and uplands in these two parcels. The estimated acreage of uplands and wetlands in all parcels is summarized in **Table 2**. The wetlands within Tracts 11 and 12 were included with Tract 13.

Table 2. Wetland and Upland Acreages

Tract	Tract Area	Uplands	Wetlands
8	14.86	10.71	4.15
9	11.27	2.85	8.42
10	72.66	27.38	45.28
35	419.30	32.70	386.60

Conclusions

It is our opinion that Tracts 13 and 14 meet the requirements to qualify for a Pre-Henderson wetland delineation, which reduces the overall state-regulated wetlands to 75.19-acres as well as the overall project mitigation costs. Because state rules allow unmitigated impacts to isolated wetlands less than 0.5-acres that do not support listed wildlife species, the total acreage of state-wetlands, which would

require the purchase of state mitigation credits would be further reduced to 74.49-acres. The use of the Pre-Henderson delineation methodology does not have any impact on the overall acreage of federally-regulated wetlands. Federal wetlands in Tracts 13 and 14 total approximately 144.74-acres.

Based on the preliminary development plans (511-units), direct impacts to wetlands are anticipated to total 4.23 acres ± of state-regulated wetlands (2.27-acres ± to Pre-Henderson wetlands, 1.96-acres ± of isolated MSSW wetlands) and 18.03-acres ± of federally regulated wetlands. A very preliminary estimate of the mitigation cost associated with the direct impacts associated with the project around $1.1-million. Secondary impacts, which are not included in our estimate, would increase the mitigation requirements.

The 0.31-cres of impacts associated with the roadway connection between Tracts 13 and 14 was not included in our estimates and would also require a partial release or amendment of the existing conservation easement.

According to the provisions in 373.421, the Pre-Henderson wetlands methodology is not binding on local governments; therefore, additional coordination with the City of Palm Coast is recommended to determine their approach to determining the area uplands in Tracts 13 and 14. The wetland boundaries in Tract 35 were approved as part of the conceptual permits for FCCP and remain in effect. Based on our review of permitting records the area of uplands within Tract 35 is 32.70-acres.

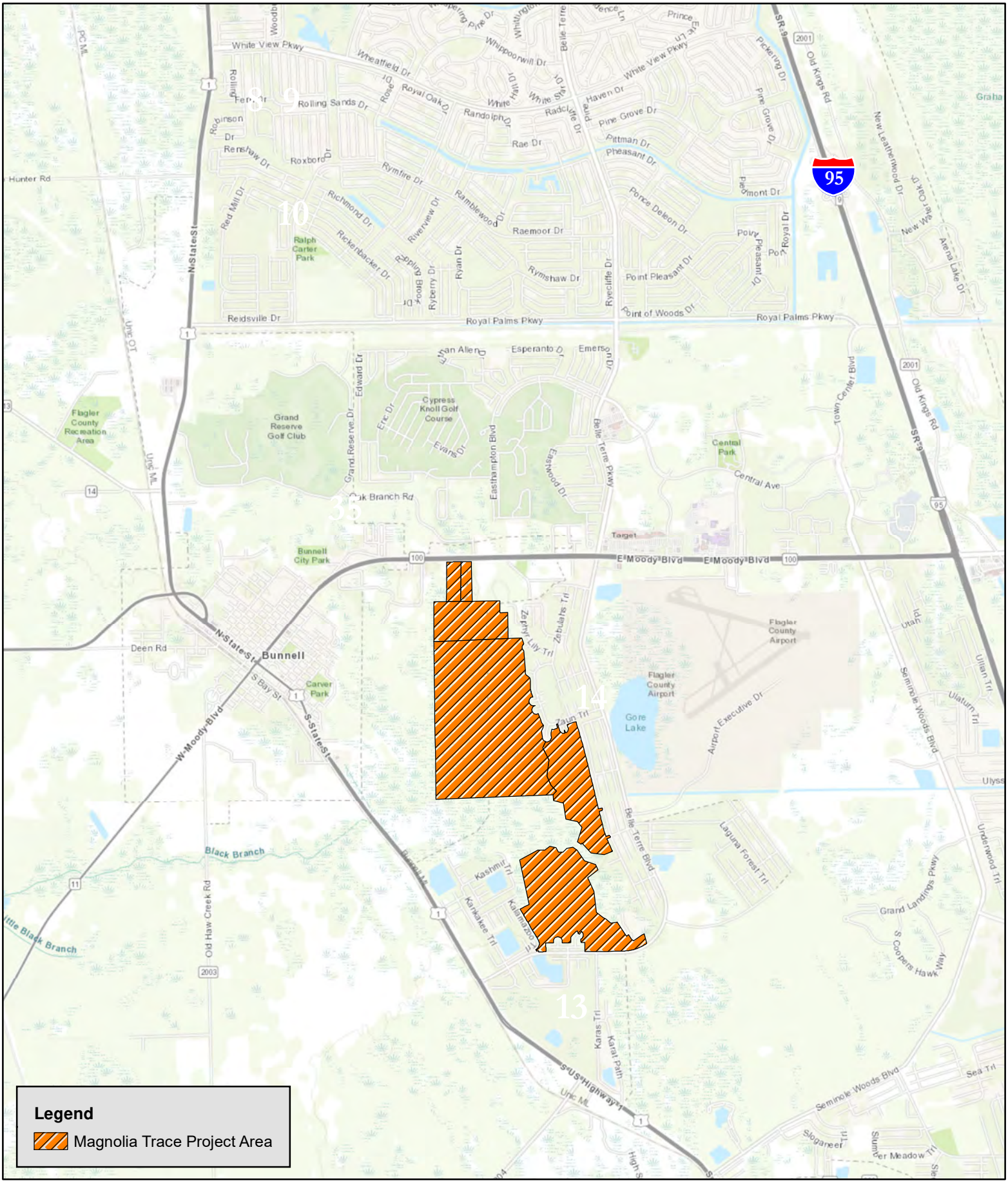
Due to the limited scope of this assessment, the estimations contained in this memorandum are preliminary in nature.

Attachments

Figure 1 – Location Map
Figure 2 – Aerial Map
Figure 3 – Preliminary Estimate of State and Federally-Regulated Wetlands

Appendix A: Parcel 35 Wetland Exhibit (ERP 93481-1)

Figures



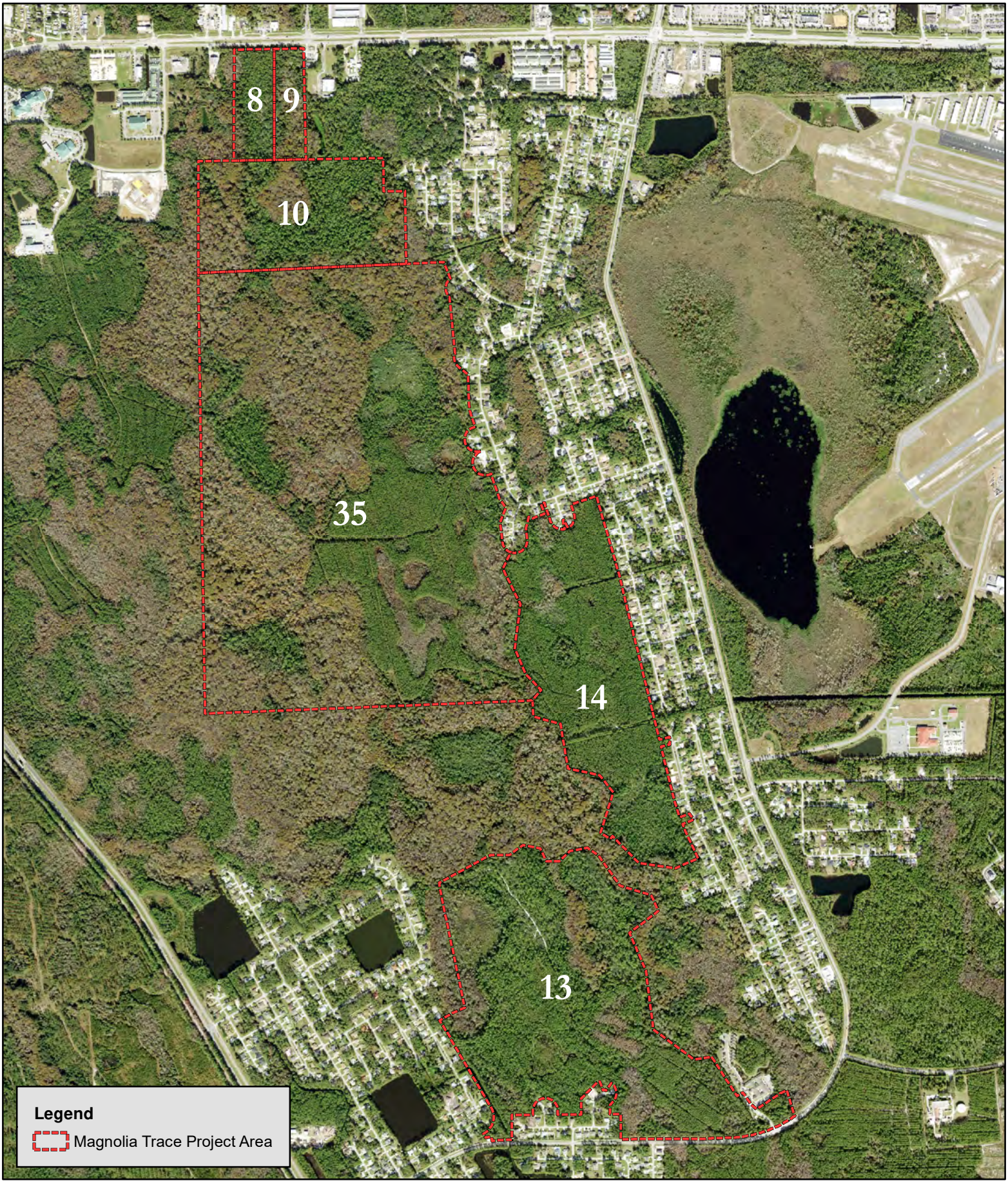
Bio-Tech Consulting Inc.
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Magnolia Trace Property
Flagler County, Florida
Figure 1
Project Location Map

N
W E
S

4,750
Feet

Project #: 1253-02
Produced By: ER
Date: 9/20/2023



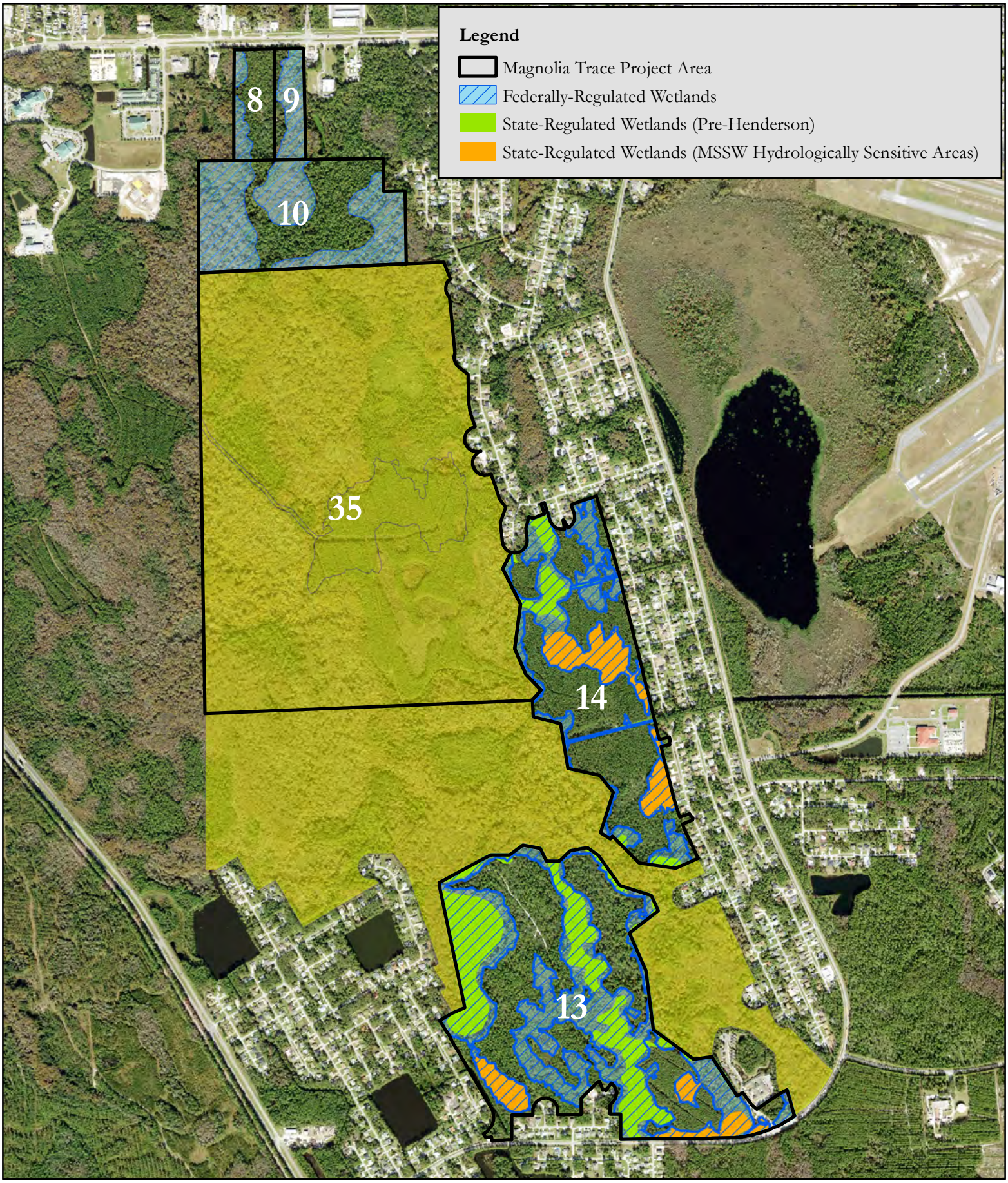
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Magnolia Trace Property
Flagler County, Florida
Figure 2
Aerial Photography

N
W E
S

1,700
Feet

Project #: 1253-02
Produced By: ER
Date: 9/20/2023



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Magnolia Trace Property
Flagler County, Florida
Figure 3
Preliminary Estimate of State and Federally Regulated Wetlands

N
W E
S

1,700
Feet

Project #: 1253-02
Produced By: ER
Date: 9/19/2023

Appendix A

CLIENT

OARE ASSOCIATES LLC.

REVISIONS

CONSOLIDATED SURVEY, INC.

533 NORTH NOVA ROAD, SUITE 114
ORMOND BEACH, FLORIDA 32174
PHONE: 386-677-6523 FAX: 386-676-2189

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REPORT NUMBER N/A
DRAWN D.J.B.
CHECKED D.E.S.
SCALE 1" = 400'
JOB NO: 28009
SHEET 1 OF 1

FCCP SJRWMD CONSERVATION EASEMENT DRAFT

RECEIVED IN PALATKA
JUN 23 2008
REGULATORY INFORMATION MGT.

93481-1
9134?3

DANIEL E. STEVENS - P.S.M. #5072
NOT VALID UNLESS EMBOSSED LICENSE BUSINESS NUMBER 6918

ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.

DATE SURVEYED: XXXXXXXX
DATE PLOTTED: 7-05-08

SET 1/2" IRON ROD & CAP OR SET NAIL & DISK PSM#5072
FOUND CUT OR X-CUT
FOUND NAIL & DISK
FOUND IRON ROD
FOUND IRON PIPE
FOUND CONCRETE MONUMENT

Δ = DELTA ANGLE
° = DEGREES
' = MINUTES
" = SECONDS
10.0' = EXISTING ELEVATION
10.0 = PROPOSED ELEVATION
(10.0') = ASBUILT ELEVATION

WM WATER METER
WMN WATER MAIN
WV WATER VALVE
WOOD POWER POLE
WOOD FENCE

UD UNDERGROUND DRAIN
UGD UNDERGROUND
UTIL UTILITIES
V VERTICAL
VAR VARIES
VCP VITRIFIED CLAY PIPE
WD WOOD

TELEPHONE PEDESTAL
TR TRACT/TRAIL
TRANSFORMER
TELEVISION BOX
TWP TOWNSHIP
UTV UNDERGROUND TELEVISION
UT UNDERGROUND TELEPHONE
UE UNDERGROUND ELECTRIC

STRUC STRUCTURE
STY STORY
SUB SUBDIVISION
SW SOUTHWEST
T TANGENT
TL TREE LINE
TOB TOP OF BANK
TOE TOE OF BANK
TELEPHONE MH

SR STATE ROAD
ST STREET
STA STATION
STM STORM
STORM MANHOLE

SEWER MANHOLE
SEWER CLEAN OUT
SCN SCREEN
SE SOUTHEAST
SEC SECTION
SEW SEWER
SH SPRINKLER HEAD

RES RESIDENCE
RET RETENTION/RETAINING
RNG RANGE
RECLAIMED WATER METER
RECLAIMED WATER VALVE
R/W RIGHT-OF-WAY
RWL RECLAIMED WATER LINE

PRM PERMANENT REFERENCE MONUMENT #5072
PT POINT OF TANGENCY
R RECORD BY PLAT OR DEED
RAD RADIAL/RADIUS
RCP REINFORCED CONCRETE PIPE
RRT RAIL ROAD TIE
RP RECORD BY PLAT OR DEED

P PROPERTY LINE
PLTR PLANTER
PM POWER METER
POB POINT OF BEGINNING
POC POINT OF COMMENCEMENT
PP POWER POLE
PPP PERFORATED PLASTIC PIPE

PB PLAT BOOK
PC POINT OF CURVATURE
PCP PERMANENT CONTROL POINT
PG PAGE
PI POINT OF INTERSECTION
PKS PARKER KAION NAIL SET
PKDS PARKER KAION NAIL & DISK SET

NTS NOT TO SCALE
NDF NAIL & DISK FD
NW NORTHWEST
OVERHEAD UTILITY
OR OFFICIAL RECORD
P PLAT
PAR PARCEL
PAT PATIO

MH MAN HOLE
MOL MORE OR LESS
N NORTH
NAVD NORTH AMERICAN VERTICAL DATUM
N&D NAIL AND DISK
NE NORTHEAST
NGVD NATIONAL GEODETIC VERTICAL DATUM
NO NUMBER

LST LANDSCAPE TIMBER
LT LEFT
MAG MAGNOLIA
MAGNF MAG NAIL FOUND
MAGNS MAG NAIL SET
MAS MASONRY
MB MAILBOX
M MAP CALL
MES MITERED END SECTION

INV INVERT
L LENGTH
LIGHT POLE
LS LAND SURVEYOR
LSA LANDSCAPE AREA

GD GRADE
GS GROUND
GUY WIRE
HDWD HARDWOOD TREE (UNKNOWN SPECIES)
HORIZ HORIZONTAL
HW HEAD WALL
HWL HIGH WATER LINE
HTS HUB & TACK SET
IRF IRON ROD FOUND
IPF IRON PIPE FOUND

FIRE HYDRANT
FL FLOWLINE
(F) FIELD MEASUREMENT
FM FORCE MAIN
G GAS MAIN

EP EDGE OF PAVEMENT
BARBED WIRE FENCE
FD FOUND
FF FINISH FLOOR
FFE FINISH FLOOR ELEVATION
FDOT FLORIDA DEPARTMENT OF TRANSPORTATION

DIA DIAMETER
DR DRIVE
DRA DRAINAGE / RETENTION AREA
D/W DRIVEWAY
ELECTRIC BOX
EL ELEVATION
ESMT EASEMENT
EDD EDGE DIRT DRIVE

C/S CONCRETE SLAB
CULV CULVERT
(D) DEED MEASUREMENT
DB DEED BOOK
DIST DISTANCE
DOT DEPARTMENT OF TRANSPORTATION

CM CONCRETE MONUMENT
CMF CM FOUND
CMP CORRUGATED METAL PIPE
CPP CORRUGATED PLASTIC PIPE
COL COLUMN
CONC CONCRETE
COR CORNER
CP CONCRETE POLE
CONCRETE UTILITY POLE

BOTT BOTTOM
CALC CALCULATED
CATCH BASIN
C/B CONCRETE BLOCK
CD CHORD DISTANCE
CENTER LINE
CLDD CENTER LINE DIRT DRIVE
CHAIN LINK FENCE

A ARC LENGTH
AIR CONDITIONER
ASPH ASPHALT
AVE AVENUE
BLVD BOULEVARD
BENCH MARK
BNDY BOUNDARY
BL BASE LINE



FCCP
#93481

Orlando [Headquarters]
3025 East South Street
Orlando, FL 32803

Cocoa
400 High Point Drive
Suite 400
Cocoa, FL 32926

Jacksonville
11235 St. Johns Industrial Pkwy N
Suite 2
Jacksonville, FL 32246

Key West
1107 Key Plaza
Suite 259
Key West, FL 33040

Lantana
445 West Lantana Road
Suite 5
Lantana, FL 33462

Tallahassee
2560-1 Barrington Circle
Tallahassee, FL 32308

Tampa
6011 Benjamin Road
Suite 101-B
Tampa, FL 33634

Denver
10701 Melody Drive
Suite 304
Northglenn, CO 80234

Raleigh
4338 Bland Road
Raleigh, NC 27609

Charlotte
5105 Monroe Road
Suite A
Charlotte, NC 28205

East Syracuse
6700 Old Collamer Road
Suite 112
East Syracuse, NY 13057

Bismarck
4501 Coleman Street
Suite 103
Bismarck, ND 58503

Austin
3801 N Capital of TX Highway
Suite E-240
Austin, TX 78746

Midland
5114 West County Road 12
Midland, TX 79706

San Antonio
7700 Broadway Street
Suite 104
San Antonio, TX 78209

Orlando [Aquatic & Land Management Operations]
3825 Rouse Road
Orlando, FL 32817

Bio-Tech Consulting

Environmental and Permitting

July 10, 2025

Brad Odum
GreenPointe Developers, LLC
7807 Baymeadows Road East, Suite 205
Jacksonville, Florida 32256

Proj: Magnolia Trace- Flagler County, Florida
(BTC File #1253-02)
Parcel IDs 19-12-31-0650-000C0-0011,19-12-31-4130-00T30-0000, 24-12-30-0650-000A0-0010,24-12-31-4140-00T40-0000, 24-12-31-4150-00T50-0000

Re: Bio-Tech Consulting Reports - User Reliance

To whom it may concern:

Bio-Tech Consulting (BTC) prepared the following reports for the approximately 1009.54-acre Magnolia Trace site. This site is located directly north S US Highway 1, east of Old Haw Creek Rd., directly west of Belle Terre Blvd, and south of E Moody Blvd., within Sections 13, 18, 19, 24, and 25, Township 12 South, Range 30 East, in Flagler County, Florida

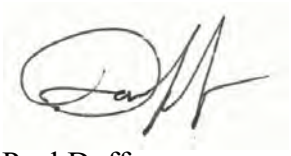
- Wildlife Survey Report- Magnolia Trace, Flagler County, Florida, Bio-Tech Consulting (BTC), December 12, 2022 (BTC File #1253-02)
- Pre-Henderson Memo- Magnolia Trace, Flagler County, Florida, Bio-Tech Consulting (BTC), September 19, 2023 (BTC File #1253-02)
- Phase I Environmental Site Assessment- Magnolia Trace, Flagler County, Florida, Bio-Tech Consulting (BTC), July 18, 2022 (BTC File #1253-02)

This verification is to confirm the validity of the reports named above. To our knowledge, these reports are still valid and represent the current on-site conditions of the property.

BTC realizes that GreenPointe Developers, LLC is depending upon the overall completeness, accuracy and conclusions in these reports which is valid at the time it was issued and hereby certifies that the work can be relied upon by GreenPointe Developers, LLC as if it were originally completed directly for GreenPointe Developers, LLC.

Should you have any questions or require any additional information, please do not hesitate to contact our office at (407) 894-5969. Thank you.

Regards,

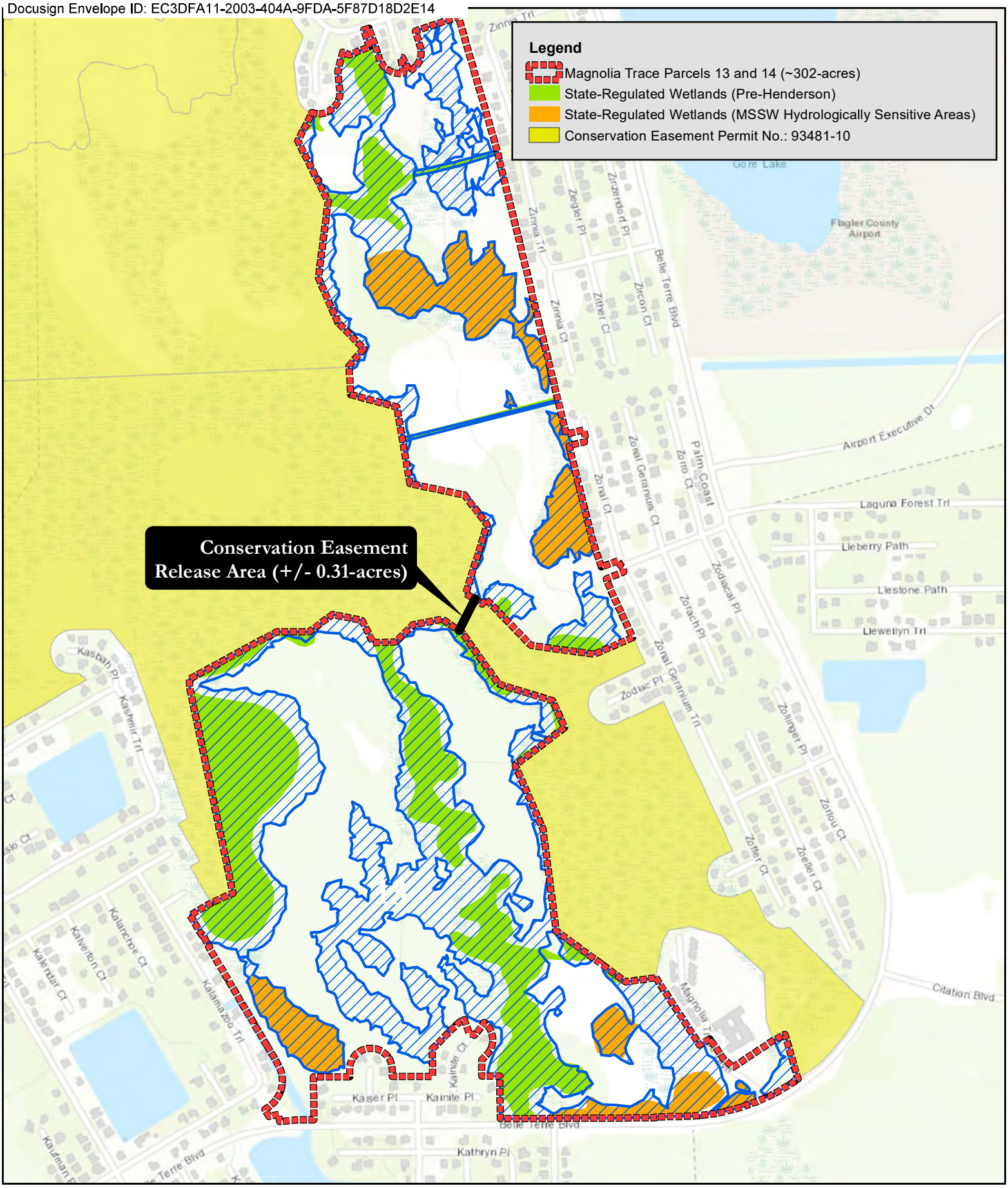


Paul Duff,
Environmental Specialist IV

Attachments

- Exhibit A – Site Plan Boundary

Docusign Envelope ID: EC3DFA11-2003-404A-9FDA-5F87D18D2E14



Bio-Tech Consulting Inc.
Environmental and Permitting Services
3025 E. South Street Orlando, FL 32803
Ph: 407-894-5969 Fax: 407-894-5970
www.bio-techconsulting.com

Magnolia Trace Parcels 13 and 14
Flagler County, Florida
Proposal 23-1627

N
W E
S

1,000
Feet

Project #: 1253-02
Produced By: ER
Date: 10/5/2023

Uniform Mitigation Assessment Method Summary

Site/Project Name:	Application Number:	Date:
Magnolia Trace - State UMAM Estimates		**April 3, 2026**

Mitigation Summary

	Assessment Area	Mitigation Type	Location and Landscape Support		Water Environment		Community Structure		Mitigation Delta	Time Lag	Risk	PAF	RFG	Acres	Functional Loss
			Current or w/o Mit	w/Mit	Current or w/o Mit	w/Mit	Current or w/o Mit	w/Mit							
1	CE Roadway Impact	Impacts	8	0	8	0	8	0	-0.80	1.00	1.00	1.00	-0.800	0.44	-0.35
2	Hydro Sensitive Impacts	Impacts	7	0	8	0	8	0	-0.77	1.00	1.00	1.00	-0.770	0.43	-0.33
3	W3	SW	6	0	6	0	4	0	-0.53	1.00	1.00	1.00	-0.530	0.23	-0.12
4	Pre-Hend. Impacts	Impacts	8	0	8	0	9	0	-0.83	1.00	1.00	1.00	-0.830	0.94	-0.78
5	W5	Impacts <.5 ac.	6	0	7	0	7	0	-0.67	1.00	1.00	1.00	-0.670	0.00	0.00
6	W6	Impacts <.5 ac.	6	0	7	0	7	0	-0.67	1.00	1.00	1.00	-0.670	0.00	0.00
7	W7	Impacts <.5 ac.	6	0	6	0	6	0	-0.60	1.00	1.00	1.00	-0.600	0.00	0.00
8	W8	SW	6	0	6	0	4	0	-0.53	1.00	1.00	1.00	-0.530	0.00	0.00
9	Secondaries	Impacts	8	7	8	8	8	7	-0.07	1.00	1.00	1.00	-0.070	12.00	-0.84
10									0.00	1.92	1.25	n/a	0.000	0.00	0.00
11									0.00	1.92	1.25	n/a	0.000	0.00	0.00
12									0.00	1.92	1.25	n/a	0.000	0.00	0.00
13									0.00	2.18	1.25	n/a	0.000	0.00	0.00
14									0.00	2.18	1.25	n/a	0.000	0.00	0.00
15									0.00	1.68	1.25	0.70	0.000	0.00	0.00
16									0.00	1.46	1.25	n/a	0.000	0.00	0.00
17	-	-							-	-	-	-	-	-	-
18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
													TOTAL	**14.04**	**-2.42**

TEMPORAL LAG TABLE

YEAR	T-factor	YEAR	T-factor	YEAR	T-factor
< or = 1	1	11-15	1.46	41-45	3.03
2	1.03	16-20	1.68	46-50	3.34
3	1.07	21-25	1.92	51-55	3.65
4	1.10	26-30	2.18	>55	3.91
5	1.14	31-35	2.45		
6-10	1.25	36-40	2.73		

TOTALS

Mitigation - Upland	Acres	Mitigation - Wetland	Acres
		Creation	0.00
Restoration	0.00	Restoration	0.00
Enhancement	0.00	Enhancement	0.00
Preservation	0.00	Preservation	0.00
Total Upland Mitigation	**0.00**	**Total Wetland Mitigation**	**0.00**

Bio-Tech Consulting Inc.
Environmental and Permitting Services

December 12, 2022

Brad Odom
GreenPointe Developers, LLC
7807 Baymeadows Road East, Suite 205
Jacksonville, Florida 32256

Proj: Magnolia Trace - Due Diligence
Parcel IDs: 19-12-31-0650-000C0-0011,
19-12-31-4130-00T30-0000, 24-12-30-0650-000A0-0010,
24-12-31-4140-00T40-0000, 24-12-31-4150-00T50-0000

Sections 13, 18, 19, 24, & 25, Township 12 South, Range 30 East
(BTC File #1253-02)
Re: Wildlife Survey Report

Dear Brad:

During the months of May, October, and November of 2022, Bio-Tech Consulting, Inc. (BTC) conducted wildlife surveys of the approximately 1009.54 acres Magnolia Trace site. This property is located directly north S US Highway 1, east of Old Haw Creek Rd., directly west of Belle Terre Blvd, and south of E Moody Blvd., within Sections 13, 18, 19, 24, and 25, Township 12 South, Range 30 East, in Flagler County, Florida (Figures 1 and 2). The wildlife surveys included the following elements.

- Field review for occurrence of protected flora and fauna
- Field review of potential on-site habitats
- Desktop review for potential listed species

Orlando: Main Office
3025 East South Street
Orlando, FL 32803

Jacksonville Office
11235 St Johns Industrial Pkwy N
Suite 2
Jacksonville, FL 32246

Tampa Office
6011 Benjamin Road
Suite 101-B
Tampa, FL 33634

Vero Beach Office
4445 North A1A
Suite 221
Vero Beach, FL 32963

Key West Office
1107 Key Plaza
Suite 259
Key West, FL 33040

Land & Aquatic Management
3825 Rouse Road
Orlando, FL 32817

407.894.5969
877.894.5969
407.894.5970 fax

PROTECTED SPECIES

Using methodologies outlined in the Florida's Fragile Wildlife (Wood, 2001); Measuring and Monitoring Biological Diversity Standard Methods for Mammals (Wilson, et al., 1996); and Florida Fish and Wildlife Conservation Commission's (FWC's) Gopher Tortoise Permitting Guidelines (April 2008 - revised May 2017), an assessment for "listed" floral and faunal species was conducted at the site on March 15, 2022. This assessment included both direct observations and indirect evidence, such as tracks, burrows, tree markings and vocalizations that indicated the presence of species observed.

The assessment focused on species that are "listed" by the FFWCC's Official Lists - Florida's Endangered Species, Threatened Species and Species of Special Concern (May, 2017) that have the potential to occur in Flagler County (Table 1). No plant species "listed" by federal agencies were identified on the project site during the assessments conducted. The following is a list of those wildlife species identified during the evaluation of the site:

Reptiles and Amphibians
Brown anole (*Anolis sagrei*)
Black racer (*Coluber constrictor*)
Gopher tortoise (*Gopherus polyphemus*)
Green anole (*Anolis carolinensis*)
Green treefrog (*Hyla cinerea*)

Birds
American Crow (*Corvus brachyrhynchos*)
Black Vulture (*Coragyps atratus*)
Northern Cardinal (*Cardinalis cardinalis*)
Palm Warbler (*Setophaga pinus*)
Wild Turkey (*Meleagris gallopavo*)

Mammals
Bobcat (*Lynx rufus*)
Nine-banded armadillo (*Dasypus novemcinctus*)
Racoon (*Procyon lotor*)
White-tailed deer (*Odocoileus virginianus*)

Of the above wildlife species, one, the gopher tortoise, is identified in the FFWCC's Official Lists - Florida's Endangered Species, Threatened Species and Species of Special Concern (May 2017).

No gopher tortoises (*Gopherus polyphemus*) were directly observed during wildlife surveys; however, signs consisting of the identication of potentially occupied tortoise burrows were observed. Additionally, potential habitat which could support gopher tortoises was observed. A short description of the gopher tortoise and implications for development are provided below. A gopher tortoise survey of potential habitat areas is recommended prior to development permitting. No official gopher tortoise survey has been conducted in the area deemed potential habitat.

Gopher Tortoise (*Gopherus polyphemus*)
State Listed as "Threatened" by FFWCC

Currently the gopher tortoise (Gopherus polyphemus) is classified as a "Category 2 Candidate Species" by USFWS, and as of September 2007 is now classified as "Threatened" by FFWCC. The basis of the "Threatened" classification by the FFWCC for the gopher tortoise is due to habitat loss and destruction of burrows. Gopher tortoises are commonly found in areas with well-drained soils associated with the pine flatwoods, pastures and abandoned orange groves. Several other protected species have a possibility of occurring in this area, as they are gopher tortoise commensal species; However, none of these commensal species were observed during the survey conducted.

The subject property was not formally surveyed for the existence of gopher tortoises; however, an assessment of potential utilization by tortoises and the presence of potential habitat was conducted during the on-site vegetation and wildlife surveys. Two small areas on the eastern side of the property were identified as having higher elevations, drained soils, and more appropriate vegetative cover than the adjacent areas and which would generally be recognized as potential gopher tortoise habitat. Additional surveys are necessary to determine if a population of gopher tortoises is present on the property.

In the event that gopher tortoises are observed on-site, the FFWCC provides three (3) options for developers that have gopher tortoises on their property. These options include: 1) avoidance (i.e., 25-foot distance from construction), 2) preservation of habitat, and 3) off-site relocation. Resolution of the gopher tortoise issue would need to be permitted through FFWCC prior to any construction activities.

In addition to those species observed, BTC reviewed the relevant records for potentially occurring species which may expose the subject site to additional regulatory review. Those species reviewed include those with recorded observations in close proximity to the site and those associated with specific habitats observed on-site. Other regulated species which have the potential to occur on the subject site but are not described below can be found in Table 1.

Eastern Indigo Snake (*Drymarchon couperi*)
Federally Listed as "Threatened" by USFWS

The eastern indigo snake (*Drymarchon couperi*) is a federally listed threatened species. The basis for this listing was a result of dramatic population declines caused by over-collecting for the domestic and international pet trade as well as mortalities caused by rattlesnake collectors who gassed gopher tortoise burrows to collect snakes. Since its listing, habitat loss and fragmentation by residential and commercial expansion have become much more significant threats to the eastern indigo snake. This species is widely distributed throughout central and south Florida and primarily occurs in sandhill habitats in northern Florida and southern Georgia.

No evidence of the indigo snake was observed within the subject site during the wildlife survey conducted by BTC; However, because gopher tortoise evidence was observed, there is potential for indigo snake presence due to their commensal nature. A formal Indigo Snake Survey may be required by USFWS. Likely, any permit authorizing activities within areas of potential habitat will need to be conditioned for use of the Service's Standard Protection Measures.

Wood Stork (*Mycteria americana*)
BTC conducted a review of the location for Wood Stork foraging and nesting colonies. The Magnolia Trace property does not occur within a Wood Stork nesting colony core foraging area (Figure 8).

Bald Eagle (*Haliaeetus leucocephalus*)

State protected by F.A.C. 68A-16.002 and federally protected by both the Migratory Bird Treaty Act (1918) and the Bald and Golden Eagle Protection Act (1940)

In August of 2007, the US Fish and Wildlife Service (USFWS) removed the Bald Eagle from the list of federally endangered and threatened species. Additionally, the Bald Eagle was removed from Florida Fish and Wildlife Conservations Commission's (FWC) imperiled species list in April of 2008. Although the Bald Eagle is no longer protected under the Endangered Species Act, it is still protected under the Bald and Golden Eagle Protection Act, the Migratory Bird Treaty Act, and FWC's Bald Eagle rule (Florida Administrative Code 68A-16.002 Bald Eagle (*Haliaeetus leuchocephalus*).

In May of 2007, the USFWS issued the National Bald Eagle Management Guidelines. In April of 2008, the FWC adopted a new Bald Eagle Management Plan that was written to closely follow the federal guidelines. Under FWC's new management plans, buffer zones are recommended based on the nature and magnitude of the project or activity. The recommended protective buffer zone is 660 feet or less from the nest tree, depending on what activities or structures are already near the nest. A FWC Eagle permit is not needed for any activity occurring outside of the 660-foot buffer zone.

In addition to the on-site evaluation for "listed" species, BTC conducted a review for any Bald Eagle nests on or in the vicinity of the site as recorded by FWC. This review revealed no bald eagle nesting locations within one (1) mile of the site (Figure 8). Since the site is not located within the 660-foot buffer zone for any nests, no further action should be required pertaining to Bald Eagle nests.

USFWS CONSULTATION AREAS

The U.S. Fish and Wildlife Service has established "consultation areas" for certain listed species. Generally, these consultation areas only become an issue if USFWS consultation is required, which is usually associated with permitting through the U.S. Army Corps of Engineers. The reader should be aware that species presence and need for additional review are often determined to be unnecessary early in the permit review process due to lack of appropriate habitat or other conditions. However, the USFWS makes the final determination.

Consultation areas are typically regional in size, often spanning multiple counties where the species in question is known to exist. Consultation areas by themselves do not indicate the presence of a listed species, they only indicate an area where there is a potential for a listed species to occur and that additional review might be necessary to confirm or rule-out the presence of the species. The additional review typically includes the application of species-specific criteria to rule-out or confirm the presence of the species in question. Such criteria might consist of a simple review for critical habitat types. In other cases, the review might include the need for species-specific surveys using established methodologies that have been approved by the USFWS.

The subject site is located within one (1) of the USFWS Consultation Areas (Figure 9).

Florida Scrub-Jay (*Aphelocoma coerulescens*)

Federally Listed as "Threatened" by USFWS

Currently the Florida Scrub-Jay is listed as threatened by the USFWS. Florida Scrub-Jays are largely restricted to scattered, often small and isolated patches of sand pine scrub, xeric oak, scrubby flatwoods, and scrubby coastal stands in peninsular Florida (Woolfenden 1978a, Fitzpatrick et al. 1991). They avoid wetlands and forests, including canopied sand pine stands. Optimal Scrub-Jay habitat is dominated by shrubby scrub, live oaks, myrtle oaks, or scrub oaks from 1 to 3 m (3 to 10 ft.) tall, covering 50% to 90 % of the area; bare ground or sparse vegetation less than 15 cm (6 in) tall covering 10% to 50% of the area; and scattered trees with no more than 20% canopy cover (Fitzpatrick et al. 1991).

No Florida Scrub-Jays were observed within the subject site during the extensive field work conducted by BTC. During the fieldwork conducted as part of the due diligence effort, areas of habitat which may have the potential to support Scrub-Jays were identified. As such, a formal Scrub-Jay survey is likely to be required by USFWS to determine if Florida Scrub-Jays exist on the subject site. Surveys must be conducted March 1 through October 31 for a minimum of 5 days.

SUMMARY & POTENTIAL WILDLIFE CONSTRAINTS

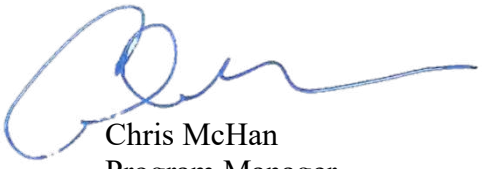
These wildlife surveys were conducted in accordance with the protocol and methodology identified above. This site was surveyed for all wildlife and any listed species. At the time of the survey evidence of one (1) listed species and potential habitat for at least one (1) additional species was observed within the boundary of the subject site.

The environmental limitations described in this document are based on observations and technical information available on the date of the on-site evaluation. The wildlife survey conducted within the subject property boundaries does not preclude the potential for any listed species, as noted on Table 1 (attached), currently or in the future. Should you have any questions or require any additional information, please do not hesitate to contact our office at (407) 894-5969. Thank you.

Regards,

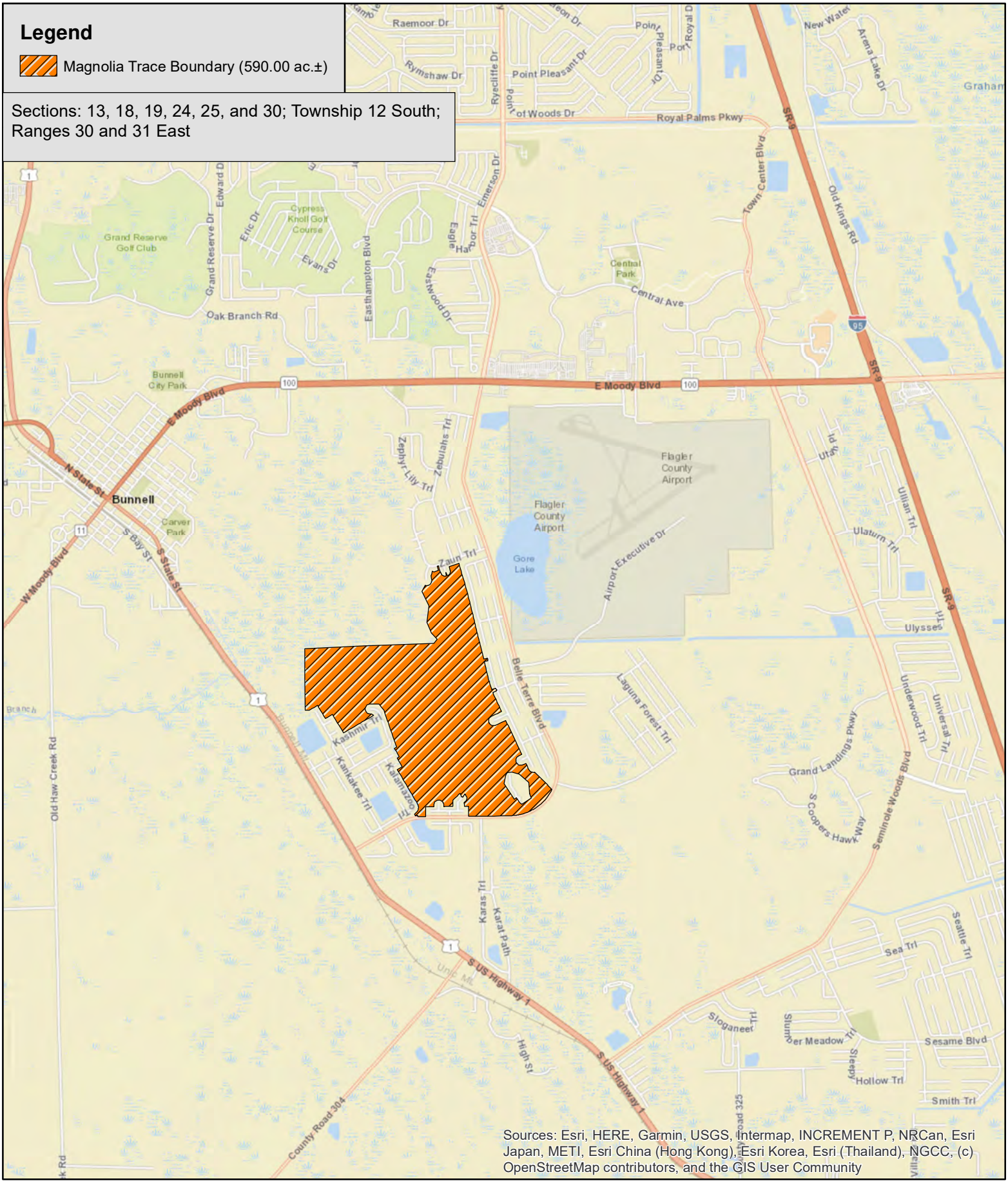


Noah DeDeo
Field Biologist



Chris McHan
Program Manager

Attachments
Figure 1 – Location Map
Figure 2 – Aerial Map
Figure 3 – USGS Topography Map
Figure 4 – USDA NRCS Soils Map
Figure 5 – FLUCFCS Map
Figure 6 – LIDAR Map
Figure 7 – ApproximateWetlands Map
Figure 8 – Wildlife Map
Fiogure 8a – Potential Gopher Tortoise Habitat Map
Figure 9 – Wildlife Consultation Areas Map
Figure 10 - FEMA Maps
Table 1 – Flagler County Federal Species List



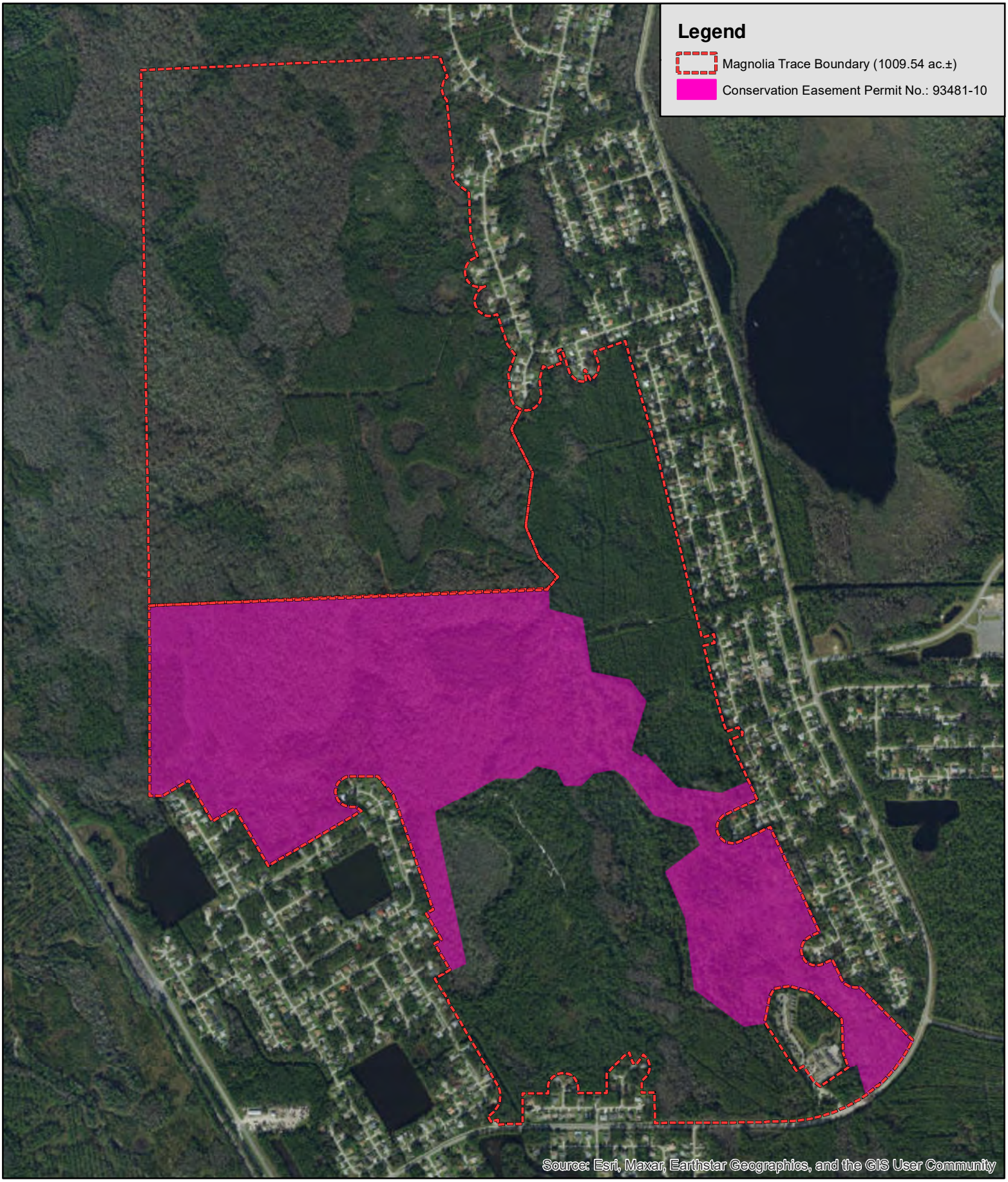
Bio-Tech Consulting Inc.
Environmental and Permitting Services
3025 E. South Street Orlando, FL 32803
Ph: 407-894-5969 Fax: 407-894-5970
www.bio-techconsulting.com

Magnolia Trace Property
Flagler County, Florida
Figure 1
Location Map

N
W E
S

4,100
Feet

Project #: TBD
Produced By: JGL
Date: 4/13/2022



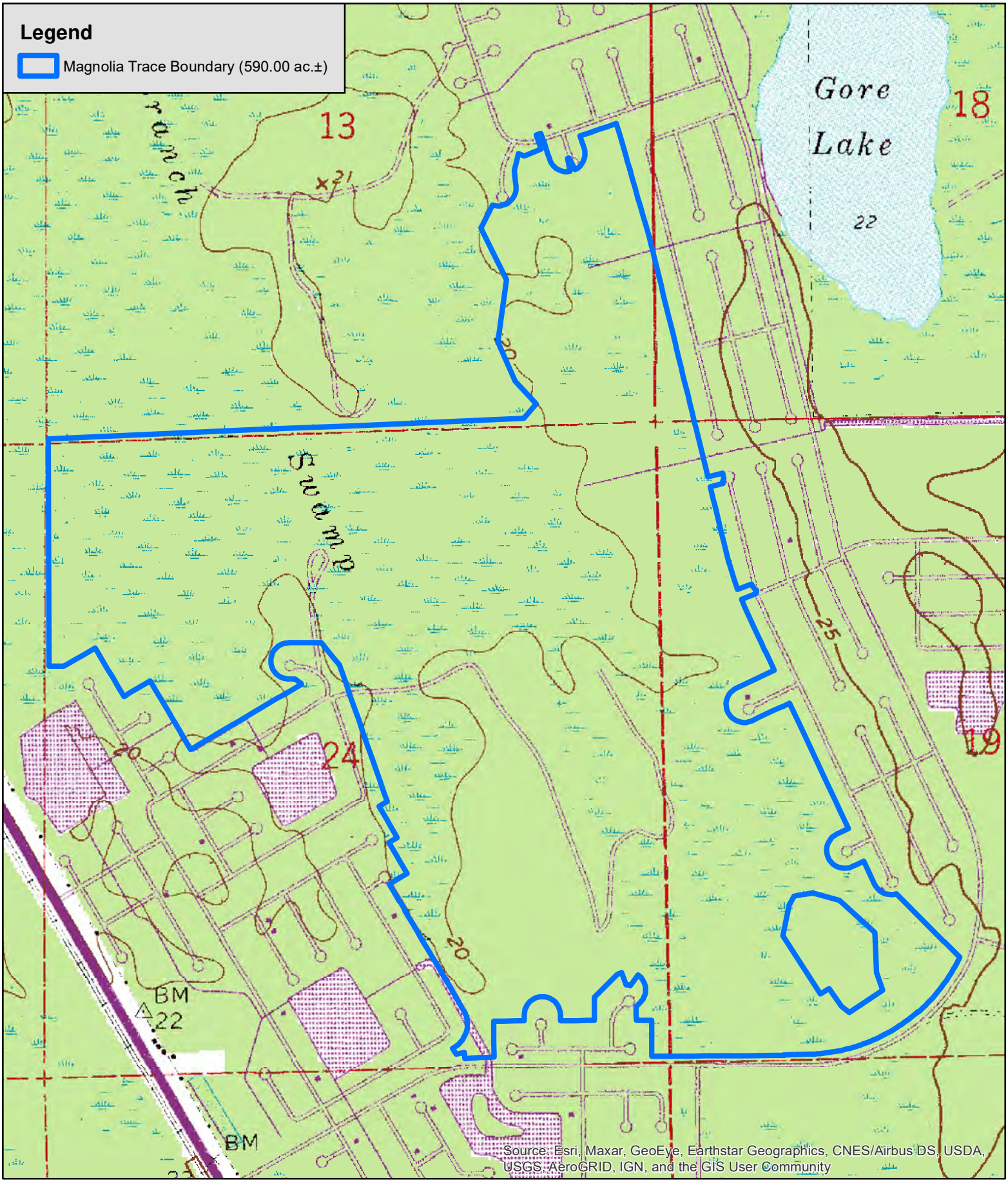
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3025 E. South Street Orlando, FL 32803
Ph: 407-894-5969 Fax: 407-894-5970
www.bio-techconsulting.com

Magnolia Trace Property
Flagler County, Florida
Figure 2
Aerial Map

N
W E
S

1,300
Feet

Project #: 1253-02
Produced By: NRK
Date: 11/14/2022



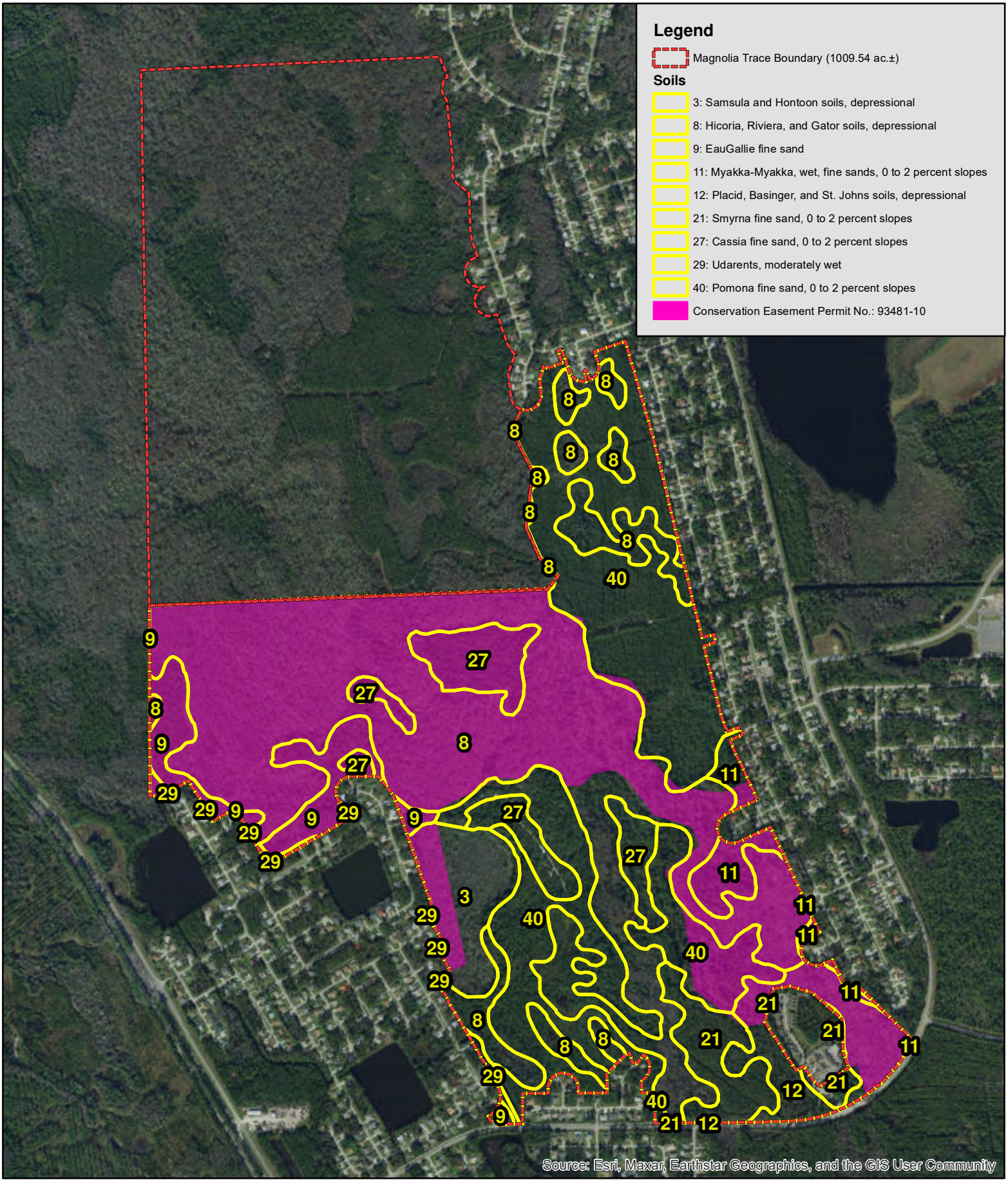
Bio-Tech Consulting Inc.
Environmental and Permitting Services
3025 E. South Street Orlando, FL 32803
Ph: 407-894-5969 Fax: 407-894-5970
www.bio-techconsulting.com

Magnolia Trace Property
Flagler County, Florida
Figure 3
USGS Topographic Map

N
W E
S

1,100
Feet

Project #: TBD
Produced By: JGL
Date: 4/13/2022



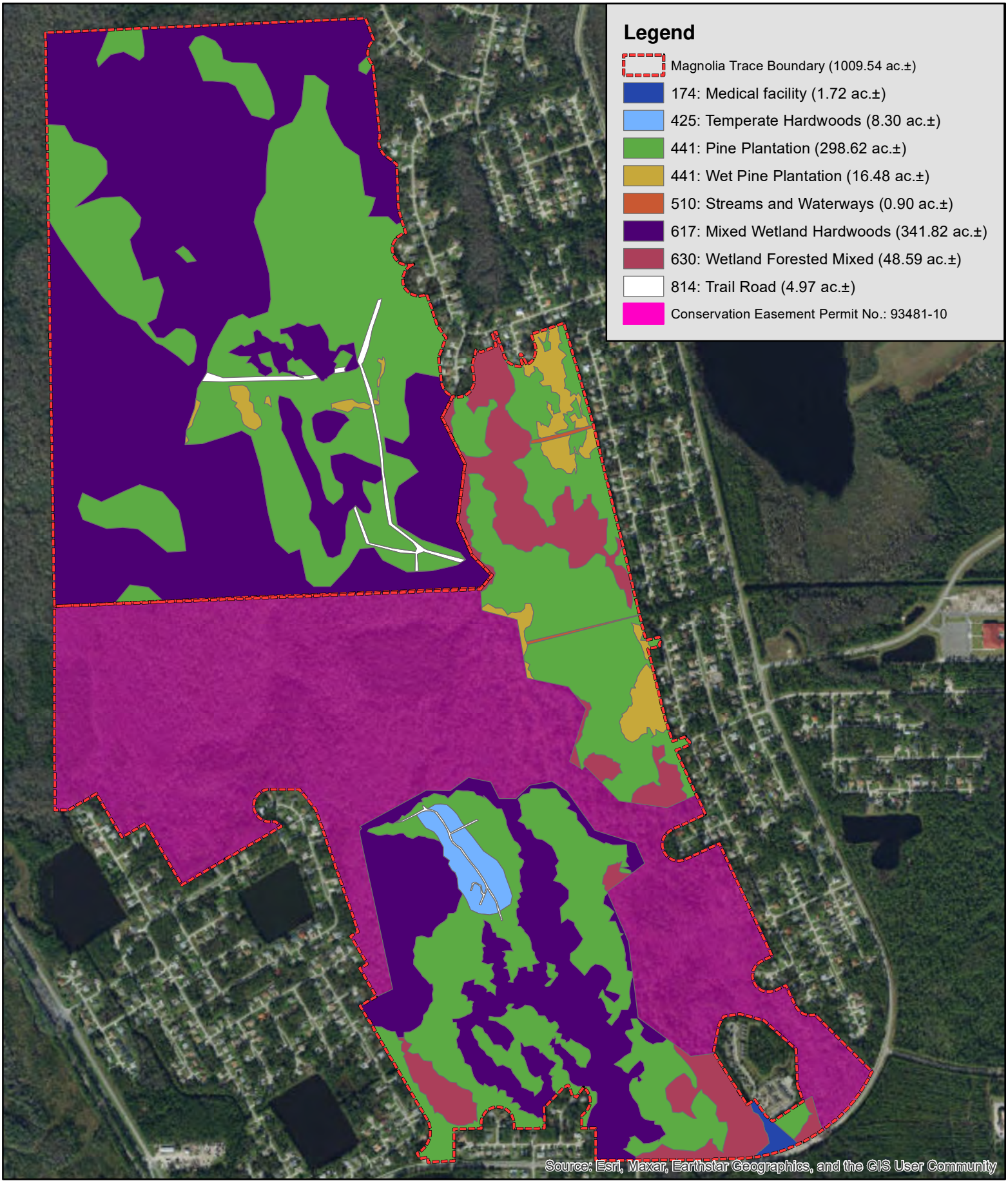
Bio-Tech Consulting Inc.
Environmental and Permitting Services
3025 E. South Street Orlando, FL 32803
Ph: 407-894-5969 Fax: 407-894-5970
www.bio-techconsulting.com

Magnolia Trace Property
Flagler County, Florida
Figure 4
USDA NRCS Soils Map

N
W E
S

1,300
Feet

Project #: 1253-02
Produced By: NRK
Date: 11/14/2022



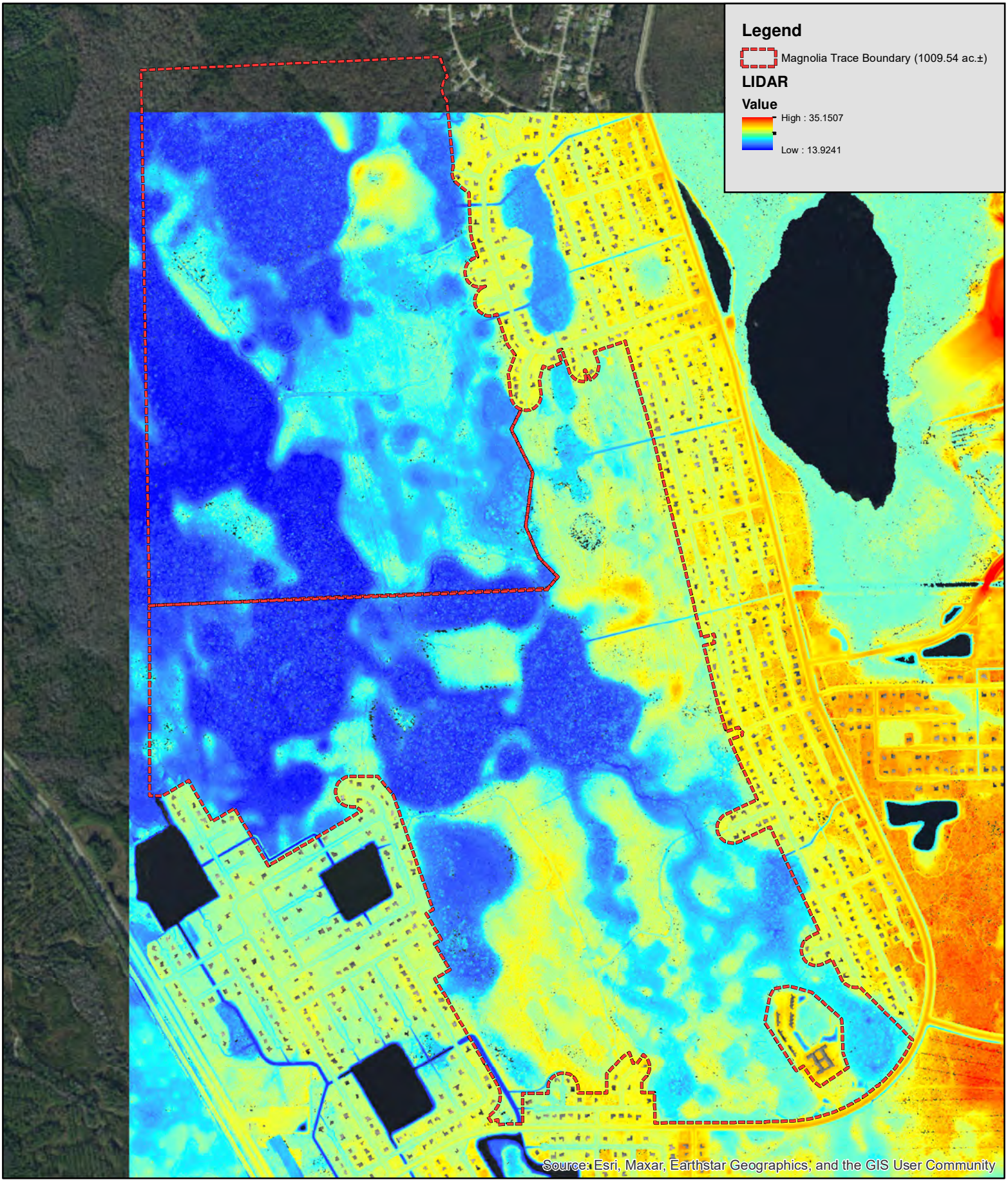
Bio-Tech Consulting Inc.
Environmental and Permitting Services
3025 E. South Street Orlando, FL 32803
Ph: 407-894-5969 Fax: 407-894-5970
www.bio-techconsulting.com

Magnolia Trace Property
Flagler County, Florida
Figure 5
FLUCFCS Map

N
W E
S

1,250
Feet

Project #: 1253-02
Produced By: GAC
Date: 11/15/2022



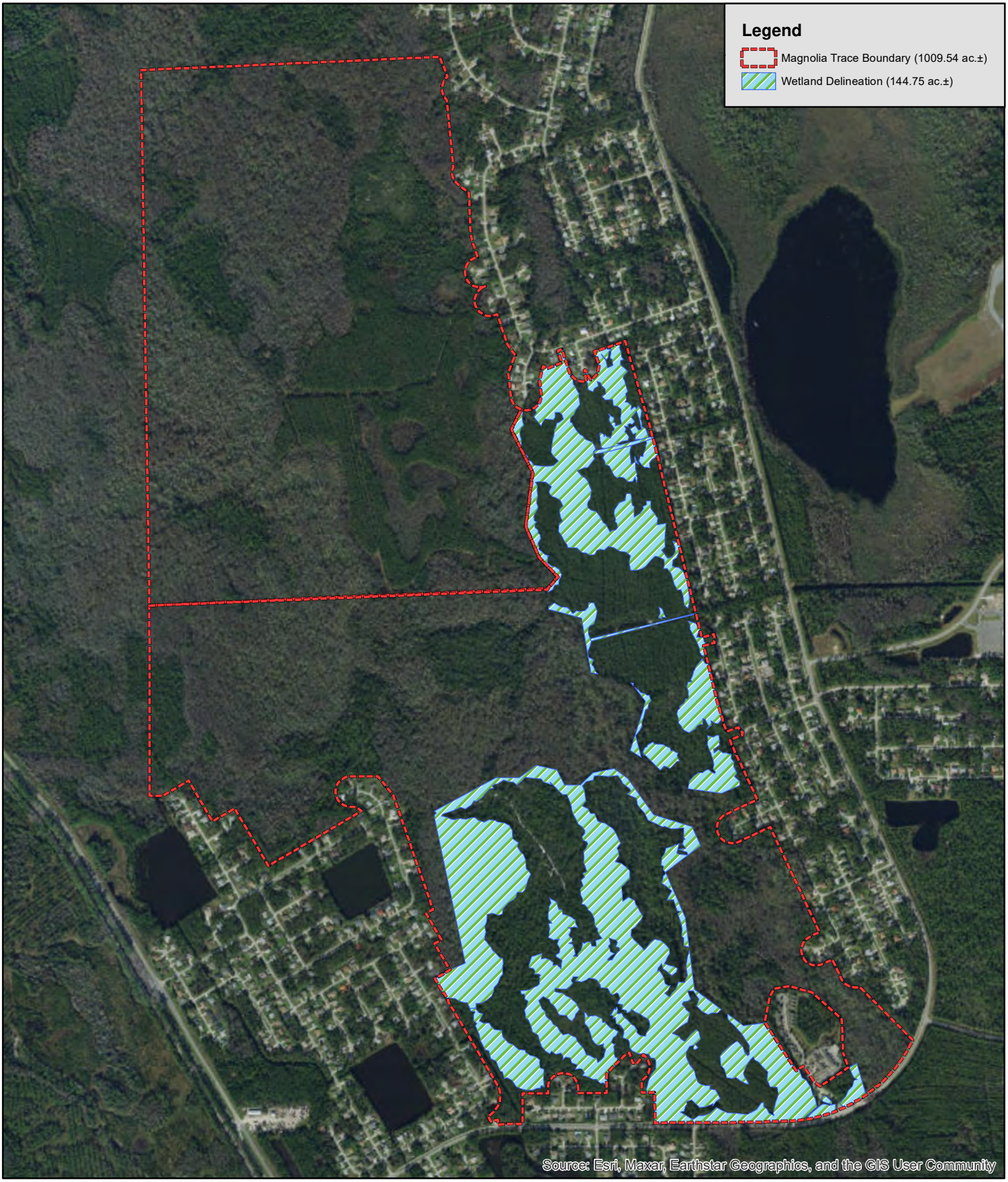
Bio-Tech Consulting Inc.
Environmental and Permitting Services
3025 E. South Street Orlando, FL 32803
Ph: 407-894-5969 Fax: 407-894-5970
www.bio-techconsulting.com

Magnolia Trace Property
Flagler County, Florida
Figure 6
LIDAR Map

N
W E
S

1,300
Feet

Project #: 1253-02
Produced By: NRK
Date: 11/14/2022



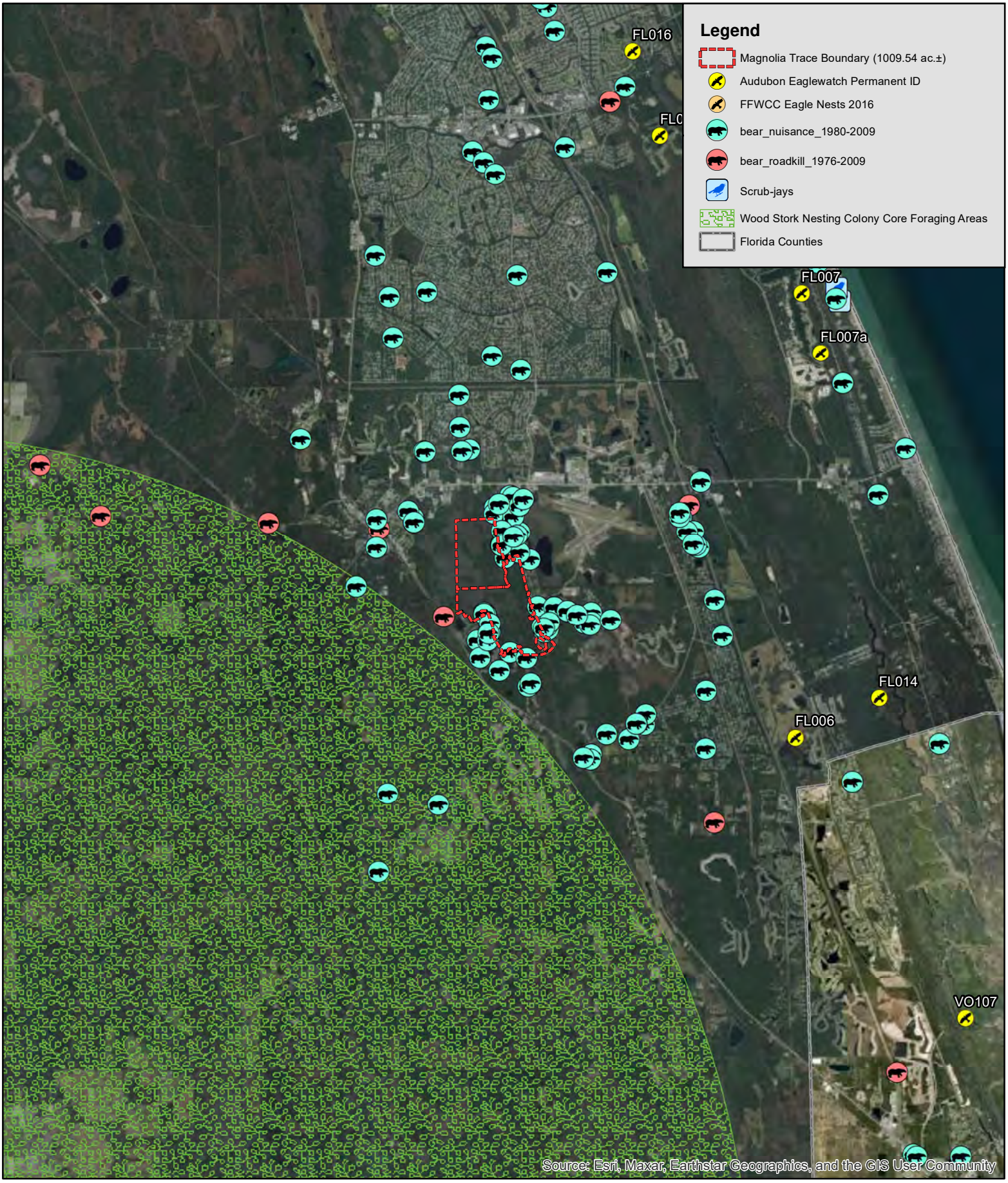
Bio-Tech Consulting Inc.
Environmental and Permitting Services
3025 E. South Street Orlando, FL 32803
Ph: 407-894-5969 Fax: 407-894-5970
www.bio-techconsulting.com

Magnolia Trace Property
Flagler County, Florida
Figure 7
Approximate Wetlands Map

N
W E
S

1,300
Feet

Project #: 1253-02
Produced By: NRK
Date: 11/14/2022



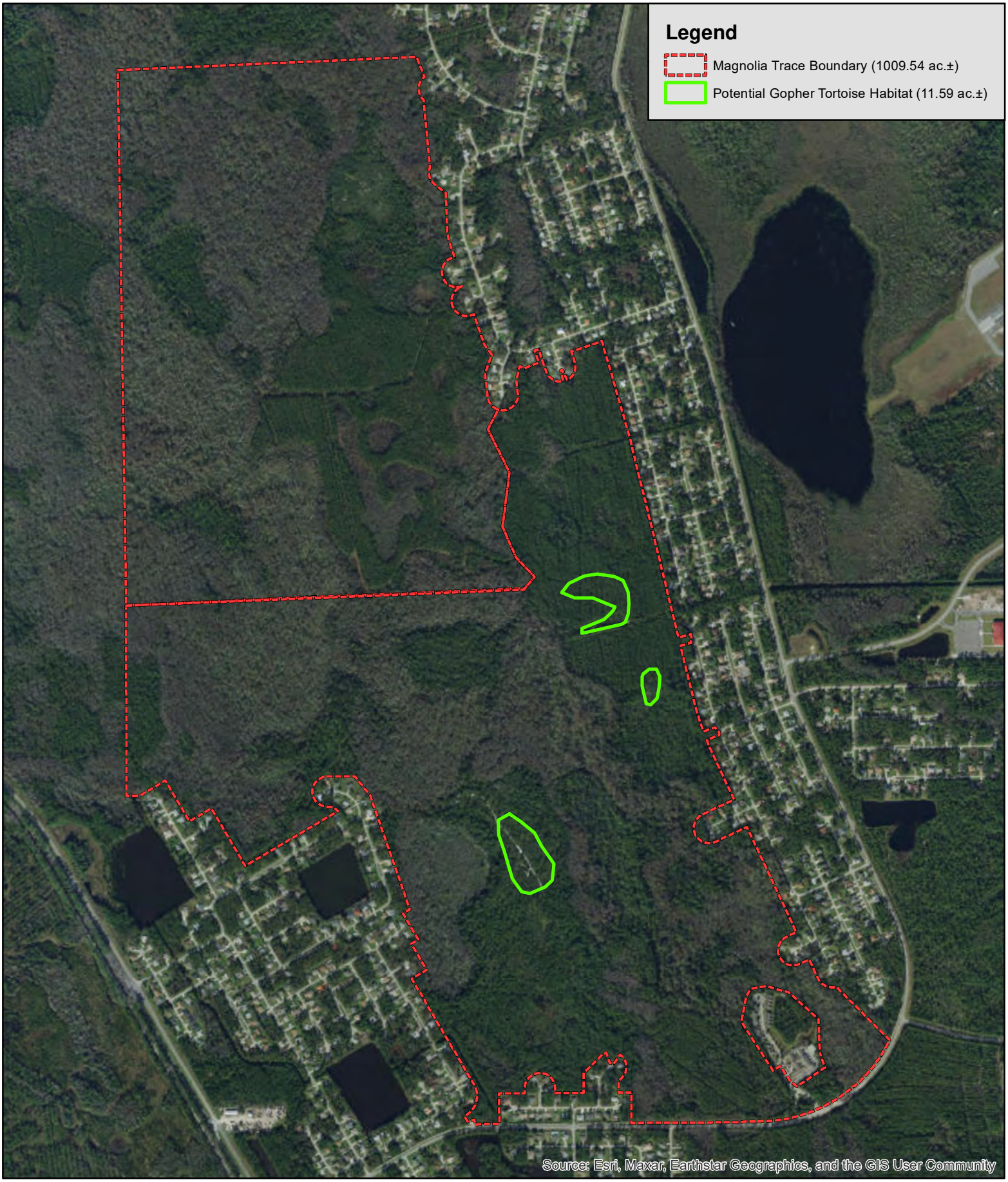
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Ph: 407-894-5969 Fax: 407-894-5970
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Magnolia Trace Property
Flagler County, Florida
Figure 8
Wildlife Map

N
W E
S

10,000
Feet

Project #: 1253-02
Produced By: NRK
Date: 11/14/2022



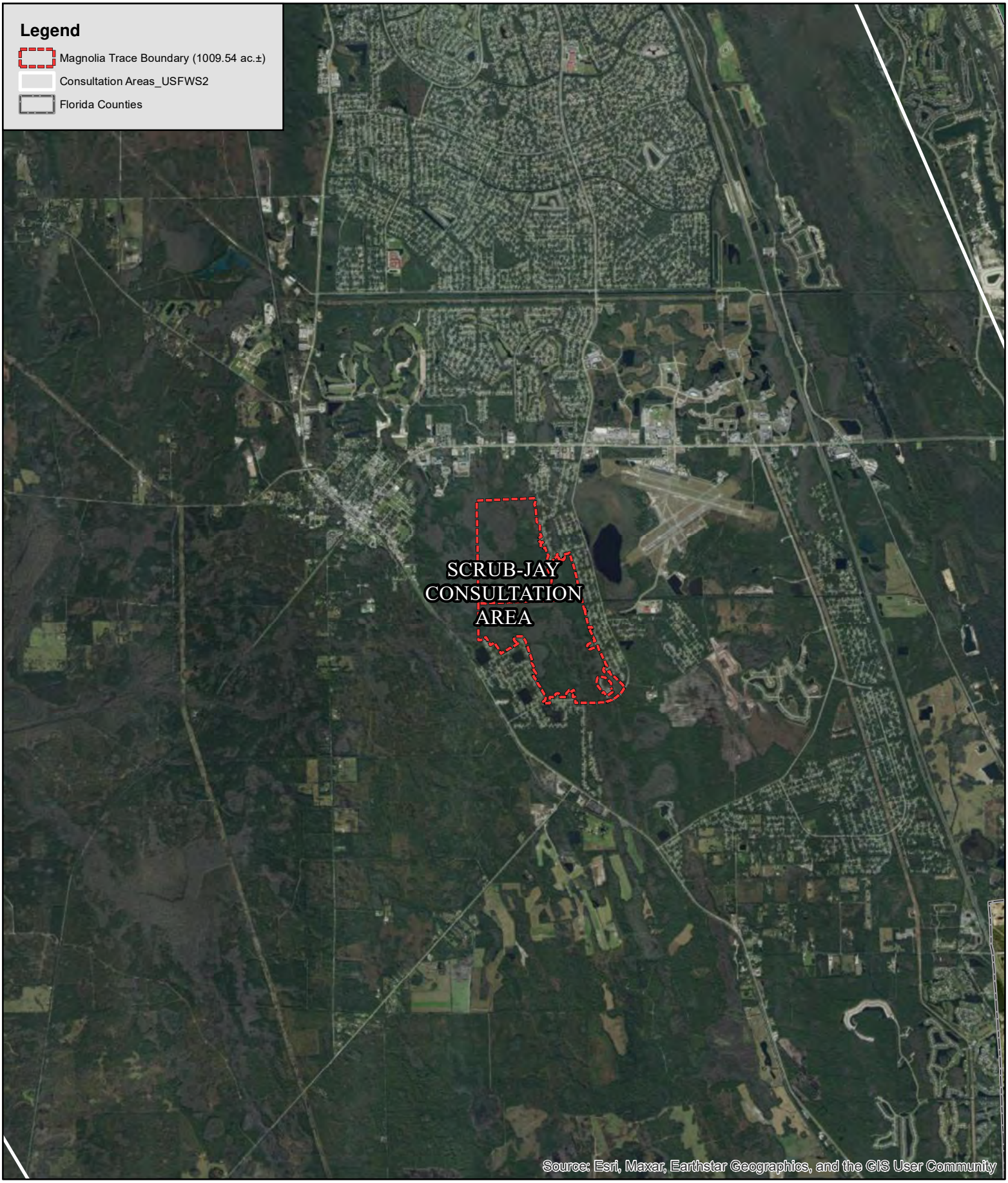
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Ph: 407-894-5969 Fax: 407-894-5970
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Magnolia Trace Property
Flagler County, Florida
Figure 8
Potential GT Habitat Map

N
W E
S

1,300
Feet

Project #: 1253-02
Produced By: NRK
Date: 11/15/2022



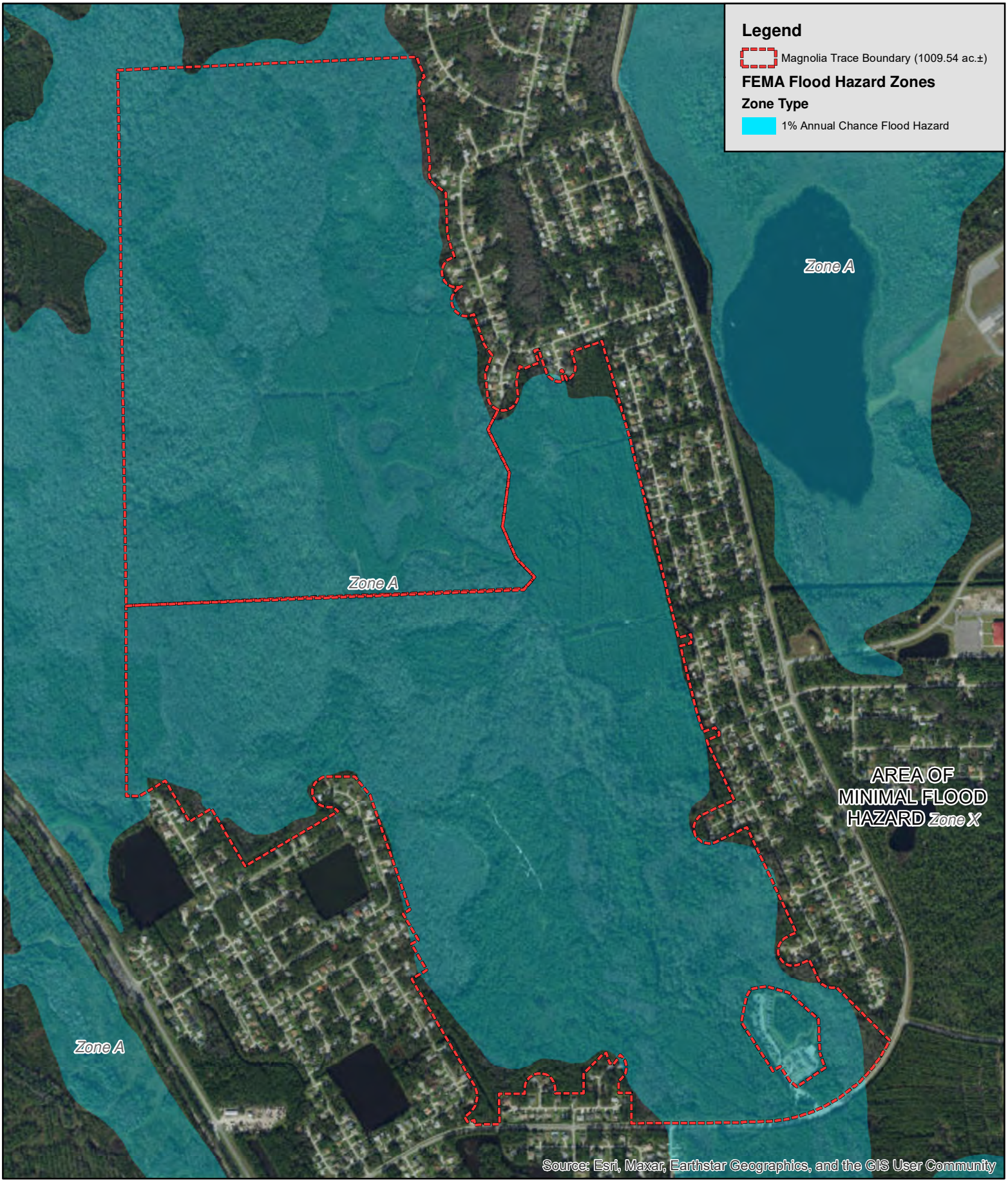
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3025 E. South Street Orlando, FL 32803
Ph: 407-894-5969 Fax: 407-894-5970
www.bio-techconsulting.com

Magnolia Trace Property
Flagler County, Florida
Figure 9
USFWS Wildlife Consultation Areas

N
W E
S

7,000
Feet

Project #: 1253-02
Produced By: NRK
Date: 11/15/2022



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Magnolia Trace Property
Flagler County, Florida
Figure 10
FEMA Flood Hazard Zones Map

N
W E
S

1,300
Feet

Project #: 1253-02
Produced By: NRK
Date: 11/15/2022

Table 1:	Flagler County, Florida Potentially Occuring Listed Wildlife and Plant Species in Flagler County, Florida		
Scientific Name	**Common Name**	**Federal Status**	**State Status**
FISH			
Enneacanthus chaetodon	Blackbanded Sunfish	N	N
Umbra pygmaea	Eastern Mudminnow	N	N
Acipenser oxyrinchus desotoi	Gulf Sturgeon	LT	LS
Acantharchus pomotis	Mud Sunfish	N	N
Ameiurus serracanthus	Spotted Bullhead	N	N
Micropterus notius	Suwannee Bass	N	LS
AMPHIBIANS			
Ambystoma cingulatum	Flatwoods Salamander	LT	LS
Rana capito	Gopher Frog	N	LS
Notophthalmus perstriatus	Striped Newt	N	LT
Ambystoma tigrinum	Tiger Salamander	N	N
REPTILES			
Macrochelys temminckii	Alligator Snapping Turtle	N	LS
Alligator mississippiensis	American Alligator	SAT	LS
Crotalus adamanteus	Eastern Diamondback Rattlesn	N	N
Drymarchon couperi	Eastern Indigo Snake	LT	LT
Pituophis melanoleucus mugitu	Florida Pine Snake	N	LS
Gopherus polyphemus	Gopher Tortoise	N	LS
Stilosoma extenuatum	Short-tailed Snake	N	LT
Heterodon simus	Southern Hognose Snake	N	N
Clemmys guttata	Spotted Turtle	N	N
Pseudemys concinna suwannie	Suwannee Cooter	N	LS
Crotalus horridus	Timber Rattlesnake	N	N
Mammals			
Eptesicus fuscus	Big Brown Bat	N	N
Ursus americanus floridanus	Florida Black Bear	N	LT*
Podomys floridanus	Florida Mouse	N	LS
Lasiurus cinereus	Hoary Bat	N	N
Corynorhinus rafinesquii	Rafinesque's Big-eared Bat	N	N
Neofiber alleni	Round-tailed Muskrat	N	N
Sciurus niger shermani	Sherman's Fox Squirrel	N	LS
Myotis austroriparius	Southeastern Bat	N	N
Mustela frenata olivacea	Southeastern Weasel	N	N

BIRDS			
Aimophila aestivalis	Bachman's Sparrow	N	N
Haliaeetus leucocephalus	Bald Eagle	LT,PDL	LT
Laterallus jamaicensis	Black Rail	N	N
Nycticorax nycticorax	Black-crowned Night-heron	N	N
Pelecanus occidentalis	Brown Pelican	N	LS
Accipiter cooperii	Cooper's Hawk	N	N
Athene cunicularia floridana	Florida Burrowing Owl	N	LS
Grus canadensis pratensis	Florida Sandhill Crane	N	LT
Aphelocoma coerulescens	Florida Scrub-jay	LT	LT
Plegadis falcinellus	Glossy Ibis	N	N
Ardea alba	Great Egret	N	N
Picoides villosus	Hairy Woodpecker	N	N
Ixobrychus exilis	Least Bittern	N	N
Aramus guarauna	Limpkin	N	LS
Egretta caerulea	Little Blue Heron	N	LS
Seiurus motacilla	Louisiana Waterthrush	N	N
Falco columbarius	Merlin	N	N
Pandion haliaetus	Osprey	N	LS*
Falco peregrinus	Peregrine Falcon	N	LE
Picoides borealis	Red-cockaded Woodpecker	LE	LS
Egretta thula	Snowy Egret	N	LS
Falco sparverius paulus	Southeastern American Kestrel	N	LT
Elanoides forficatus	Swallow-tailed Kite	N	N
Egretta tricolor	Tricolored Heron	N	LS
Eudocimus albus	White Ibis	N	LS
Mycteria americana	Wood Stork	LE	LE
Nyctanassa violacea	Yellow-crowned Night-heron	N	N

VASCULAR PLANTS			
Adiantum tenerum	Brittle Maidenhair Fern	N	LE
Gymnopogon chapmanianus	Chapman's Skeletongrass	N	N
Asplenium x curtissii	Curtiss' Spleenwort	N	N
Asplenium pumilum	Dwarf Spleenwort	N	LE
Pycnanthemum floridanum	Florida Mountain-mint	N	LT
Matelea floridana	Florida Spiny-pod	N	LE
Brickellia cordifolia	Flyr's Brickell-bush	N	LE
Pteroglossaspis ecristata	Giant Orchid	N	LT
Forestiera godfreyi	Godfrey's Privet	N	LE
Malaxis unifolia	Green Adder's-mouth	N	LE
Agrimonia incisa	Incised Groove-bur	N	LE
Najas filifolia	Narrowleaf Naiad	N	LT
Salvia urticifolia	Nettle-leaved Sage	N	LE
Coelorachis tuberculosa	Piedmont Jointgrass	N	LT
Litsea aestivalis	Pondspice	N	LE
Callirhoe papaver	Poppy Mallow	N	LE
Asplenium plenum	Ruffled spleenwort	N	N
Sideroxylon alachuense	Silver Buckthorn	N	LE
Asplenium monanthes	Single-sorus Spleenwort	N	LE
Blechnum occidentale	Sinkhole Fern	N	LE
Cheilanthes microphylla	Southern Lip Fern	N	LE
Verbesina heterophylla	Variable-leaf Crownbeard	N	N
Asplenium heteroresiliens	Wagner's Spleenwort	N	N

PT-Proposed for listing as Threatened species.

C-Candidate species for which federal listing agencies have sufficient information on biological vulnerability and threats to support proposing to list the species as Endangered or Threatened.

XN-Non-essential experimental population.

MC-Not currently listed, but of management concern to USFWS.

N-Not currently listed, nor currently being considered for listing as Endangered or Threatened.

STATE LEGAL STATUS - ANIMALS

LE-Endangered: species, subspecies, or isolated population so few or depleted in number or so restricted in range that it is in imminent danger of extinction.

LT-Threatened: species, subspecies, or isolated population facing a very high risk of extinction in the future.

LS-Species of Special Concern is a species, subspecies, or isolated population which is facing a moderate risk of extinction in the future.

PE-Proposed for listing as Endangered.

PT-Proposed for listing as Threatened.

PS-Proposed for listing as Species of Special Concern.

N-Not currently listed, nor currently being considered for listing.

STATE LEGAL STATUS - PLANTS

LE-Endangered: species of plants native to Florida that are in imminent danger of extinction within the state, the survival of which is unlikely if the causes of a decline in the number of plants continue; includes all species determined to be endangered or threatened pursuant to the U.S. Endangered Species Act.

LT-Threatened: species native to the state that are in rapid decline in the number of plants within the state, but which have not so decreased in number as to cause them to be Endangered.

PE-Proposed for listing as Endangered.

PT-Proposed for listing as Threatened.

N-Not currently listed, nor currently being considered for listing.

COUNTY OCCURRENCE STATUS

Vertebrates and Invertebrates:
C = Confirmed
P = Potential
N = Nesting

Plants, Natural Communities, and Other:
C = Confirmed
R = Reported

** See Rank and Status Explanations and Definitions, Special Animal Listings - Federal and State Status

FLORIDA DEPARTMENT of STATE

RON DESANTIS
Governor

CORD BYRD
Secretary of State

US Army Corps of Engineers
701 San Marco Blvd.
Jacksonville, FL 32207-8175

April 17, 2026

RE: DHR Project File No.: 2025-1877-B Received by DHR: March 31, 2026
Phase II & Phase III Archaeological Investigations of the Gore Lake Mound (8FL00029), Flagler County, Florida

To Whom It May Concern:

Our office reviewed the referenced project in accordance with Section 106 of the *National Historic Preservation Act of 1966*, as amended, and its implementing regulations in *36 CFR Part 800: Protection of Historic Properties*, as well as Chapters 267.061 and 373.414, *Florida Statutes*, and implementing state regulations for possible effects on historic properties listed, or eligible for listing, in the *National Register of Historic Places*. The project is subject to compliance with requirements for St. Johns River Water Management District (SJRWMD) No. 194723-3 and United States Army Corps of Engineers (USACE) Permit Application No. SAJ-2004-04984, SAJ-2007-05638, SAJ-2025-03550.

In February 2026, Heritage Cultural Services, LLC (HCS) undertook a Phase III CRAS of previously recorded archaeological site 8FL29 (Gore Lake Mound; SHPO Likely Eligible, 2004), located on approximately 0.25 acre of land proposed for development by GreenPointe Developers, LLC, in Flagler County. HCS excavated the sites with ten contiguous 1m-by-1m test units and four 1m-by-5m trenches to recover any and all data that would otherwise have been lost in the course of development. As a result of the survey, HCS notes:

> Ten controlled unit excavations (1 x 1-meter units forming a 1 x 10-meter trench) across the center of the mound floor and four radiating exploratory trenches excavated in levels by an archaeological backhoe operator (see Excavation Plan), produced no interments, burial remains, or human skeletal materials. Only five artifacts (St. Johns Plain pottery sherds) were recovered from the upper levels of the 1 x 1-meter units.
>
> Consequently, it is the observations and opinion and of Heritage Cultural Services, LLC, that no cultural stratigraphy or cultural context exists below the mound floor and that the Gore Lake Mound (8FL00029) should be considered completely destroyed and ineligible for listing on the National Register of Historic Places. No further archaeological work is recommended.

Based on the information provided, our office finds the submitted report complete and sufficient in accordance with Chapter 1A-46, *Florida Administrative Code*. USACE has provided the following review:

> the Corps received and reviewed Phase II and Phase III Archaeological Investigations of the Gore Lake Mound (8FL00029), Flagler County, Florida, prepared by Heritage Cultural Services,

> LLC (HCS), dated December 2025, and finds the report complete and the field work appropriate and sufficient in accordance with Chapters 1A-46, Florida Administrative Code and with Federal regulation 36 CFR 800: Protection of Historic Properties. The purpose of the study, conducted October - December 2025, was to investigate the integrity of the Gore Lake Mound (8FL00029) and evaluate its potential eligibility for nomination to the NRHP. Per HCS, the mound (above ground portion of the site) has been compromised (nearly leveled), but due to prior reports of subsurface archaeological deposits containing human skeletal remains, the site was deemed potentially eligible for listing on the NRHP [...]
>
> No burial remains, skeletal material, or cultural materials were observed or recovered within the trenches. It is HCS opinion that no cultural stratigraphy or cultural context exists below the mound floor and that the Gore Lake Mound (8FL00029) should be considered completely destroyed and ineligible for listing on the NRHP, and no further archaeological work is recommended.
>
> Based on the results of the Phase II and Phase III survey, this office concurs with the investigator's recommendations and finds that the proposed project will have no adverse effect to historic properties, and no further work is required.

This office concurs with the determination provided by USACE.

If you have any questions, please contact Ethan Putman, Historic Preservationist, by email at *Ethan.Putman@dos.fl.gov*.

Sincerely,

Kelly L Chase
For

Alissa Slade Lotane
Director, Division of Historical Resources
& State Historic Preservation Officer

MAGNOLIA TRACE PARCEL IDENTIFICATION NUMBERS

13-12-30-0650-000A0-0010

24-12-30-0650-000A0-0010

24-12-31-4150-00T50-0000

24-12-31-4140-00T40-0000

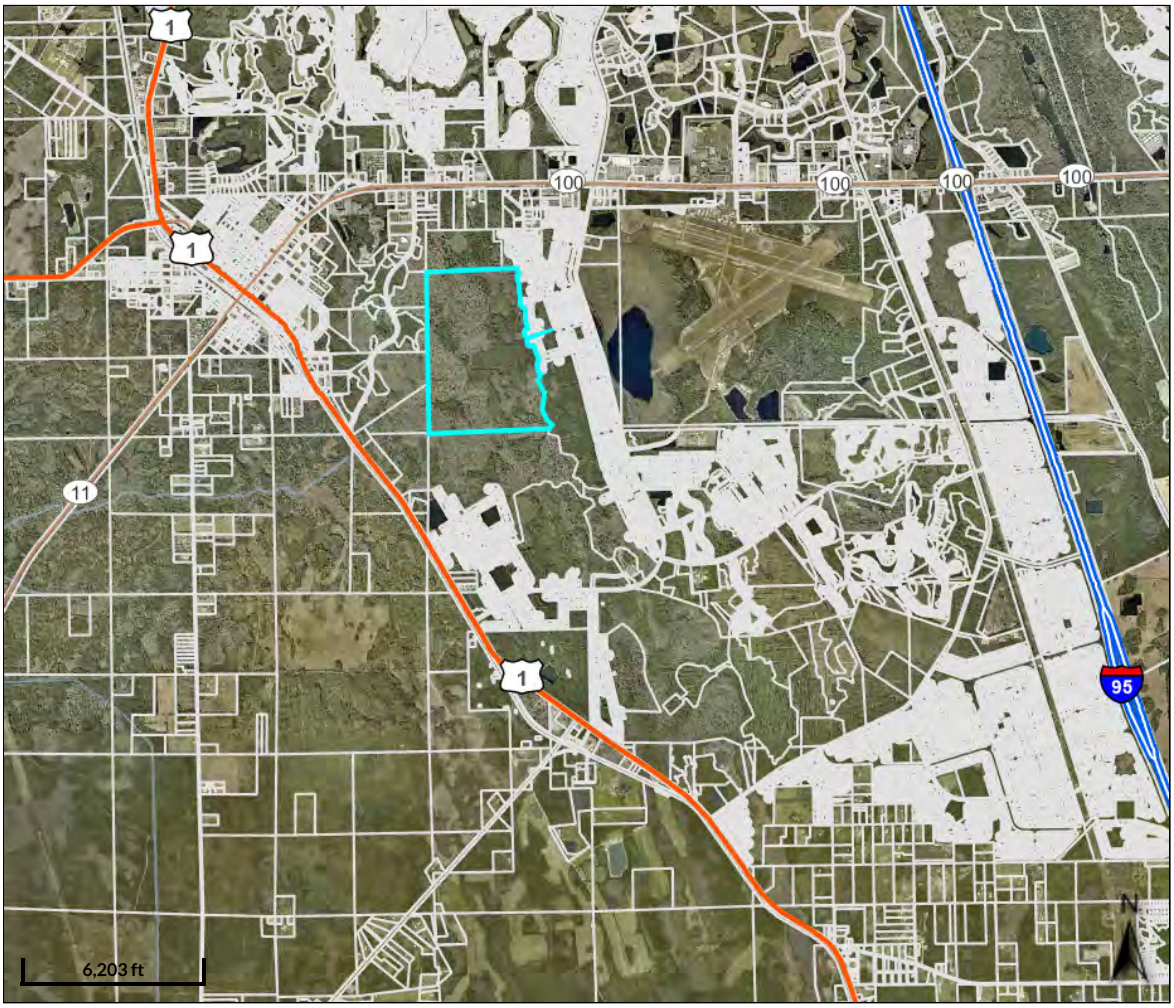
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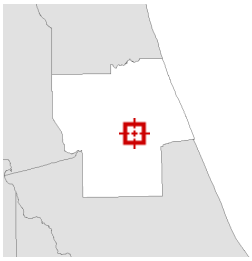
19-12-31-4110-00T10-0000

19-12-31-4130-00T30-0000

FLAGLER COUNTY PROPERTY APPRAISER



Overview



Legend

Parcels

Streams and Rivers

Parcel ID	13-12-30-0650-000A0-0010	**Owner**	OARE ASSOCIATES LLC C/O SHUFFIELD, LOWMAN & WILSON, P.A. P.O. BOX 612 DELAND, FL 32721	**Land Value**	$103,808	**Last 2 Sales**			
Prop ID	11763			**Ag Land Value**	$0	**Date**	**Price**	**Reason**	**Qual**
Class Code	CONSERVATION					6/1/2003	$945000	V	Q
Taxing District	61			**Building Value**	$0	4/1/1996	$23387900	I	Q
GIS sqft	18,264,738.712	**Physical Address**	n/a	**Misc Value**	$0				
				Just Value	$103,808				
				Assessed Value	$103,808				
				Exempt Value	$0				
				Taxable Value	$103,808				

Date created: 1/12/2026
Last Data Uploaded: 1/11/2026 8:03:18 PM

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ADAMS HOMES OF NORTHWEST FLOR
100 W GARDEN STREET SECOND FLOC
PENSACOLA, FL 32502

ALERS CARLOS &
DEBORAH H&W
1 ZAUNSTOWN PLACE
PALM COAST, FL 32164

ALLEN EFFIE MAE
6 ZAMARO PL #2
PALM COAST, FL 32164

ANDERSON MICHAEL T
21 ZEPHYR LILY TRAIL
PALM COAST, FL 32164

ANDRE ALLEN &
SANDRA ANDRE
7 ZACHARIAS PLACE
PALM COAST, FL 32164

ANTONETTI NANCY & JOSE MANUEL SF
4 ZACHARIAS PLACE
PALM COAST, FL 32164

BAILEY COREY & MILAGROS
MARBELLA MEDINA BARRERA H&W
5 ZAFTIG COURT
PALM COAST, FL 32164

BAKER BONNIE L & DAVID A W&H
62 ZAUN TRAIL
PALM COAST, FL 32164

BARKOSKIE ADAM E & LAUREN E
BARKOSKIE H&W
18 ZEPHYR LILY PLACE
PALM COAST, FL 32164

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BONITA C RENNA
23 ZEPHYR LILY TRAIL
PALM COAST, FL 32164

BEAUDET JOHN P &
PATRICIA A
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PALM COAST, FL 32164

BLITZ EDWARD & JANNETTE D H&W
LIFE ESTATE
35 ZAUN TRAIL
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JANNETTE D H&W LIFE ESTATE
35 ZUAN TRAIL
PALM COAST, FL 32164

BOGGS DONNA LIFE ESTATE
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20 POLLY COURT
COVINGTON, GA 30016

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CALDONE MARGARITA
5 ZACHARIAS PL
PALM COAST, FL 32164

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JANICE H&W
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BUNNELL, FL 32110

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PALM COAST, FL 32164

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CHANDLER H&W
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CINTRON JULIO C JR &
CAROL MOELLENDORF II H&W
4 ZAUN CT
PALM COAST, FL 32164

CITY OF PALM COAST FLORIDA
160 LAKE AVENUE
PALM COAST, FL 32164

CITY OF PALM COAST
160 LAKE AVENUE
PALM COAST, FL 32164

CLOER LORI ANN RUNDELL TRUSTEE
70 ZAUN TRAIL
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CINNAMINSON, NJ 08077

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LOUISE A H&W
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PALM COAST, FL 32164

CORTE-REAL LIDIA
LIFE ESTATE
5 ZAMORO PL
PALM COAST, FL 32164

COVELL STANLEY DEAN
TRUST
12 ZEPHYR LILY TRAIL
PALM COAST, FL 32164

COWLES RONALD E
2 ZAMORO PLACE
PALM COAST, FL 32164

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DAVIS JTWROS
60 ZAUN TRAIL
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16 ERICKSON PLACE
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DELUCA FELIX A JR & DIANA J H&W
1 ZAMIA PLACE
PALM COAST, FL 32164

DEMERS ALLEN S & MICHELLE H&W
8 ZACHARIAS PLACE
PALM COAST, FL 32164

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ORMOND BEACH, FL 32174

DEPASQUALE ANTHONY J & MEGAN E MURPHY JTWROS
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PALM COAST, FL 32164

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1109 HYDE PARK LANE
NAPERVILLE, IL 60565

EDWARDS PHYLLIS & STEPHEN V H&W
5 ZAUN COURT
PALM COAST, FL 32164

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2824 W PAXTON AVENUE
TAMPA, FL 33611

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PALM COAST, FL 32164

FIGUEROA JENNIFER F
8 ZAHAROFF
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FLINCHUM SUSAN D
34 ZAUN TRAIL
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GALUSHA JOHN M & REBECCA C H&W
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3845 MAPLE AVE
BROOKLYN, NY 11224

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28 ZEPHYR LILY TRL
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GRISHIN DENIS V
277 SAYRE DRIVE
PRINCETON, NJ 08540

GROHOLSKI THOMAS
16 ZEPHYR LILY PLACE
PALM COAST, FL 32164

HAGERTY MARILYN R
3 ZAUNSTOWN PLACE
PALM COAST, FL 32164

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83 ZAUN TRAIL
PALM COAST, FL 32164

HAKOBYAN SIRANUSH
83 ZAUN TRAIL
PALM COAST, FL 32164

HAVLIN LAUREL
68 ZAUN TRAIL
PALM COAST, FL 32164

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YOUR, SC 29745

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10 ZACHARIAS PLACE
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57 ZAUN TRAIL
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HOFER PATRICIA W LIFE ESTATE
41 ZAUN TRAIL
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MELBOURNE, FL 32935

HOLMAN T NELLY
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HUNT-WILSON VICKIE L
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DALLAS, TX 75380

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PALM COAST, FL 32164

JORGE MERCEDES
LIFE ESTATE
742 NW 173 TERR
PEMBROKE PINES, FL 33029

KATE PROPERTY GROUP LLC
57 NEW LEATHERWOOD DR
PALM COAST, FL 32137

KEHRLE GWYN D & MATTHEW W&H
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PALM COAST, FL 32164

KELLEY RAYMOND SCOTT &
DENNIS MICHAEL YOUNG AMC
5 ZAMIA PLACE
PALM COAST, FL 32164

KIDD JUSTIN & ALYSSA H&W
3 FOX HOLLOW DRIVE
ORMOND BEACH, FL 32174

KINNEY DOUGLAS & PATRICIA H&W
LIFE ESTATE
63 ZAUN TRAIL
PALM COAST, FL 32164

KOENIG DAVID W & LYNN S H&W
2 ZAMIA PLACE
PALM COAST, FL 32164

KOVALCHUK ELENA
& VICTOR H&W
3458 SPRING ROSE WAY
SACRAMENTO, CA 95827

LEWANDOWSKI JAMES
67 ZAUN TRAIL
PALM COAST, FL 32164

LINDSTROM EDWIN O III
TRUSTEE
7 ZEOLITE PLACE
PALM COAST, FL 32164

MAHAN THOMAS & JUDY H&W
20 ZEPHYR LILY TRL
PALM COAST, FL 32164

MARINEZ KATARZYNA
39 ZAUN TRAIL
PALM COAST, FL 32164

MARTINO PATRICIA
& JOSEPH MARTINO W&H
6 ZEOLITE PL
PALM COAST, FL 32164

MARUSAK MICHELE D & JAMES
ROSS JR & LINDA R HUGHES
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PITTSBURGH, PA 15241

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KNOWLDEN
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WALLINGTON, NJ 07057

MASER KIMBERLY JOY &
JUSTIN MICHAEL H&W
9 ZACHARIAS PLACE
PALM COAST, FL 32164

MAXWELL BARBARA
73 ZAUN TRAIL
PALM COAST, FL 32137

MAZUR JANUSZ
5318B CANOGA AVE
WOODLAND HLS, CA 91364

MCKEOWN ERIN M
3 ZAMORO PLACE
PALM COAST, FL 32164

MCKEOWN ERIN
3 ZAMORO PLACE
PALM COAST, FL 32164

MIZRAHI YONEH
1472 52RD STREET APT 6C
BROOKLYN, NY 11219

MORCOS SELIM A & MARY
28204 KENTON LANE
SANTA CLARITA, CA 91350

MORIE WILLIAM & RENEE H&W
1 ZEPPELIN COURT
PALM COAST, FL 32164

MROCHKO TARAS
& TETIANA H&W
63 WOOD HAVEN DRIVE
PALM COAST, FL 32164

OARE ASSOCIATES LLC
C/O SHUFFIELD, LOWMAN & WILSON, P
P.O. BOX 612
DELAND, FL 32721

OARE ASSOCIATES LLC
C/O SHUFFIELD, LOWMAN & WILSON, P
P.O. BOX 612
DELAND, FL 32721

OBAL STEPHEN & PHILIP
TRUSTEES
10801 S 209TH E AVENUE
BROKEN ARROW, OK 74014

OFFORD JOHN
& CONNIE H&W
6121 WEST 117TH AVENUE
CROWN POINT, IN 46307

OTLR BMO 2 LLC
11900 N BAYSHORE DRIVE
MIAMI, FL 33181

OTLR BMO 3 LLC
11900 N BAYSHORE DRIVE
MIAMI, FL 33181

PAREDES-PUCCI JORGE H &
GRACIELA N PAREDES H&W
40 ZAUN TRAIL
PALM COAST, FL 32164

PAVLOVSKA SVETLANA
2 ZAFTIG COURT
PALM COAST, FL 32164

PEER MICHAEL VAUGHN
72 ZAUN TRAIL
PALM COAST, FL 32164

PENA KIARA FRAGUADA & GABRIEL RA
64 ZAUN TRAIL
PALM COAST, FL 32164

RAUCH JOSEPH T & BARBARA E
7300 MARISA DRIVE
GREENSBORO, NC 27455

RAUSCHER DARYL & LANA H&W
PO BOX 607
BUNNELL, FL 32110

REYES BYRON F & GINA A H&W
1137 AMBER VISTA LANE
KNOXVILLE, TN 37914

RIVERA OSVALDO & STEPHEN P
FULLMAN JTWROS
4 ZEPPELIN COURT
PALM COAST, FL 32164

ROBERTS PERRY LEE &
KATHLEEN D H&W
3 ZAMIA PLACE
PALM COAST, FL 32164

RODA STELLA I & NANCY M RODA
TRUSTEES
P O BOX 218
WILLOUGHBY, OH 44096

RODRIGUEZ LILIANA DEL CARMEN
& MELODY NAZAL SIVRI JTWROS
11 ZEPHYR LILY TRAIL
PALM COAST, FL 32164

ROSIEK DAVID A & ELIZABETH A H&W
48 ZAUN TRAIL
PALM COAST, FL 32164

ROSSI DENNIS J & KATHLEEN I
ROSSI TRUST
4175 SANORA LN
ORMOND BEACH, FL 32174

ROTHEY STEPHANIE SNOW &
ALLEN GEORGE JR H&W
5 ZAHAROFF PLACE
PALM COAST, FL 32164

SANCHEZ JOSE A & LUISA A &
ALIDA G SANCHEZ
18711 NW 79 COURT
MIAMI, FL 33015

SANGSTER GEORGE
1 ZEOLITE PLACE
PALM COAST, FL 32164

SCHMIDT SIEGMUND &
CHRISTINA H&W
27 ZEPHYR LILY TRAIL
PALM COAST, FL 32164

SMITH MICHAEL J & PATRICIA H&W
59 ZAUN TRAIL
PALM COAST, FL 32164

SOLOMON WILFREDO
& BARBRA SOLOMON OCONNOR
1 PIERSON GREEN
CROMWELL, CT 06416

SPENCER JASON
43 ZAUN TRAIL
PAIM COAST, FL 32164

STOF HOLDINGS LLC
6300 STIRLING ROAD
HOLLYWOOD, FL 33024

TAZZETTO DAWN M
30 ZEPHRY LILY TRAIL
PALM COAST, FL 32164

THE JODIE WESLEY BEVEL REVOCABL
EDNA ROSETTA SAUNDERS-BEVEL RE
2 ZAUN COURT
PALM COAST, FL 32164

TOWNSEND LESLIE
15 ZEPHYR LILY TRAIL
PALM COAST, FL 32164

TUCKER RYAN MICHAEL &
CHRISTINA JACKIE H&W
61 ZAUN TRL
PALM COAST, FL 32164

TULLAI DANIEL W & DOLORES M H&W
76 ZAUN TRAIL
PALM COAST, FL 32164

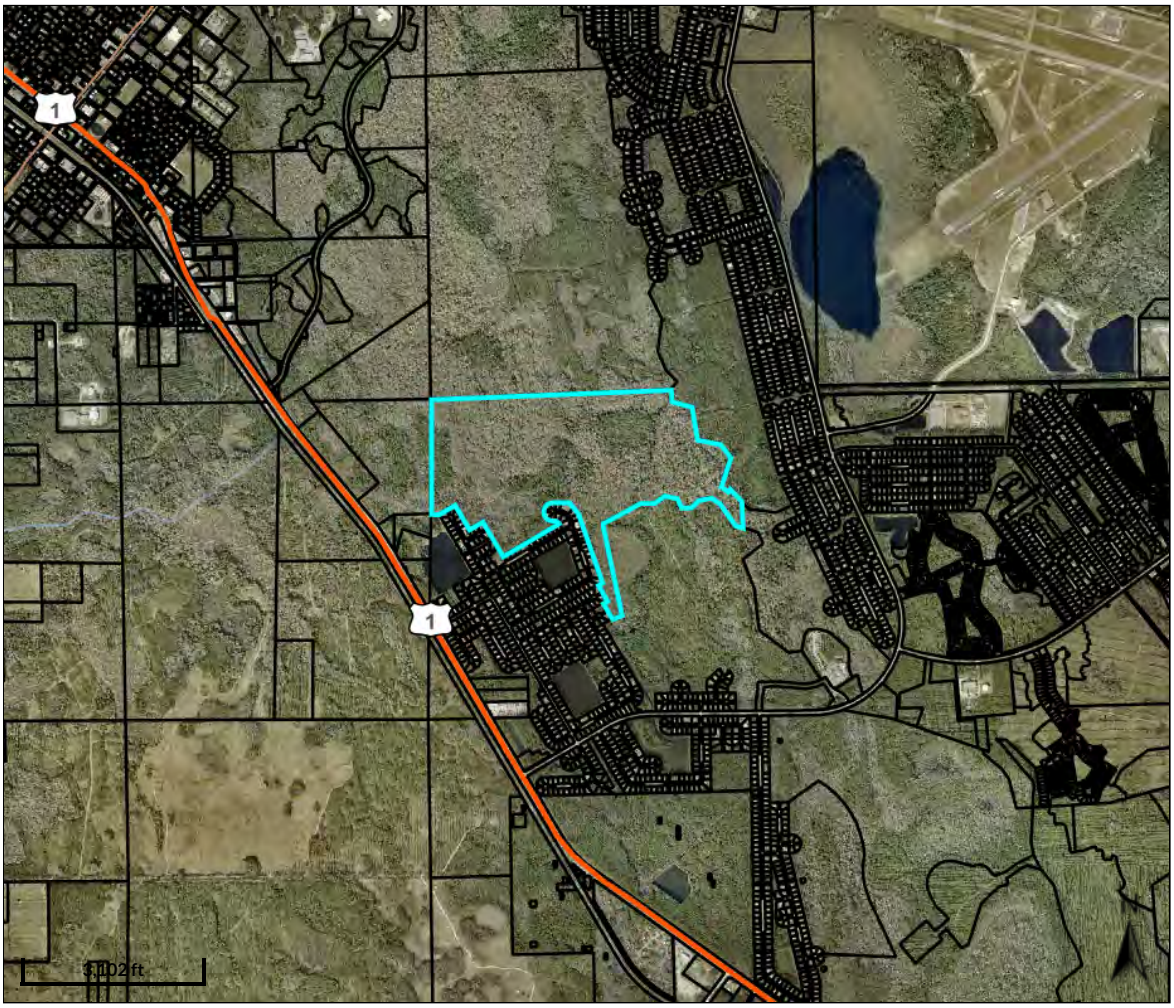
VANDYKE RAYMOND R &
DOROTHY J H&W
7 ZAHAROFF PLACE
PALM COAST, FL 32164

WEST FRANK
14 ZEPHYR LILY TRAIL
PALM COAST, FL 32164

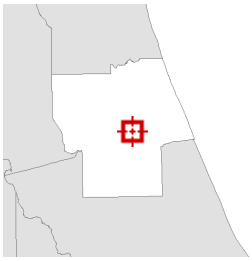
YELLEN JOYCE
4 ZACHARY PLACE
PALM COAST, FL 32164

ZION RICHARD & DORA H&W
3 ZAHAROFF PLACE
PALM COAST, FL 32164

FLAGLER COUNTY PROPERTY APPRAISER



Overview



Legend

- Parcels
- Roads
- Streams and Rivers

Parcel ID	24-12-30-0650-000A0-0010	**Owner**	OARE ASSOCIATES LLC C/O SHUFFIELD, LOWMAN & WILSON, P.A. P.O. BOX 612 DELAND, FL 32721
Prop ID	12124		
Class Code	CONSERVATION		
Taxing District	61		
GIS sqft	9,754,710.412	**Physical Address**	n/a

Land Value	$56,145
Ag Land Value	$0
Building Value	$0
Misc Value	$0
Just Value	$56,145
Assessed Value	$56,145
Exempt Value	$0
Taxable Value	$56,145

Last 2 Sales

Date	Price	Reason	Qual
6/1/2003	$945000	V	Q
4/1/1996	$23387900	I	Q

Date created: 1/12/2026
Last Data Uploaded: 1/11/2026 8:03:18 PM

Developed by SCHNEIDER GEOSPATIAL

3DRE LLC
2800 N 6TH STREET 790
ST AUGUSTINE, FL 32084

40 KASHMIR TRAIL LAND TRUST &
HAMMOCK MANAGEMENT LLC TRUSTE
3225 MCLEOD DRIVE SUITE 777
LAS VEGAS, NV 89121

65 KALAMAZOO LAND TRUST
416 S CENTRAL AVE
FLAGLER BEACH, FL 32136

69 KASHMIR TRAIL LLC
34194 AURORA RD #128
SOLON, OH 44139

A AND R-MERIDIAN REAL ESTATE ASSE
688 N ORLANDO AVENUE SUITE 207
ORLANDO, FL 32801

ABARCAR ROBERTO R
90 PARK TERRACE EAST APT 1H
NEW YORK, NY 10034

ABATINO MARIA E
236 MALLARD COURT
YORKTOWN HEIGHTS, NY 10598

AFFORDABLE HOMES OF TREASURE
COAST LLC TRUSTEE
2431 ATLANTIC BLVD
FORT PIERCE, FL 34949

ALCINDOR CYRIACUS &
TINA L H&W
14 KASBAH PLACE
PALM COAST, FL 32137

ANZALONE ROSARIO & MARIA
8461 N FURNO TERR
CRYSTAL RIVER, FL 32629

ARUTYUNYANTS ALEXANDER &
KARINA H&W
19 KAFFIR LILY PLACE
PALM COAST, FL 32164

AYERS RICHARD THORNE
& PATRICIA MATTINGLY H&W
61 KASHMIR TRAIL
PALM COAST, FL 32164

BERTISH THEORA E
LIFE ESTATE
54 KALAMAZOO TRL
PALM COAST, FL 32164

BOUDREAU JAMIE & JASON H&W
4 KALMAR PLACE
PALM COAST, FL 32164

BOUDREAU JASON & JAMIE H&W
4 KALMAR PLACE
PALM COAST, FL 32164

BRADY VIKTORIYA
1100 CANOPY WALK LANE APT 1122
PALM COAST, FL 32137

BRITT JOSEPH D SR &
KAREN E H&W LIFE ESTATE
48 KASHMIR TRAIL
PALM COAST, FL 32164

BRITT JOSEPH JR & KAREN H&W
LIFE ESTATE
48 KASHMIR TRAIL
PALM COAST, FL 32164

BUCHSBAUM MICHAEL
& PATRICIA BUCHSBAUM JTWROS
13 KASHMIR TRL
PALM COAST, FL 32164

CAMPBELL GREGORY C &
ERIKA J H&W
9 KALE COURT
PALM COAST, FL 32164

CARDONA ADRIAN AMET & DALILA A H&
3 KAFTAN COURT
PALM COAST, FL 32164

CHANEY GENE EDWARD
11 KALANCHOE CT
PALM COAST, FL 32164

CHU ROBERT LEY &
MARIA JULIA H&W
4224 WOODFARE LANE NORTHWEST
KENNESAW, GA 30152

CITY OF PALM COAST
160 LAKE AVENUE
PALM COAST, FL 32164

CLARK MATTHEW &
STACY PORTINARI JTWROS
67 KALAMAZOO TRAIL
PALM COAST, FL 32164

CLARK RICHARD S & ELIZABETH M H&V
8 KASHGAR COURT
PALM COAST, FL 32164

COULTER TIMOTHY J & LINDA P H&W
54 KASHMIR TRIAL
PALM COAST, FL 32164

COURY RICHARD ALEXANDER &
TERI SUSAN HOLLEY JTWROS
61 KALAMAZOO TRAIL
PALM COAST, FL 32164

CUNNINGHAM MICHAEL
8848 78TH STREET
WOODHAVEN, NY 11421

CUOMO ANTHONY & DOREEN H&W
17 KAFFIR LILY PLACE
PALM COAST, FL 32164

DEGUZMAN BERTY S &
ALICE A H&W
21 KAFFIR LILY PLACE
PALM COAST, FL 32164

DEMATTO FRANCIS L & MARIA H&W
24 KAFFIR LILY PLACE
PALM COAST, FL 32164

DESENA BERNARD
& CHRISTI LYNN DEWITT DESENA H&W
58 KALAMAZOO TRL
PALM COAST, FL 32164

DINGMAN MICHAEL S & DAINORA P AM
7 KAFFIR LILY PLACE
PALM COAST, FL 32164

DINI ALEX & THERESA H&W
TRUSTEES
12 STEINBACH PLACE
WESTWOOD, NJ 07675

DIPPOLITO SHAWN &
TORI ANTHONY JTWROS
52 KALAMAZOO TRAIL
PALM COAST, FL 32164

DONALD PEARL COWART
55 KALAMAZOO TRAIL
PALM COAST, FL 32164

DONGOSKE WARREN W &
SONYA T H&W
25 KAFFIR LILY COURT
PALM COAST, FL 32164

DYCUS DWAYNE C & NATALYA
GENNADYEVNA DYCUS H&W
59 KALAMAZOO TRAIL
PALM COAST, FL 32164

DYKEMAN ADRIAN B & LAURA
STEPHENSON JTWROS
2 KAFTAN COURT
PALM COAST, FL 32164

EHLEN DANIEL
& STEPHANIE H&W
35 KASHMIR TRAIL
PALM COAST, FL 32164

ESCALANTE JOSEPH L
31 CHEROKEE DRIVE
SPRINGFIELD, MA 01109

EVANS WILDA Y
& JOHN SCOTT H&W
55 KASHMIR TRAIL
PALM COAST, FL 32164

FERGUSON-SIMMONS SHERYL &
DAVID ANDRE W&H
4 KASHGAR COURT
PALM COAST, FL 32164

FERMIN RAUL E &
CONCEPCION C H&W
1128 WEST DRUMMOND PL
CHICAGO, IL 60614

FLAGLER HOLDINGS III LLC
PO BOX 2228
FLAGLER BEACH, FL 32136

FOSTER ANTHONY JR &
MELISSA AMC
3 KALE COURT
PALM COAST, FL 32164

FULLMAN STEPHEN P
4 ZEPPELIN COURT
PALM COAST, FL 32164

GALINDO REX K & DANA L
GALINDO H&W
PO BOX 2290
FLAGLER BEACH, FL 32136

GALVAN JOSUE
& MARISOL H&W
PO BOX 220
BUNNELL, FL 32110

GARCIA CARMEN TRUSTEE
2387 SW 5TH STREET
MIAMI, FL 33135

GIBSON CHRISTINA & JAQUELINE
KISSMAN JTWROS
50 KASHMIR TRAIL
PALM COAST, FL 32164

GOMEZ ADONIS KHALIL & JAZMIN ISAB
6 KAFFEE CT
PALM COAST, FL 32164

GOSS WILLIAM ANTHONY
& KIM MARIE H&W
31 KASHMIR TRL
PALM COAST, FL 32164

GREENSLADE BROS LLC
205 WEST LAMBERT STREET
BUNNELL, FL 32110

GRIEST DAVID ALLAN & MICHELLE HAR
83 HUMMINGBIRD COURT
PALM COAST, FL 32164

HOOKER MELVIN & PATRICIA H&W
3 LLETHORNE PLACE
PALM COAST, FL 32137

HOOKER MELVIN & PATRICIA H&W
3 LLETHORNE PLACE
PALM COAST, FL 32164

HORTON ROBERT E & BRENDA A H&W
5 KAFFIR LILY PLACE
PALM COAST, FL 32164

HUEMME PETER F JR & DOROTHY
28 ABBOTT LANE
HICKSVILLE, NY 11801

IANIRO ALBERT III
& NINA H&W LIFE ESTATE
28 KASHMIR TRAIL
PALM COAST, FL 32164

INVITATION HOMES 7 FLORIDA LP
PO BOX 803467
DALLAS, TX 75380

JACKSON ANDREW III
& JOLEEN RHAE H&W
29 KASHMIR TRAIL
PALM COAST, FL 32164

JACOBSON DOUGLAS R
P O BOX 920
BUNNELL, FL 32110

JIMENEZ GUILLERMO
56 KALAMAZOO TRAIL
PALM COAST, FL 32164

JOHNSTON TODD E
1 ZEIDLER PLACE
PALM COAST, FL 32164

KAHOUD RAYMOND GEORGE
TRUSTEE
9 KALANCHOE COURT
PALM COAST, FL 32164

KANE BARBARA
8 KAFFEE CT
PALM COAST, FL 32164

KASHEPAROV DANIEL VALENTIN
65 KASHMIR TRAIL
PALM COAST, FL 32164

KILLMAN CRAIG R
11 KASBAH PLACE
PALM COAST, FL 32164

KINCAID JERRY & SONYA H&W
6 KASBAH PLACE
PALM COAST, FL 32164

KNYKIN OLEG & IRINA A
KNYKIN H&W
53 KASHMIR TRL
PALM COAST, FL 32164

KONDOR FRANK J & JOANNE M H&W
78 WEST AVENUE
MILFORD, CT 06461

KONDRATIUK RUSLAND
& IVAN KONDRATIUK & DARYNA KONDF
7863 DOE TRAIL WAY
ANTELOPE, CA 95843

KUCHAR THEODORE
36 KASHMIR TRAIL
PALM COAST, FL 32164

LAKE POINTE VILLAS LLC
185 CYPRESS POINT PKWY, STE 7
PALM COAST, FL 32164

LEASURE TERRY L & DOLLIE L
H&W
24 KASHMIR TRL
PALM COAST, FL 32164

LENNON JOHN & SHEILAH CLARK H&W
8 KALE COURT
PALM COAST, FL 32164

LEWIS LEVERN BILL
& PATRICIA LYNN LEWIS TRUSTEES
57 KALAMAZOO TRAIL
PALM COAST, FL 32164

LOVELACE DARYN SCOTT
30 KASHMIR TRAIL
PALM COAST, FL 32164

LOVELACE LEYLA
1796 OCEAN SHORE BLVD
ORMOND BEACH, FL 32176

LUCKETT JOSEPH CURRIE
PO BOX 982
DAYTONA BEACH, FL 32115

MAGUIRE BARBARA K
57 KASHMIR TRAIL
PALM COAST, FL 32164

MARACHA DIOSDADO
43 GERARDINE PLACE
NEW CITY, NY 10956

MARTIN DONOVAN
& LORI MARTIN H&W
72 KASHMIR TRAIL
PALM COAST, FL 32164

MCCOY DOMINIQUE B
18130 KARA CT
TAMPA, FL 33647

MCPHERSON MICHAEL C &
DOROTHY T H&W LIFE ESTATE
P O BOX 1725
BUNNELL, FL 32110

MEDINA RAFAEL A
5 KALANCHOE CT
PALM COAST, FL 32164

MONROE WALTER B IV &
TERESA M H&W
17 KASBAH PL
PALM COAST, FL 32164

MORRISSEY FREDERICK GEORGE JR &
11 KASHMIR TRAIL
PALM COAST, FL 32164

MUIR JOHN R & MARGOT T H&W &
JONATHAN P MUIR & NICHOLAS G JTW
11 KASTAL DRIVE
RIDGE, NY 11961

NGUYEN THAO LY THI
9 KASHGAR COURT
PALM COAST, FL 32164

OARE ASSOCIATES LLC
C/O SHUFFIELD, LOWMAN & WILSON, P
P.O. BOX 612
DELAND, FL 32721

OBERDIER JAMES MYRON & YEZAIRA Y
7 KASBAH PLACE
PALM COAST, FL 32164

OCHOA CLAUDIA
37 WESTERN CONCOURSE
AMITY HARBOR, NY 11701

PADILLA FELIX & IRNA H&W
5 KAFFEE COURT
PALM COAST, FL 32164

PAPPAS MARTHA & OURANIA
1160 84TH STREET
BROOKLYN, NY 11228

PARKER KEITH
& DEBRA R H&W
9 KAFFIR LILY PLACE
PALM COAST, FL 32164

PEMBER ROBERT E &
M JENNIFER H&W
23 KAFFIR LILY PLACE
PALM COAST, FL 32164

PEREIRA ANDRE
& DELLAMARIE H&W
80 FORRESTER PLACE
PALM COAST, FL 32137

PERRY SESWICK DONALD
4639 ARTESIAN ROAD
LAND O LAKES, FL 34638

PINAEVA YOURI & IRINA H&W &
KRISTINA & EKATERNIA KOTENKO JTW
74 KASHMIR TRL
PALM COAST, FL 32164

PINO RAUL M & TERESA J
PINO H&W
5 KALE COURT
PALM COAST, FL 32164

POILLUCCI CESIDIO &
MARGARET
10 KASBAH PLACE
PALM COAST, FL 32137

RANKIN LYNN EDMONDS
12 KASBAH PL
PALM COAST, FL 32164

RAWLINS KEVIN DALTON &
JEAN FRIEDL H&W
45 KASHMIR TRAIL
PALM COAST, FL 32164

REIS MANUEL &
MARIA REIS
235 LAKE STREET
VERNON, CT 06066

RICHARDSON WILMA
LIFE ESTATE
63 KALAMAZOO TRAIL
PALM COAST, FL 32164

RIEHL ROBERT
TRUSTEE
16 MADISON AVE
PORT CHESTER, NY 10573

RINKER ROBERT R &
LINDA L H&W
8 KAFFIR LILY PLACE
PALM COAST, FL 32164

RIORDAN CYNTHIA
9 EDWIN LN
PALM COAST, FL 32164

RIVERA JESSICA
2 KASHGAR CT
PALM COAST, FL 32164

RODRIQUEZ IRMA L
12 KASHGAR CT
PALM COAST, FL 32164

RUIZ FRANCISCO & DENISE
RUIZ H&W
68 KALAMAZOO TRAIL
PALM COAST, FL 32164

RUPE NICHOLAS SCOTT & PATRICIA
ANN RUPE H&W
7 KAFFEE COURT
PALM COAST, FL 32164

SANTA MARIA DAVID A & DENISE L
SANTA MARIA H&W
48 KALAMAZOO TRAIL
PALM COAST, FL 32164

SCHENCK DOUGLAS L
& SHANNON H&W
4 KASBAH PL
PALM COAST, FL 32164

SCHROEDER DANIEL M & LINKA M
TRUSTEES
760 VALA DRIVE
SANTA BARBARA, CA 93111

SEAGATE HOMES LLC
185 CYPRESS POINT PARKWAY SUITE 7
PALM COAST, FL 32164

SEARFOSS RONALD ELERY & DAE
BOO SEARFOSS H&W
13 KAFFIR LILY PLACE
PALM COAST, FL 32164

SHPAK BRIAN J
25 KASHMIR TR
PALM COAST, FL 32164

SHPAK BRIAN J
25 KASHMIR TRAIL
PALM COAST, FL 32164

SINCLAIR STEPHANIE
73 KASHMIR TRAIL
PALM COAST, FL 32164

SNACK GLORIA A
1 KAFFIR LILLY PLACE
PALM COAST, FL 32164

SOKOLOV VLADIMIR &
DINA SOKOLOVA H&W
560 RIVERSIDE DRIVE #6H
NEW YORK, NY 10027

SOTOLONGO JUAN J
15720 SW 100TH AVENUE
MIAMI, FL 33157

STANZIANO MARK C
77 KASHMIR TRAIL
PALM COAST, FL 32164

STEWART KRISTIN & EMERSON H&W
18 KAFFIR LILY PLACE
PALM COAST, FL 32164

STOF HOLDINGS LLC
6300 STIRLING ROAD
HOLLYWOOD, FL 33024

STUDER VIRGINIA M
& JOHN P NIEVES JTWROS
170 AVE C APT 9F
NEWYORK CITY, NY 10009

SZAFRAN MELANIE & THOMAS G
SZAFRAN W&H
5 KAFTAN CT
PALM COAST, FL 32164

SZAFRAN THOMAS G & MELANIE E
H&W
5 KAFTAN COURT
PALM COAST, FL 32164

SZATKOWSKI ROBERTA A
LIFE ESTATE
41 KASHMIR TRAIL
PALM COAST, FL 32164

TENNANT DOUGLAS EDWARD
7 KALANCHOE COURT
PALM COAST, FL 32164

TENORI JONATHAN
58 KASHMIR TRAIL
PALM COAST, FL 32164

VALENTIN KIMBERLY & ALEXIS
HERNANDEZ W&H
5 KASHGAR COURT
PALM COAST, FL 32164

VASTAGH RICHARD E
3755 INNER CIRCLE DRIVE
AKRON, OH 44333

WARD JAMES K & THERESE M H&W
4 KALE COURT
PALM COAST, FL 32164

WARNER LAURA
49 KASHMIR TRAIL
PALM COAST, FL 32164

WEIR JAMES R &
TONYA WEIR H&W
P.O. BOX 504
BUNNELL, FL 32110

WENDORF DAVID & LISA K H&W
27 KAFFIR PLACE
PALM COAST, FL 32164

WISE VINCENT W JR & KATHI K H&W
51 KASHMIR TRAIL
PALM COAST, FL 32164

WORK ETHIC LLC
4450 S TIFFANY DR SUITE 101
WEST PALM BEACH, FL 33407

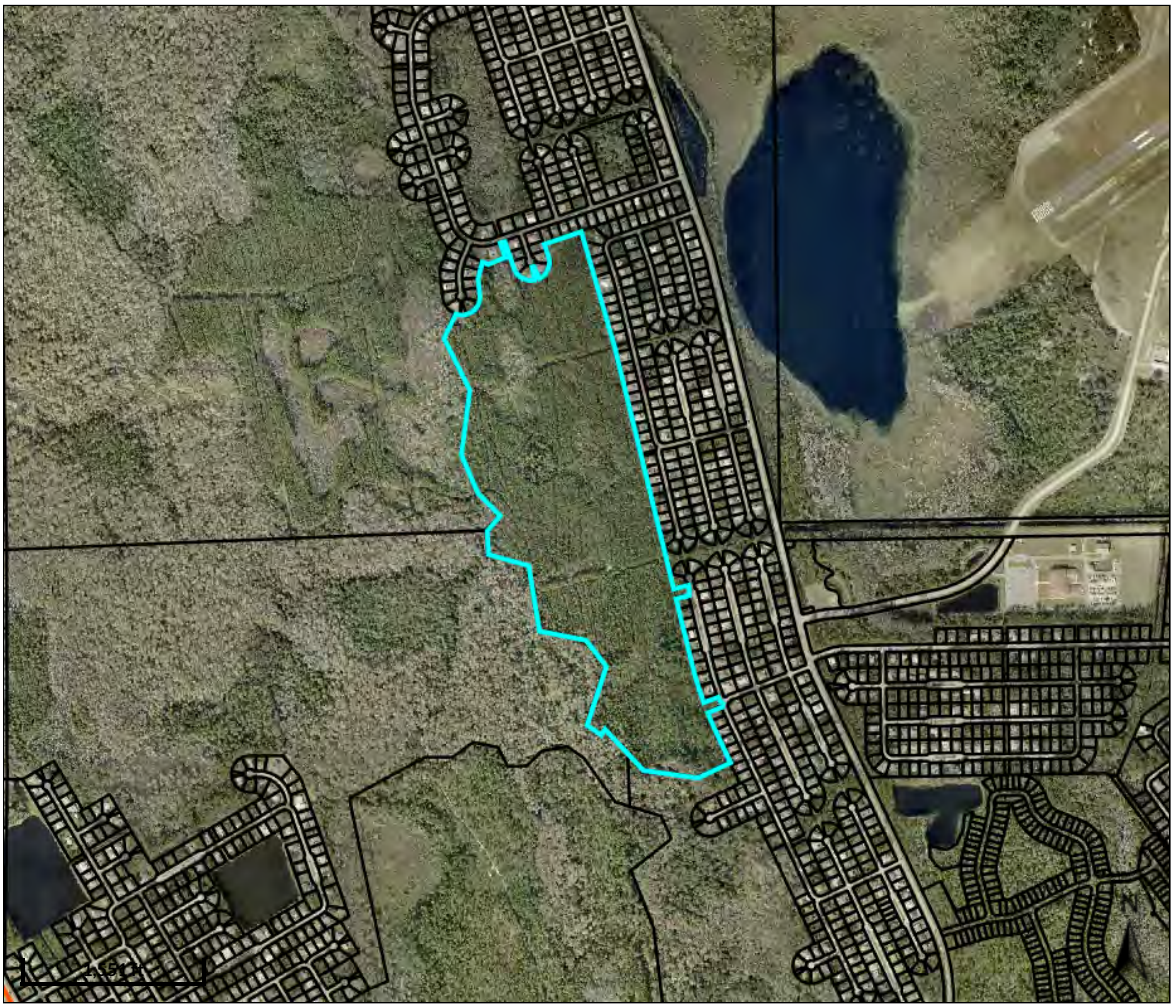
YASHAYEV ARTUR &
GALINA YASHAYEVA JTWROS
1528 KURELEK DRIVE
LITTLE ELM, TX 75068

YOUNG WILLIAM ROBERT III
& LISA KATHLEEN YOUNG H&W
10 KASHGAR COURT
PALM COAST, FL 32164

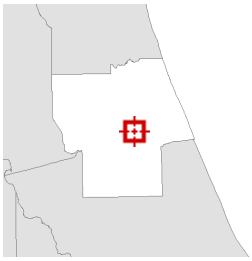
ZAVALKOVSKY EDWARD
& SVETLANA H&W
130 GOLDEN TRAIL MAPLE ONTARIO, C
L6A5A1,

ZBIHLE VALERIAN &
NINEL KIRIYEVA H&W
22 KAFFIR LILY PLACE
PALM COAST, FL 32164

FLAGLER COUNTY PROPERTY APPRAISER



Overview



Legend

- Parcels
- Roads
- Streams and Rivers

Parcel ID	24-12-31-4150-00T50-0000	**Owner**	OARE ASSOCIATES LLC C/O SHUFFIELD, LOWMAN & WILSON, P.A. P.O. BOX 612 DELAND, FL 32721
Prop ID	80119		
Class Code	TIMBERLAND 80-89		
Taxing District	61		
GIS sqft	4,910,091.889	**Physical Address**	1 ZONAL CT

Land Value	$99,000
Ag Land Value	$21,737
Building Value	$0
Misc Value	$0
Just Value	$4,107,029
Assessed Value	$66,752
Exempt Value	$0
Taxable Value	$66,752

Last 2 Sales

Date	Price	Reason	Qual
n/a	0	n/a	n/a
n/a	0	n/a	n/a

Date created: 1/12/2026
Last Data Uploaded: 1/11/2026 8:03:18 PM

Developed by SCHNEIDER GEOSPATIAL

27 ZAUN TRAIL TRUST
PO BOX 360
FLAGLER BEACH, FL 32136

4 ZINC PL LAND TRUST &
HAMMOCK MANAGEMENT LLC TRUSTE
3225 MCLEOD DRIVE SUITE 777
LAS VEGAS, NV 89121

4 ZITHER COURT TRUST
PO BOX 350225
PALM COAST, FL 32135

ALEGRE ESTEBAN RAFAEL
& MARIE ELIZABETH FARIAS ISASI H&W
2534 E LEHIGH AVE
PHILADELPHIA, PA 19125

ALLEN NEAL CHANCELLOR
& AUBREE JEAN STAFFORD
11 ZONAL GERANIUM CT
PALM COAST, FL 32164

ALMEIDA MIGUEL & BETH ERIN
ALMEIDA H&W
10 ZORACH PLACE
PALM COAST, FL 32164

ALT HOMES LLC
39 AUDUBON LANE
FLAGLER BEACH, FL 32136

ALVAREZ DALIA S LIFE ESTATE
43 ZONAL GERANIUM TRAIL
PALM COAST, FL 32164

ANDRE ALLEN &
SANDRA ANDRE
7 ZACHARIAS PLACE
PALM COAST, FL 32164

ANDREWS VALERIE TRUSTEE
15 CORDOBA COURT
PALM COAST, FL 32137

ANTONETTI NANCY & JOSE MANUEL SF
4 ZACHARIAS PLACE
PALM COAST, FL 32164

ANTONINI MELINDA &
LUIS H&W
11 ZINNIA TRAIL
PALM COAST, FL 32164

ARLOTTA ANDREW J
& JESSICA S H&W
55 ZINNIA TRAIL
PALM COAST, FL 32164

BALBOA KATHERINE ANNE
3 ZAMMER COURT
PALM COAST, FL 32164

BALTZLEY TIM R & KARI ANN E
H&W
40 ZINNIA TRAIL
PALM COAST, FL 32164

BARNESKI STEVE E & LISA M H&W
6262 SABLE PALM STREET
BUNNELL, FL 32110

BAUMAM JOHN M
57 ZINNIA TRAIL
PALM COAST, FL 32164

BEALE ANNA E & JOHN J &
SUE C BEALE H&W JTWROS
6 ZINC PLACE
PALM COAST, FL 32164

BEAUDET JOHN P &
PATRICIA A
6 ZACHARIAS PLACE
PALM COAST, FL 32164

BENTON DAVID
& JESSICA H&W
39 ZONAL GERANIUM TRAIL
PALM COAST, FL 32164

BINDER MICHAEL J & JOAN M
H&W
16 ZINC PLACE
PALM COAST, FL 32164

BLITZ EDWARD & JANNETTE D H&W
LIFE ESTATE
35 ZAUN TRAIL
PALM COAST, FL 32164

BLITZ EDWARD &
JANNETTE D H&W LIFE ESTATE
35 ZUAN TRAIL
PALM COAST, FL 32164

BOATNER LUCAS DONALD
51 ZINNIA TRAIL
PALM COAST, FL 32164

BOGGS DONNA LIFE ESTATE
14 ZACHARIAS PLACE
PALM COAST, FL 32164

BOLSER SANDRA GAIL & RONALD
W&H
36 ZONAL GERANIUM TRAIL
PALM COAST, FL 32164

BREA JUAN J
& CHRISTINA D H&W
36 ZAUN TRAIL
PALM COAST, FL 32164

BROCKWAY TRISHA FLOYD
39 ZINNIA TRAIL
PALM COAST, FL 32164

BURGGRAF WILLIAM H & BETTY H&W
9 ZINC PL
PALM COAST, FL 32164

CACCAVALE JOSEPH
3 ZINC PLACE
PALM COAST, FL 32164

CALDONE MARGARITA
5 ZACHARIAS PL
PALM COAST, FL 32164

CAMPBELL CASEY W
& MELISSA J H&W
13 WHITTIER LANE
PALM COAST, FL 32164

CAMPBELL ROBERT R &
JANICE H&W
PO BOX 2443
BUNNELL, FL 32110

CATALANO MICHELE M LIFE ESTATE
42 ZAUN TRAIL
PALM COAST, FL 32164

CATE BARBARA D
1 ZIEGLER PLACE
PALM COAST, FL 32164

CAVA JOSEPH A
& LAUREN M CAVA
2 ZONAL COURT
PALM COAST, FL 32164

CECIL LARRY E & GINA D H&W
880 CR 302
BUNNELL, FL 32110

CERON OMAR GILDARDO
& EUFRACIA MEJIA JTWROS
1 ZORRO CT
PALM COAST, FL 32164

CHEREMNYKH VIKTORIYA &
YURIY V CHEREMNYKH JTWROS
18 ZORACH PLACE
PALM COAST, FL 32164

CICALO CRAIG JOHN
6 ZAMMER CT
PALM COAST, FL 32164

CITY OF PALM COAST
160 LAKE AVENUE
PALM COAST, FL 32164

CLAYBURN ERIC
10 ZONAL COURT
PALM COAST, FL 32164

CONNER ROBERT M
3 ZODIAC PLACE
PALM COAST, FL 32164

COOPER THOMAS M & DAWN A
COOPER H&W
5 ZANZIBAR COURT
PALM COAST, FL 32164

COPSY JOHN
4 ZONAL COURT
PALM COAST, FL 32164

CRISMAN JAMES E &
SHERRI A H&W LIFE ESTATE
41 ZONAL GERANIUM TRAIL
PALM COAST, FL 32164

CRISP GERARD A
37 ZONAL GERANIUM TRAIL
PALM COAST, FL 32164

CRONE CALVIN & JESSICA H&W
23 ZINNIA TRAIL
PALM COAST, FL 32164

CUMBER LAUREN B & BRADLEY O
CUMBER H&W
16 ZORACH PLACE
PALM COAST, FL 32164

CUNNINGHAM JEAN & ORVILLE LIFE ES
4 ZORACH PLACE
PALM COAST, FL 32164

CUNNINGHAM MICHAEL ANTONIO
38 ZONAL GERANIUM TRAIL
PALM COAST, FL 32164

CUNNINGHAM ORVILLE & JEAN LIFE ES
4 ZORACH PLACE
PALM COAST, FL 32164

CUNNINGHAM PERUAL G &
SHIRLEY H&W
6 ZORACH PLACE
PALM COAST, FL 32164

DA SILVA JENISSA DENEE LEITE
& VINCIUS LEITE DA SILVA H&W
7 ZANZIBAR COURT
PALM COAST, FL 32164

DAVIDSON ALFRED A &
HAZELEY A H&W
70 BURNELL DRIVE
PALM COAST, FL 32137

DEAN JACK D &
ANA M AMC
40 ZONAL GERANIUM TRAIL
PALM COAST, FL 32164

DEBOER BEATRIX MARIA & JAMES B SI
6 ZODIAC PLACE
PALM COAST, FL 32164

DELGADO JOSE LOUIS & ELDA MARIA H
10 ZINC PLACE
PALM COAST, FL 32164

DEMERS ALLEN S & MICHELLE H&W
8 ZACHARIAS PLACE
PALM COAST, FL 32164

DERBUS ALEKSANDER
PALDISKI MNT
149-56 TALLINN ESTONIA 13517
,

DHANANI RAJESH
608 JACKSON HILL STREET
HOUSTON, TX 77007

DIETRICH SHAWN
& DIANA DAY H&W
9 ZODIAC PLACE
PALM COAST, FL 32164

DILLARD RONALD E &
BEVERLY M PEREZ
59 ZINNIA TRAIL
PALM COAST, FL 32164

DONAGHY KATHLEEN
35 ZINNIA TRAIL
PALM COAST, FL 32137

DORSTEN RYAN & KARA DORSTEN
H&W
15 ZONAL COURT
PALM COAST, FL 32164

DOVAL JESUS PEREZ & MAYRA
BEATRIZ MATA PEREZ H&W
26 ZINNIA TRAIL
PALM COAST, FL 32164

DOWNER GWENDOLYN TRUSTEES
17 ZAUN TRAIL
PALM COAST, FL 32164

DRIEMEIER ALLEN
BRETT KATHRYN DRIEMEIER JTWROS
34 ZINNIA TRAIL
PALM COAST, FL 32164

DUNCAN TODD STEWART & JEANNE AN
12 ZINNIA TRAIL
PALM COAST, FL 32164

EBERLIN HEATHER
18 ZONAL CT
PALM COAST, FL 32164

EDGINGTON IRIS E
13 ZIEGLER PLACE
PALM COAST, FL 32164

ELLIOT WAYNE W & MARY E H&W
41 ZINNIA TRL
PALM COAST, FL 32164

FALIS OTO & MONIKA FALISOVA
H&W
47 ZINNIA TRAIL
PALM COAST, FL 32164

FIELDS GREGORY JAMES
& SARAH F H&W
5 ZACHARY PL
PALM COAST, FL 32164

FLEER GALINA
18 ZINC PLACE
PALM COAST, FL 32164

FLINCHUM SUSAN D
34 ZAUN TRAIL
PALM COAST, FL 32164

FLORES CARMEN
30 RENSHAW DRIVE
PALM COAST, FL 32164

FREIGI RABIH Z & ALLISON A
FREIGI H&W
16 ZINNIA TRAIL
PALM COAST, FL 32164

GANO LUBOMIR & KLAUDIA
GANOVA H&W
25 SCRANTON PKWY
OXFORD, NJ 07863

GARCIA JOAQUIN JR
& JOAQUIN GARCIA SR JTWROS
8 ZODIAC PL
PALM COAST, FL 32164

GARDNER JOHN RIDGELY JR LIFE ESTA
C/O VIRGINIA CRAVEN
5502 GORDONSVILLE RD
KESWICK, VA 22947

GENDLER GREGORY A & ZINAIDA
GENDLER H&W
564 HEATHERTREE LANE
SAN JOSE, CA 95129

GESSWEIN F CLARK & JANICE H
15120 HONSENA DRIVE
CENTREVILLE, VA 22020

GOLLON COREY J &
LAURA G H&W
11 ZINNIA COURT
PALM COAST, FL 32164

GOMES GERALD E
9 ZINNIA COURT
PALM COAST, FL 32164

GOODMAN BRITTNEY JANEE &
STEVEN L BROWN JTWROS
61 ZINNIA TRAIL
PALM COAST, FL 32164

GORALSKI ANDREW JOSEPH
& IRENE H&W
44 ZONAL GERANIUM TRAIL
PALM COAST, FL 32164

GORDON ROY
14 ZODIAC PLACE
PALM COAST, FL 32164

GRATI IGOR & VIOREL SANDUTA &
INA SIRETEANU H&W
29 LAGARE STREET
PALM COAST, FL 32137

GRETCHEN GLENN D &
KRISTI H&W
6 ZACHARY PLACE
PALM COAST, FL 32164

GRIFFITH CHAD & HARMONY M
LOTT H&W
18 ZINNIA TRAIL
PALM COAST, FL 32164

GRILLI JACK & ILISSA SHAPIRO H&W
316 2ND ST
GREENPORT, NY 11944

GUNDY WILLIAM W &
TAMMY L LONGO JTWROS
14 ZINNIA TRAIL
PALM COAST, FL 32164

GUSKIEWICZ RACHELLE A &
KEMP B KIRK W&H
49 ZINNIA TRAIL
PALM COAST, FL 32164

GUZMAN OSVALDO
1 CARDWELL COURT
PALM COAST, FL 32137

HAMPTON JORDAN ALEXANDRA &
DAVID BRANDON HAMPTON W&H
500 SHADY OAKS DR APT 106
PALM COAST, FL 32164

HARTZLER MARK D
8 ZITHER COURT
PALM COAST, FL 32164

HASH DALE EDWARD
& ALICE FAY H&W
2 ZANZIBAR CT
PALM COAST, FL 32164

HASHEM EHAB ABDELSALAM &
OMNEYA R IBRAHIM H&W
10 ZIEGLER PLACE
PALM COAST, FL 32164

HAYES ALEXANDER & RACHEL H&W
3 ZONAL CT
PALM COAST, FL 32164

HEATH REBECCA L
6 KATHRYN PLACE
PALM COAST, FL 32164

HEERASINGH SAVITRIE &
FRANKLIN HEERASINGH
101-11 159TH AVE
HOWARD BEACH, FL 11414

HENDERSON CHARLES E & KATHY G
TRUSTEES
10 ZACHARIAS PLACE
PALM COAST, FL 32164

HENRY MATTHEW SEAN
37 ZINNIA TRAIL
PALM COAST, FL 32164

HIDAKA FABIO A & JULIA RANGEL DE M
23 ZONAL CT
PALM COAST, FL 32164

HODGES CHARLES
& ALICIA BURY JTWROS
2 ZAMMER COURT
PALM COAST, FL 32164

HOFER PATRICIA W
LIFE ESTATE
41 ZAUN TRAIL
PALM COAST, FL 32164

HOLIDAY BUILDERS INC
2293 WEST EAU GALLIE BOULEVARD
MELBOURNE, FL 32935

HOME BUYERS OF NORTHEAST FLORII
112 WOOD STORK LANE
PALM COAST, FL 32164

HOOVER RANDY A
& JONI L LOMBARDI JTWROS
13 ZONAL GERANIUM COURT
PALM COAST, FL 32164

HORROCKS TOBY & CATHY H&W
317 22ND ST S
FLAGLER BEACH, FL 32136

HORTON SUZANNE
47 ZONAL GERANIUM TRAIL
PLAM COAST, FL 32164

HUDA SYED M
31 ZINNIA TRAIL
PALM COAST, FL 32164

HUMPHREY WAYNE ALAN
& KELLY PERKINS CLARK JTWROS
18 ZONAL GERANIUM CT
PALM COAST, FL 32164

HUNT-WILSON VICKIE L
3 ZACHARIAS PL
PALM COAST, FL 32164

IBRAHIM OMNEYA R
10 ZIEGLER PLACE
PALM COAST, FL 32164

INVITATION HOMES 7 FLORIDA LP
PO BOX 803467
DALLAS, TX 75380

JACKSON GREG
& ANGELICA H&W
95-1050 PAKAU ST
MILILANI, HI 96789

JAMES CHERYL L
9 ZORACH PLACE
PALM COAST, FL 32164

JAMES MARTHA P LIFE ESTATE
15 ZORRO COURT
PALM COAST, FL 32164

JAMWANT DEVANAND
8459 224TH STREET
RICHMOND HILL, NY 11418

JOAN F TAYLOR REVOCABLE LIVING TF
24 ZONAL GERANIUM COURT
PALM COAST, FL 32164

JOHNSON WAYMON SR & LYNELL F
JORDAN H&W
17 ZINC PLACE
PALM COAST, FL 32164

JOHNSON-BIRKETT ANGELA RENEE &
CAREY JOHNSON-BIRKETT ACM
1 ZAMMER COURT
PALM COAST, FL 32164

JOHNSTON THERESA L
9 ZONAL COURT
PALM COAST, FL 32164

KAHOUD RAYMOND GEORGE
TRUSTEE
9 KALANCHOE CT
PALM COAST, FL 32164

KASPARIAN PAUL
2310 SHELL AVE
INDIALANTIC, FL 32903

KATE PROPERTY GROUP LLC
57 NEW LEATHERWOOD DRIVE
PALM COAST, FL 32137

KLEINER LARISA
11 WOLFE DRIVE
HILLSBOROUGH, NJ 08844

KNOX MICHAEL & KAREN L H&W
15 ZINC PLACE
PALM COAST, FL 32164

KOONS CINDY PATTERSON & ROY S
PATTERSON III & TOM PATTERSON
407 TYLER STREET
SANDUSKY, OH 44870

KOONTZ ANDREW & RACHEL H&W
5 ZAMMER COURT
PALM COAST, FL 32164

KOREN RAYMOND & JULIE H&W
1215 BALLAST POINT DR
MANTEO, NC 27954

KORTH DONNA M & JOSEPH F W&H
18 ZIEGLER PL
PALM COAST, FL 32164

KRAMME SCOTT
& MARGARET H&W
1 ZACHARY PL
PALM COAST, FL 32164

KRUELSKIE JOSHUA L
6 ZINNIA COURT
PALM COAST, FL 32164

KUCKUCK JAROD
28 ZINNIA TRAIL
PALM COAST, FL 32164

KULBAKA ALLA
25 ZAUN TRAIL
PALM COAST, FL 32164

KULESKI GLORIA TRUSTEE
48 ZONAL GERANIUM TRAIL
PALM COAST, FL 32164

LADYZHINSKY LEV & ELLA H&W
LIFE ESTATE & GENNADY LADYZHINSK
4 ZANZIBAR CT
PALM COAST, FL 32164

LAGARE LAND TRUST
29 LAGARE STREET
PALM COAST, FL 32137

LAIRD DANIEL & SHANDRA H&W
12 ZONAL COURT
PALM COAST, FL 32164

LATOUCHE ROBERT
19 ZONAL GERANIUM COURT
PALM COAST, FL 32164

LAWRENCE RANDALL LEE
& BARBARA BROCK H&W
6 ZONAL COURT
PALM COAST, FL 32164

LE GOUARD MATTHIEU EDOUARD REN
& JENA CHERI SINGH H&W
4 ZONAL GERANIUM CT
PALM COAST, FL 32164

LEGARDA GEORGE PAUNAN &
JANETHLYN GERALDE H&W
17 ZINNIA CT
PALM COAST, FL 32164

LINDAHL JACOB DANIEL &
BRIANNA MARIE H&W
16 ZODIAC PLACE
PALM COAST, FL 32164

LINZAN FRANK P
& MARIA M SOTO JTWROS
19 ZAUN TRAIL
PALM COAST, FL 32164

LOCKWOOD DON E & ARDELE C
H&W
10 ZITHER COURT
PALM COAST, FL 32164

LOWE RICHARD KREWSON & WANDA
ELIZABETH H&W
19 ZITHER COURT
PALM COAST, FL 32164

LUCCA ANTHONY JOSEPH & STEVEN
WESLEY HAZZARD JTWROS
45 ZONAL GERANIUM TRAIL
PALM COAST, FL 32164

MACARAEG GREGORIO DC LIFE ESTAT
MACARAEG
1715 NEEDLES LANE E
LARGO, FL 34641

MANDT PATRICIA M
44 ZINNIA TRAIL
PALM COAST, FL 32164

MAREYEV VAL & ALLISON MAREYEV &
YEVGENIYA MAREYEVA TRUSTEES JOI
12 ZAUN TRAIL
PALM COASTA, FL 32164

MARINEZ KATARZYNA
39 ZAUN TRAIL
PALM COAST, FL 32164

MARQUES FERNANDO SILVA
89 GOLDEN HILLS RD
DANBURY, CT 06811

MARTINEZ ARNOLDO JOSE &
RUTH P ONOFRE AMC
14 ZINNIA COURT
PALM COAST, FL 32164

MARZILLI RICHARD P
2 ZODIAC PL
PALM COAST, FL 32164

MASER KIMBERLY JOY &
JUSTIN MICHAEL H&W
9 ZACHARIAS PLACE
PALM COAST, FL 32164

MATHERS WILLIAM R
& SHARON L VALLASTER JTWROS
42 ZINNIA TRAIL
PALM COAST, FL 32164

MATOS JACINTO JOSE & DOMINGAS LU
46 ZONAL GERANIUM TRAIL
PALM COAST, FL 32164

MATYI DANIEL JOHN &
TINA MARIE H&W CO-TRUSTEES
8 ZACHARY PLACE
PALM COAST, FL 32164

MCCABE SEAN WILLIAM &
MADISON SCHALIE H&W
7 ZONAL GERANIUM COURT
PALM COAST, FL 32164

MCDONALD RICHARD TODD &
MICHELE RENEE MCDONALD H&W
14 ZINC PL
PALM COAST, FL 32164

MCMILLAN DAVID G & EILEEN M
MCMILLAN H&W
19 ZINNIA TRAIL
PALM COAST, FL 32164

MEAD JULIA N
23 ZAUN TRAIL
PALM COAST, FL 32164

MEDLEY DAVID ALPHONSO
10 ZONAL GERAMIUM COURT
PALM COAST, FL 32164

MENDEZ EFRAIN
& DORA ALICIA H&W
2 ZINNIA COURT
PALM COAST, FL 32164

MERCADO ROBERT
178 PRITCHARD DR
PALM COAST, FL 32164

MICELI NICHOLAS S & AMELIA G
H&W
43 EAST 45TH STREET
BAYONNE, NJ 07002

MID FLORIDA HOUSING
PARTNERSHIP INC
1834 MASON AVE
DAYTONA BEACH, FL 32117

MILADINOVICH MARKO & JILL HEATHEF
26 BUNKER HILL DRIVE
PALM COAST, FL 32137

MILES VICTOR L SR
& DYNEL E H&W
3 ZINNIA CT
PALM COAST, FL 32164

MOORE TIRRELL MICHAEL &
LASHAKIA DESQUESHEEL MOORE H&W
38 ZINNIA TRAIL
PALM COAST, FL 32164

MORAND PAUL R & ELISA
DUCHATCZEK H&W
17 ZINNIA TRAIL
PALM COAST, FL 32164

MORRISON MONICA E
33 ZINNIA TRL
PALM COAST, FL 32164

MOXSON SOPHIA
2525 DEER HOLLOW
HUDSON, OH 44236

NELSON MATTHEW & ERIN GRIFFIN H&
1 ZINC PL
PALM COAST, FL 32164

NESTE MARILYN G LIFE ESTATE
21 ZONAL GERANIUM COURT
PALM COAST, FL 32164

NORBERG RICHARD & LINDA H&W
9 ZONAL GERANIUM COURT
PALM COAST, FL 32164

OARE ASSOCIATES LLC
C/O SHUFFIELD, LOWMAN & WILSON, P
P.O. BOX 612
DELAND, FL 32721

OFFORD JOHN
& CONNIE H&W
6121 WEST 117TH AVENUE
CROWN POINT, IN 46307

OLMEDA DIANE
40 HAMILTON STREET
ALLENTOWN, NJ 08501

OSIBORSKI KEITH
8 ZINC PLACE
PALM COAST, FL 32164

OWEN TERRENCE W & ANNETTE C H&W
& TERRY-ANN E OWEN JTWROS
17 ZORRO COURT
PALM COAST, FL 32164

PAGANO PAUL PHILIP LIFE ESTATE
30 ZINNIA TRAIL
PALM COAST, FL 32164

PAHANISH PAULA K
16 ZIEGLER PLACE
PALM COAST, FL 32164

PANEK JEFFREY
129 EAST DEZENG STREET
CLYDE, NY 14433

PAREDES-PUCCI JORGE H &
GRACIELA N PAREDES H&W
40 ZAUN TRAIL
PALM COAST, FL 32164

PAUL LUCO
& KERLANDE LORDEUS JTWROS
3 ZORRO CT
PALM COAST, FL 32164

PENEGOR DIANE LYNN & MICHAEL ART
4 ZODIACAL PL
PALM COAST, FL 32164

PEREZ DE ALEJO JORGE L &
DANIEL A PEREZ DE ALEJO
417 LIBERTY ST
LITTLEFERRY, NJ 07643

PETRETTI CHARLENE
30 ZAUN TRAIL
PALM COAST, FL 32164

PHELPS DAVID
& CHERYL PHELPS H&W
8 ZINNIA CT
PALM COAST, FL 32164

PHIPPS ALICE MARIE & JAMES MARK W
20 ZITHER COURT
PALM COAST, FL 32164

PITTMAN CASSANDRA SUE &
JAMES ANTHONY GONZALES JTWROS
3 ZACHARY PLACE
PALM COAST, FL 32164

PONTORNO ALLEN LIFE ESTATE
20 WENDOVER LANE
PALM COAST, FL 32164

POORE JACKIE W & DAWN E
OAKWOOD-POORE H&W
11 ZIEGLER PLACE
PALM COAST, FL 32164

POTEKHIN YEVGENIY & ELLA H&W
16711 COLLINS AVE APT 1202
SUNNY ISLES BEACH, FL 33160

PRATTE ALAIN J II & REBECCA A
PRATTE H&W
16 ZINNIA COURT
PALM COAST, FL 32164

PRICE NORA E
19 ZORRO COURT
PALM COAST, FL 32164

PRONESTI CARMELLO M &
KAYLA B H&W
7058 WATER MILL ST
PALMETTO, FL 34221

PROPERTY POTENTIAL LLC
29 HAMMOCK BEACH PKWY
PALM COAST, FL 32137

PYTEL NICOLE
18 ZINNIA COURT
PALM COAST, FL 32164

QUINN THOMAS P & ADELE M H&W
LIFE ESTATE
11 ZITHER COURT
PALM COAST, FL 32164

REBARBER FRED
241 S RIVERWALK DRIVE
PALM COAST, FL 32137

RESTREPO CESAR AGUSTO
17 ZONAL CT
PALM COAST, FL 32164

REYES BYRON F & GINA A H&W
1137 AMBER VISTA LANE
KNOXVILLE, TN 37914

REYNOLDS TIMOTHY & MARIE H&W
35 ZONAL GERANIUM TRAIL
PALM COAST, FL 32164

REZNICHENKO IGOR & NADEZHDA CHE
11 ZINC PL
PALM COAST, FL 32164

RODA STELLA I & NANCY M RODA
TRUSTEES
P O BOX 218
WILLOUGHBY, OH 44096

RODRIGUEZ SANDRA
12 ZIEGLER PLACE
PALM COAST, FL 32164

ROESCH JEFFREY J & MARIA T H&W
11 ZAUN TRL
PALM COAST, FL 32164

ROLLOFF BETTY JANE
1 ZODIAC PLACE
PALM COAST, FL 32164

RUBIN JEANNETTE M &
DALE M TRUSTEES
14 ZITHER COURT
PALM COAST, FL 32164

RUBINO ANTHONY THOMAS
4 ZAMMER COURT
PALM COAST, FL 32164

RYNNE BERNADETTE I
6020 DALAFIELD AVE
RIVERDALE, NY 10471

SABEK AMR & SANDRA LILIANA RODRI(
12 ZIEGLER PLACE
PALM COAST, FL 32164

SANDOR SYLVESTER R &
ANNE H&W TRUSTEES
30 ZONAL GERANIUM TRAIL
PALM COAST, FL 32164

SANITATE FRANCES C
29 ZAUN TRAIL
PALM COAST, FL 32164

SANTOS FERNANDO S SOSA &
JANIL D VALENCIA H&W
5 ZODIAC PLACE
PALM COAST, FL 32164

SATHYAMURTHY VENKATESAN
111 BUMBLE BEE CIRCLE
SHREWBURY, MA 01545

SCHUBERT MATTHEW K &
JOANNE H&W
3 ZONAL GERANIUM COURT
PALM COAST, FL 32164

SECOND AVENUE SFR HOLDINGS III LL
C/O RYAN LLC
PO BOX 4900
SCOTTSDALE, AZ 85261

SEIFERT MICHAEL BLAINE
& KRISTYN TAYLOR STEFFENS TIC
4 ZIEGLER PLACE
PALM COAST, FL 32164

SHCHERBANYUK VIKTOR
3541 CAP ROCK WAY
RANCHO CORDOVA, CA 95670

SHEEHAN RALPH G
LIFE ESTATE
ACI #115 38996 HWY 82
ASPEN, CO 81611

SINGH GULWATANPREET
14 ZORACH PLACE
PALM COAST, FL 32164

SINISHTAJ TOLIJA & CATHERINE
4 ZEBULON PLACE
PALM COAST, FL 32164

SKINNER JO L
C/O DEA JOHNSON
1005 HARPERS WAY
ANDERSON, SC 29621

SMITH CHEYENNE M & STACY DEE
SMITH AMC
7 ZIEGLER PLACE
PALM COAST, FL 32164

SMITH DONALD J LIFE ESTATE
7 ZINNIA COURT
PALM COAST, FL 32164

SOTO MARIA
53 ZINNIA TRL
PALM COAST, FL 32164

SPARKS WILLIAM C JR &
CONSTANCE A H&W
5 ZONAL CT
PALM COAST, FL 32164

SPENCER JASON
43 ZAUN TRAIL
PAIM COAST, FL 32164

STEINMEIER EDDA LIFE ESTATE
34 SABAL BEND
PALM COAST, FL 32137

STERLING MADGE
22 ZONAL GERANIUM CT
PALM COAST, FL 32164

STRATTAN BENJAMIN B
& SHERRY H&W
18 ZITHER COURT
PALM COAST, FL 32164

STUART BRIAN C & VIVIAN M H&W
5 KAINITE COURT
PALM COAST, FL 32164

SYROS TINA MARIE
12 ZINC PL
PALM COAST, FL 32164

TEARNE CHRIS DAMOND
48 FARMS ST
DANBURY, CT 06811

THOMAS SANDRA J
LIFE ESTATE
11 ZORACH PLACE
PALM COAST, FL 32164

TORRES IRVING PETER
& CANDELARIA DEL SOCORRO H&W
21 ZINNIA TRAIL
PALM COAST, FL 32137

TORRES MICHAEL J & LOURDES
H&W
3117 BEAVER POND TRAIL
VALRICO, FL 33596

TREFILIO ALAN & LINDA S H&W
LIFE ESTATE
16 ZONAL CT
PALM COAST, FL 32164

TRIANTILLIDIS NADIA TRUSTEE
10024 WYATT RANCH WAY
SACRAMENTO, CA 95829

TRINIDAD ISAIAH R & GERONIMA C
TRINIDAD TRUSTEES
1329 BAY MEADOWS DRIVE
BARTLETT, IL 60103

TUNG CHUN-YU &
YUN-YING LEE TUNG
NO 35 LANE 96 SEC 2 HSING LUNG RD
,

TYSIAK LAUREL ANN & DAVID G
TYSIAK W&H
617 GOLF PARK DRIVE
LAKE ARIEL, PA 18436

UNTERBRINK MICHAEL L & CARRIE H&
4520 W PRATT ROAD
DEWITT, MI 48820

URYAN BEGIKYA
14 NORTH LANE
GLEN COVE, NY 11542

VINING ANTHONY J SR & MELANIE S H&
3 ZANZIBAR COURT
PALM COAST, FL 32164

VINSON WALTER
6 ZANZIBAR COURT
PALM COAST, FL 32164

VOROBIEV KONSTANTIN
19 ZINNIA COURT
PALM COAST, FL 32164

VU JADEN
& QUYEN T HO H&W
1 ZITHER CT
PALM COAST, FL 32164

WALKER FAITH ANN LIFE ESTATE
8 ZAMMER CT
PALM COAST, FL 32164

WALTERS LEE SHEPHERD & DOUGLAS
8 ZONAL COURT
PALM COAST, FL 32164

WARD ROBERT BRYAN IV & FAITH NYC
8 ZORACH PL
PALM COAST, FL 32164

WEBB MARY THORNTON
8 ZONAL GERMANIUM COURT
PALM COAST, FL 32164

WEISS BARRY M & GINA M H&W
163 EAST PENN STREET
LONG BEACH, NY 11561

WELLS LLOYD E & JOANN H&W
5 ZITHER COURT
PALM COAST, FL 32164

WHITES HENRY M JR &
ANTHONY WHITES SR JTWROS
1 ZORACH PL
PALM COAST, FL 32164

WIDMER RICHARD W & HEIDI H&W
12 ZITHER CT
PALM COAST, FL 32164

WILLARD KYLE WARREN & VALERIE LE
1 ZINNIA COURT
PALM COAST, FL 32164

WILLIAMS CHARLES L & ARLENE R
H&W
32 ZINNIA TRAIL
PALM COAST, FL 32164

WILLIAMS MICHAEL A
& JASMIN D H&W
7 ZINC PLACE
PALM COAST, FL 32164

WILLIAMS THOMAS LIFE ESTATE
9 ZAUN TRAIL
PALM COAST, FL 32164

WILLIAMSON DANIEL
& KRISTY H&W
2 ZIEGLER PLACE
PALM COAST, FL 32164

YANNI MARC A
& LAURIE M H&W
43 S CLEMENT AVENUE
RAVENA, NY 12143

YANNI MARC A
& LAURIE M H&W
43 SOUTH CLEMENT AVENUE
RAVENA, NY 12143

YELLEN JOYCE
4 ZACHARY PLACE
PALM COAST, FL 32164

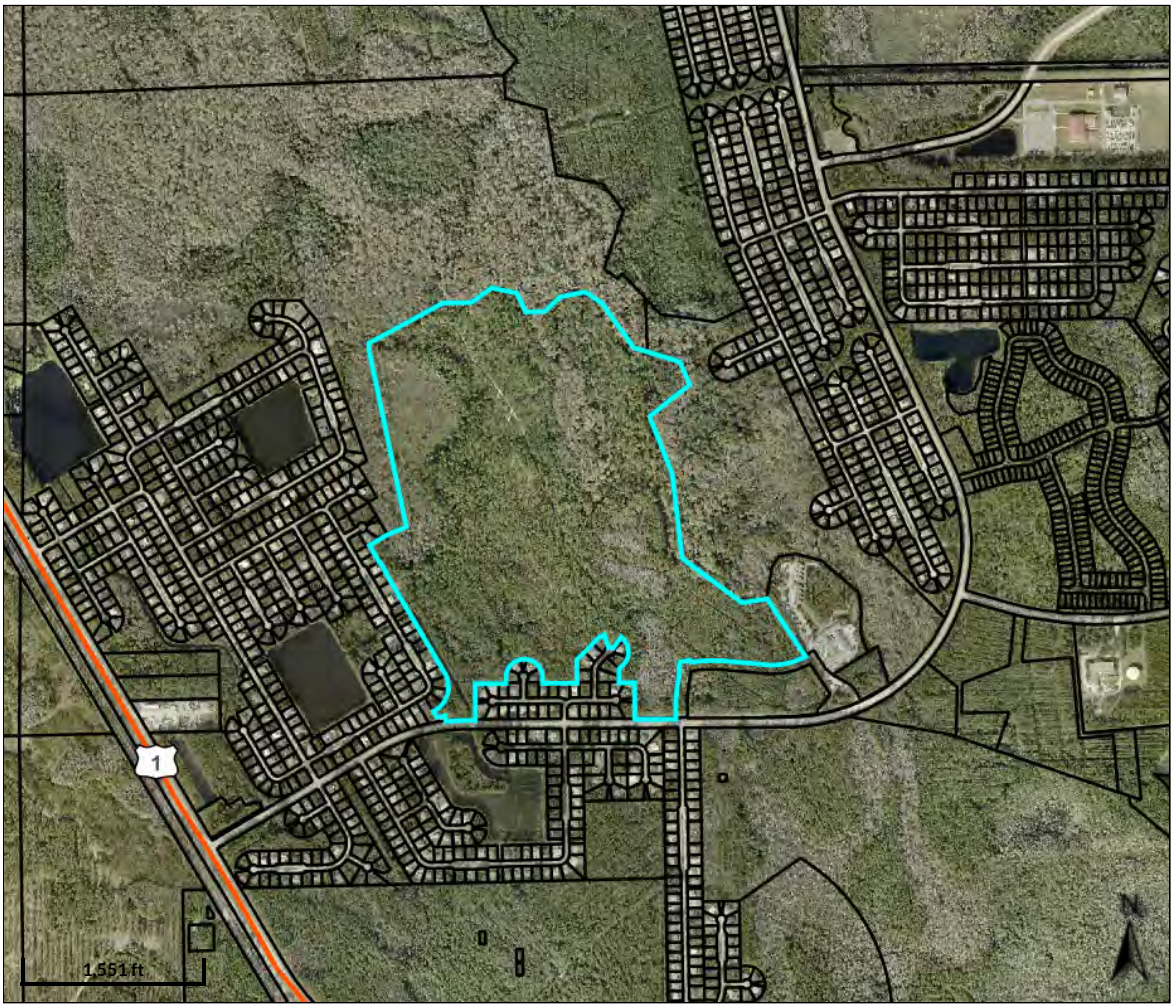
ZDEBSKAYA YELENA & ALEKSANDR
ZDEBSKIY W&H
23 WHITE HOUSE DR
PALM COAST, FL 32164

ZEHR WAYNE L & JANET L ZEHR
7 ZONAL COURT
PALM COAST, FL 32164

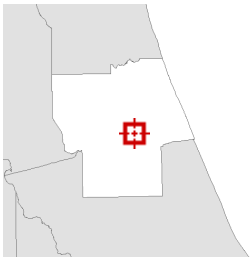
ZHAMUKHANOVA TANZILA
11 ZONAL COURT
PALM COAST, FL 32164

ZUBKOVA DENISA
14 KILIAN DRIVE
DANBURY, CT 06811

FLAGLER COUNTY PROPERTY APPRAISER



Overview



Legend

- Parcels
- Roads
- Streams and Rivers

Parcel ID	24-12-31-4140-00T40-0000	**Owner**	OARE ASSOCIATES LLC C/O SHUFFIELD, LOWMAN & WILSON, P.A. P.O. BOX 612 DELAND, FL 32721
Prop ID	80118		
Class Code	TIMBERLAND 80-89		
Taxing District	61		
GIS sqft	7,513,865.192	**Physical Address**	11 KAINITE CT

Land Value	$0
Ag Land Value	$24,570
Building Value	$0
Misc Value	$0
Just Value	$4,485,600
Assessed Value	$24,570
Exempt Value	$0
Taxable Value	$24,570

Last 2 Sales

Date	Price	Reason	Qual
n/a	0	n/a	n/a
n/a	0	n/a	n/a

Date created: 1/12/2026
Last Data Uploaded: 1/11/2026 8:03:18 PM

Developed by SCHNEIDER GEOSPATIAL

65 KALAMAZOO LAND TRUST
416 S CENTRAL AVE
FLAGLER BEACH, FL 32136

69 KASHMIR TRAIL LLC
34194 AURORA RD #128
SOLON, OH 44139

A AND R-MERIDIAN REAL ESTATE ASSE
688 N ORLANDO AVENUE SUITE 207
ORLANDO, FL 32801

ALEXANDER JOHN D JR
18 KALANCHOE COURT
PALM COAST, FL 32137

ALEXANDER LANDON &
TRAN NGO H&W
17 KALANCHOE COURT
PALM COAST, FL 32164

ALMEIDA RUDOLPH & CHARLOTTE M
ALMEIDA H&W
39 KALAMAZOO TRAIL
PALM COAST, FL 32164

ALRIDGE DIAMOND
& MARCUS H&W
118 KARAS TRAIL
PALM COAST, FL 32164

ANGEVINE JEFFREY PAUL
13 KAISER PLACE
PALM COAST, FL 32164

ANZALONE ROSARIO & MARIA
8461 N FURNO TERR
CRYSTAL RIVER, FL 32629

ARRUDA DENISE E & RUSSELL J W&H L
15 KATHYRN PLACE
PALM COAST, FL 32164

AYERS RICHARD THORNE
& PATRICIA MATTINGLY H&W
61 KASHMIR TRAIL
PALM COAST, FL 32164

BAER LEWIS W &
JUDITH E H&W
20 KATHRYN PLACE
PALM COAST, FL 32164

BAER STACEY W
10 KAINITE COURT
PALM COAST, FL 32164

BALASUNDRAM REUBEN S
113 KARAS TRAIL
PALM COAST, FL 32164

BARBERA PETER M TRUSTEE
14 KALANCHOE COURT
PALM COAST, FL 32164

BASKIN DENIS Y
10 PEYTON PL
PALM COAST, FL 32164

BEATY ADAM &
RACHEL ORD JTWROS
811 FRANKLIN AVE
SOUTH PLAINFIELD, NJ 07080

BERRY KIM ALLAN & ELISABETH
H&W
6 KATRINA PLACE
PALM COAST, FL 32164

BERTISH THEORA E
LIFE ESTATE
54 KALAMAZOO TRL
PALM COAST, FL 32164

BLOW MELISSA & RICKY H&W
3 KAINITE PLACE
PALM COAST, FL 32164

BOKANOSKI JOHN & ASHLEY L
H&W
12 KATRINA PL
PALM COAST, FL 32164

BONDARCHUK VICTOR
6307 N E 4TH AVE
VANCOUVER, WA 98665

BOUDREAU JAMIE & JASON H&W
4 KALMAR PLACE
PALM COAST, FL 32164

BOUDREAU JASON & JAMIE H&W
4 KALMAR PLACE
PALM COAST, FL 32164

BRAGG ROOSEVELT
3 KATHRYN CT
PALM COAST, FL 32164

BRASLAVSKIY MIKHAIL
79 AVENUE U #28
BROOKLYN, NY 11223

BREGAUDIT REYNALDO A
4 RIVERGLEN DRIVE
THIELLS, NY 10984

BRITT JOSEPH D SR &
KAREN E H&W LIFE ESTATE
48 KASHMIR TRAIL
PALM COAST, FL 32164

BRITT JOSEPH JR & KAREN H&W
LIFE ESTATE
48 KASHMIR TRAIL
PALM COAST, FL 32164

BROWN H DUANE & MARY JANE
BROWN H&W
15 KALAMAZOO TRAIL
PALM COAST, FL 32164

CAHILL PHILIP & KAREN TERRANCE JTWROS
36 KALAMAZOO TRAIL
PALM COAST, FL 32164

CAMPBELL GREGORY C & ERIKA J H&W
9 KALE COURT
PALM COAST, FL 32164

CASTRO ALEJANDRO & ERNESTINA
90-22 202ND STREET
HOLLIS, NY 11423

CHANEY GENE EDWARD
11 KALANCHOE CT
PALM COAST, FL 32164

CHATMON TYRONE
15 KATRINA PLACE
PALM COAST, FL 32164

CITY OF PALM COAST
160 LAKE AVENUE
PALM COAST, FL 32164

CLARK MATTHEW & STACY PORTINARI JTWROS
67 KALAMAZOO TRAIL
PALM COAST, FL 32164

COLE GARY W
LIFE ESTATE
10 KAISER PLACE
PALM COAST, FL 32164

COULSON SCOTT & CATHY HAMILTON JTWROS
13 KATSURA TREE PLACE
PALM COAST, FL 32164

COULTER TIMOTHY J & LINDA P H&W
54 KASHMIR TRIAL
PALM COAST, FL 32164

COURY RICHARD ALEXANDER & TERI SUSAN HOLLEY JTWROS
61 KALAMAZOO TRAIL
PALM COAST, FL 32164

CRANDALL JONAH CHRISTOPHER
49 KALAMAZOO TRAIL
PALM COAST, FL 32164

CUNNINGHAM MICHAEL
8848 78TH STREET
WOODHAVEN, NY 11421

DAWLEY DAVID J & CYNTHIA J DAWLEY TRUSTEES
2 KALORAMA COURT
PALM COAST, FL 32164

DAY PHILLIP A & MAUREEN L
71 KATHLEEN TRAIL
PALM COAST, FL 32164

DEKOKER SCOTT & ROBIN H&W
1 KALORAMA COURT
PALM COAST, FL 32164

DERILUS FRANTZ
120 SW SEA LION RD
PORT ST LUCIE, FL 34953

DESENA BERNARD
& CHRISTI LYNN DEWITT DESENA H&W
58 KALAMAZOO TRL
PALM COAST, FL 32164

DIETRICH SHAWN
& DIANA DAY H&W
9 ZODIAC PLACE
PALM COAST, FL 32164

DILELLO VINCENT C
& SALLIE M H&W
4 KAINITE PLACE
PALM COAST, FL 32164

DIMILLO JOHN M & KIRI A W&H
17 KAISER PLACE
PALM COAST, FL 32164

DINI ALEX & THERESA H&W TRUSTEES
12 STEINBACH PLACE
WESTWOOD, NJ 07675

DIPPOLITO SHAWN & TORI ANTHONY JTWROS
52 KALAMAZOO TRAIL
PALM COAST, FL 32164

DONALD PEARL COWART
55 KALAMAZOO TRAIL
PALM COAST, FL 32164

DYCUS DWAYNE C & NATALYA GENNADYEVNA DYCUS H&W
59 KALAMAZOO TRAIL
PALM COAST, FL 32164

EDWARDS JAMES W & MARTHA H&W
9 KATSURA TREE PLACE
PALM COAST, FL 32164

EILBECK JEFFREY M & CONNIE M H&W
3 KAINITE CT
PALM COAST, FL 32164

ERNST ROY C & MICHELLE R H&W
22 KATHRYN PLACE
PALM COAST, FL 32164

ESTES DENNIS J
2 KAINITE PL
PALM COAST, FL 32164

EVANS WILDA Y
& JOHN SCOTT H&W
55 KASHMIR TRAIL
PALM COAST, FL 32164

FENTY JOSHUA VINCENT
37 KALAMAZOO TRAIL
PAIM COAST, FL 32164

FERGUSON ANJELLA E
3310 NILES STREET
SILVER SPRING, MD 20906

FERREIRA BRIAN & MARIA FERREIRA J
1 EASTWICK PLACE
PALM COAST, FL 32164

FISHER CRAIG & LAWRENCE FISHER
1204 DARTMOUTH RD
ALEXANDRIA, VA 22134

FLAGLER COUNTY BOARD OF COUNTY
COMMISSIONERS
1769 E MOODY BLVD BLDG 2 SUITE 302
BUNNELL, FL 32110

FLAGLER COUNTY HOLDINGS LLC
PO BOX 351016
PALM COAST, FL 32135

FORESTIER JOSEPH F &
SANDRA J
42 CENTRAL STREET
SAUGUS, MA 01906

FOSTER ANTHONY JR &
MELISSA AMC
3 KALE COURT
PALM COAST, FL 32164

GALUSHA JOHN M &
REBECCA C
8 KALANCHOE CT
PALM COAST, FL 32164

GARCIA CARMEN TRUSTEE
2387 SW 5TH STREET
MIAMI, FL 33135

GARCIA JOAQUIN JR
& JOAQUIN GARCIA SR JTWROS
8 ZODIAC PL
PALM COAST, FL 32164

GARDNER ALBERT T
LIFE ESTATE
5 KAISER CT
PALM COAST, FL 32164

GIBSON CHRISTINA & JAQUELINE
KISSMAN JTWROS
50 KASHMIR TRAIL
PALM COAST, FL 32164

GLASER ROBERT A
24 NORTHVIEW RD
NEW PROVIDENCE, NJ 07974

GMYR VITALIY
10 KALORAMA COURT
PALM COAST, FL 32164

GOLDBERG DAVID S & AMANDA J
RASLOWSKY H&W
116 KARAS TRAIL
PALM COAST, FL 32164

GORDON BRUCE
1 KATHRYN PLACE
PALM COAST, FL 32164

GORDON ROY
14 ZODIAC PLACE
PALM COAST, FL 32164

GRAVELLE DONNA M
& DENNIS R GRAVELLE JTWROS
20 KALAMAZOO TRL
PALM COAST, FL 32164

GRIEST DAVID ALLAN & MICHELLE HAR
83 HUMMINGBIRD COURT
PALM COAST, FL 32164

GRIFFITH KAREN
KEMBA GRIFFITH JTWROS
6 KAINITE PL
PALM COAST, FL 32164

GRIMES JAMES B
& SHARON M H&W
42 KALAMAZOO TRAIL
PALM COAST, FL 32164

GUERCIN VITALINE
& SANDRA GUERCIN JTWROS
115 KARAS TRAIL
PALM COAST, FL 32164

GULPE VLADIMIR & TATIANA H&W
22 EMPIRE DRIVE
BRADFORD ONTARIO CANADA L3Z 4J1,

GUTIERREZ LINDA D
113 MADELENA DR
LA HABRA, CA 90631

HAMILTON CATHY A & SCOTT C
COULSON JTWROS
13 KATSURA TREE PLACE
PALM COAST, FL 32164

HAMILTON CATHY A & SCOTT S
COULSON JTWROS
13 KATSURA TREE PLACE
PALM COAST, FL 32164

HERBST ALICIA & RICHARD H&W
13 KATRINA PLACE
PALM COAST, FL 32164

HERMANN BONNIE & LYLE
W&H
16 KALAMAZOO TRL
PALM COAST, FL 32164

HERNANDEZ FELIX MARIO & MARIA ELE
8 KAINITE COURT
PALM COAST, FL 32164

HOLIDAY BUILDERS INC
2293 WEST EAU GALLIE BOULEVARD
MELBOURNE, FL 32935

HUBER WALTER RUSSELL GUARDIAN
FOR RUSSELL W HUBER
5 KAISER PLACE
PALM COAST, FL 32137

HUERTA JUAN G
& JENNIFER M H&W
17 KATHRYN PLACE
PALM COAST, FL 32164

HUTH RONALD SCOTT & JACQUELINE
MARIE HUTH H&W
27 KALAMAZOO TRAIL
PALM COAST, FL 32164

JIMENEZ GUILLERMO
56 KALAMAZOO TRAIL
PALM COAST, FL 32164

JOHNSON REBECCA
10 KATRINA PLACE
PALM COAST, FL 32164

KAHOUD RAYMOND GEORGE
TRUSTEE
9 KALANCHOE COURT
PALM COAST, FL 32164

KAHOUD RAYMOND GEORGE
TRUSTEE
9 KALANCHOE CT
PALM COAST, FL 32164

KASHEPAROV DANIEL VALENTIN
65 KASHMIR TRAIL
PALM COAST, FL 32164

KATE PROPERTY GROUP LLC
57 NEW LEATHERWOOD DRIVE
PALM COAST, FL 32137

KEECH NICHOLAS RUSSELL &
GWINDOLYN M KEECH H&W
26 KALAMAZOO TRAIL
PALM COAST, FL 32164

KEGEL BONNIE E & MICHAEL J
WAYNE
16 KAISER PLACE
PALM COAST, FL 32164

KENNEY TIMOTHY & ROBIN H&W
14 KAISER PLACE
PALM COAST, FL 32164

KEO SOKHOM DANNY &
RUTH DUL H&W
792 BRAHMA ST
PASO ROBLES, CA 93446

KILLMAN CRAIG R
11 KASBAH PL
PALM COAST, FL 32164

KINCAID JERRY & SONYA H&W
6 KASBAH PLACE
PALM COAST, FL 32164

KING AMANDA
4 KALORAMA CT
PALM COAST, FL 32164

KNYKIN OLEG & IRINA A
KNYKIN H&W
53 KASHMIR TRL
PALM COAST, FL 32164

KONDRATIUK RUSLAND
& IVAN KONDRATIUK & DARYNA KONDF
7863 DOE TRAIL WAY
ANTELOPE, CA 95843

KRASSOVSKIY ALEXANDR &
LYUDMILA KRASSOVSKAYA
7 KATHRYN COURT
PALM COAST, FL 32164

KUHN EDWARD T
& COLLEEN M H&W
7 KATSURA TREE PL
PALM COAST, FL 32164

KUZHEL ANGELA
18 KATHRYN PLACE
PALM COAST, FL 32164

KUZMIN VERA
PO BOX 352293
PALM COAST, FL 32135

LEDESMA WALTER
2330 SW 6TH ST
MIAMI, FL 33135

LEEMAN LORNE L &
LISA K H&W
30 KALAMAZOO TRAIL
PALM COAST, FL 32164

LENNON JOHN & SHEILAH CLARK H&W
8 KALE COURT
PALM COAST, FL 32164

LEWIS LEVERN BILL
& PATRICIA LYNN LEWIS TRUSTEES
57 KALAMAZOO TRAIL
PALM COAST, FL 32164

LINDAHL JACOB DANIEL &
BRIANNA MARIE H&W
16 ZODIAC PLACE
PALM COAST, FL 32164

LOPEZ RONALD A & JESSENIA
H&W
4 KATSURA TREE PLACE
PALM COAST, FL 32164

MAGUIRE BARBARA K
57 KASHMIR TRAIL
PALM COAST, FL 32164

MARGIOTTA FRANK J
& CONNIE S H&W
11 KAISER PLACE
PALM COAST, FL 32164

MCCOY DOMINIQUE B
18130 KARA CT
TAMPA, FL 33647

MCKINNEY TIFFANY & JERMAINE
W&H
4 KAISER COURT
PALM COAST, FL 32164

MCPHERSON MICHAEL C &
DOROTHY T H&W LIFE ESTATE
P O BOX 1725
BUNNELL, FL 32110

MEDINA ALBERT &
BETSABE PEREZ
7 KAISER PLACE
PALM COAST, FL 32164

MEDINA RAFAEL A
5 KALANCHOE CT
PALM COAST, FL 32164

MILLER REBECCA L & GEORGE
SHERMAN MILLER W&H
6 KATHRYN PLACE
PALM COAST, FL 32164

MUNSEY DAVID E & ALICE M H&W
111 KARAS TRAIL
PALM COAST, FL 32164

NEE KARLTON G
68-34 LOUBET STREET
FOREST HILLS, NY 11375

NICOLOSI NEIL V
TRUSTEE
3 KAISER COURT
PALM COAST, FL 32164

NUNEZ ALBERT SR & ALEXANDRIA H&V
21 KATHRYN PLACE
PALM COAST, FL 32164

OARE ASSOCIATES LLC
C/O SHUFFIELD, LOWMAN & WILSON, P
P.O. BOX 612
DELAND, FL 32721

OLMEDA DIANE
40 HAMILTON STREET
ALLENTOWN, NJ 08501

ONE THIRD CONSTRUCTION LLC
4 BRIGHTON ROAD SUITE 204
CLIFTON, NJ 07012

OWENS DEBORA
4 KAINITE COURT
PALM COAST, FL 32164

PAPPAS MARTHA & OURANIA
1160 84TH STREET
BROOKLYN, NY 11228

PARGAS PAUL & AINO
C/O TINA SAVO
2521 RYCE DR.
WALDORF, MD 20601

PEREIRA ANDRE
& DELLAMARIE H&W
80 FORRESTER PLACE
PALM COAST, FL 32137

PICONE LESLIE E
& CHARLES G MACALUSO W&H
45 KALAMAZOO TRL
PALM COAST, FL 32164

PINO RAUL M & TERESA J
PINO H&W
5 KALE COURT
PALM COAST, FL 32164

PLATZER RENATE
SHADY OAKS
3204 QUEEN PALM DRIVE
EDGEWATER, FL 32414

POGAS KATHY & STACY V TINGER
JTWROS
24 KALAMAZOO TRL
PALM COAST, FL 32164

PRITT RICHARD J
51 AUBERRY DR
PALM COAST, FL 32137

RAWLINS KEVIN DALTON &
JEAN FRIEDL H&W
45 KASHMIR TRAIL
PALM COAST, FL 32164

REINSMITH MARTIN
675 CONCORD RD
NAZARETH, PA 18064

RETTAGLIATA RONALD & BARBARA
182 WOEHRLE AVE
STATEN ISLAND, NY 10312

RICHARDSON WILMA
LIFE ESTATE
63 KALAMAZOO TRAIL
PALM COAST, FL 32164

RIEHL ROBERT
TRUSTEE
16 MADISON AVE
PORT CHESTER, NY 10573

RODRIGUEZ ANGEL & CHRISTINE H&W
117 KARAS TRAIL
PALM COAST, FL 32164

RODRIGUEZ ERIC
3510 DURHILL STREET
HOUSTON, TX 77025

RODRIGUEZ VILMA & JASMINE
FLORES FLORES JTWROS
110 KARAS TRAIL
PALM COAST, FL 32164

ROWSELL CHARLES JR
& SIEW LEE-ROWSELL H&W
8 KALORAMA COURT
PALM COAST, FL 32164

SAMOFAL ALEKSANDR &
YELENA SAMOFAL H&W
100 BROOK AVE
STATEN ISLAND, NY 10306

SANCHEZ ANTHONY J & JESSICA R
H&W
8 KAINITE PLACE
PALM COAST, FL 32164

SANCHEZ KRYSTEL AILEMA &
RICHARD W&H
9 KAISER PLACE
PALM COAST, FL 32164

SANTA MARIA DAVID A & DENISE L
SANTA MARIA H&W
48 KALAMAZOO TRAIL
PALM COAST, FL 32164

SCHENCK DOUGLAS L
& SHANNON H&W
4 KASBAH PL
PALM COAST, FL 32164

SCHROEDER DANIEL M & LINKA M
TRUSTEES
760 VALA DRIVE
SANTA BARBARA, CA 93111

SEELEY GARY
& TAMMY H&W TRUSTEES
4081 CAMPA LANE
ORMOND BEACH, FL 32174

SHEVNINA ILONA
& ANDREY AFANASYEV H&W
34 KALAMAZOO TRL
PALM COAST, FL 32164

SHVARTSBEYN BORIS & RAISA
TRUSTEES
96 PALMWOOD DRIVE
PALM COAST, FL 32164

SIDNEV DMITRY
& YULIA FOMINOVA H&W
7312 NW 25TH TER
BOCA RATON, FL 33496

SIM PASCUAL P &
AUREA B BELTRAN-SIM
75-18 193 ST
FRESH MEADOWS, NY 11366

SKIDMORE RANDELL & VICKI E
SKIDMORE H&W
11 KAINITE PLACE
PALM COAST, FL 32164

SOKOLOV VLADIMIR &
DINA SOKOLOVA H&W
560 RIVERSIDE DRIVE #6H
NEW YORK, NY 10027

SORIANO MARIO ZAMORA
LIFE ESTATE
12204 SMOKE RIDGE CIRCLE S
JACKSONVILLE, FL 32225

SOTOLONGO JUAN J
15720 SW 100TH AVENUE
MIAMI, FL 33157

STAPLETON LAWRENCE J & CHARLENE
1 KATHRYN COURT
PALM COAST, FL 32164

STUART BRIAN C & VIVIAN M H&W
5 KAINITE COURT
PALM COAST, FL 32164

SUWINSKI MARVIN L &
MARY ANN QUINCI SUWINSKI H&W
7 KATHRYN PLACE
PALM COAST, FL 32137

SWANSON BARBARA LOUISE
& YVONNE MARIE AMC
9 KATHRYN PL
PALM COAST, FL 32164

TAYLOR WAYNE L
9 KAINITE PLACE
PALM COAST, FL 32164

TENNANT DOUGLAS EDWARD
7 KALANCHOE COURT
PALM COAST, FL 32164

TENORI JONATHAN
58 KASHMIR TRAIL
PALM COAST, FL 32164

TOMIEV MYKHAILO & TETIANA
H&W
10 KALANCHOE COURT
PALM COAST, FL 32164

TRINIDAD ISAIAH R & GERONIMA C
TRINIDAD TRUSTEES
1329 BAY MEADOWS DRIVE
BARTLETT, IL 60103

TURI WILLIAM A
8 KATSURA TREE PLACE
PALM COAST, FL 32164

VS PALM COAST LLC
260 EAST BROWN STREET STE 250
BIRMINGHAM, MI 48009

WARD JAMES K & THERESE M H&W
4 KALE COURT
PALM COAST, FL 32164

WARNER LAURA
49 KASHMIR TRAIL
PALM COAST, FL 32164

WEICHAND LISA R
19 KATHRYN PL
PALM COAST, FL 32164

WEIR JAMES R &
TONYA WEIR H&W
P.O. BOX 504
BUNNELL, FL 32110

WILKIE TAMMY LYNE
4 KATHRYN PLACE
PALM COAST, FL 32164

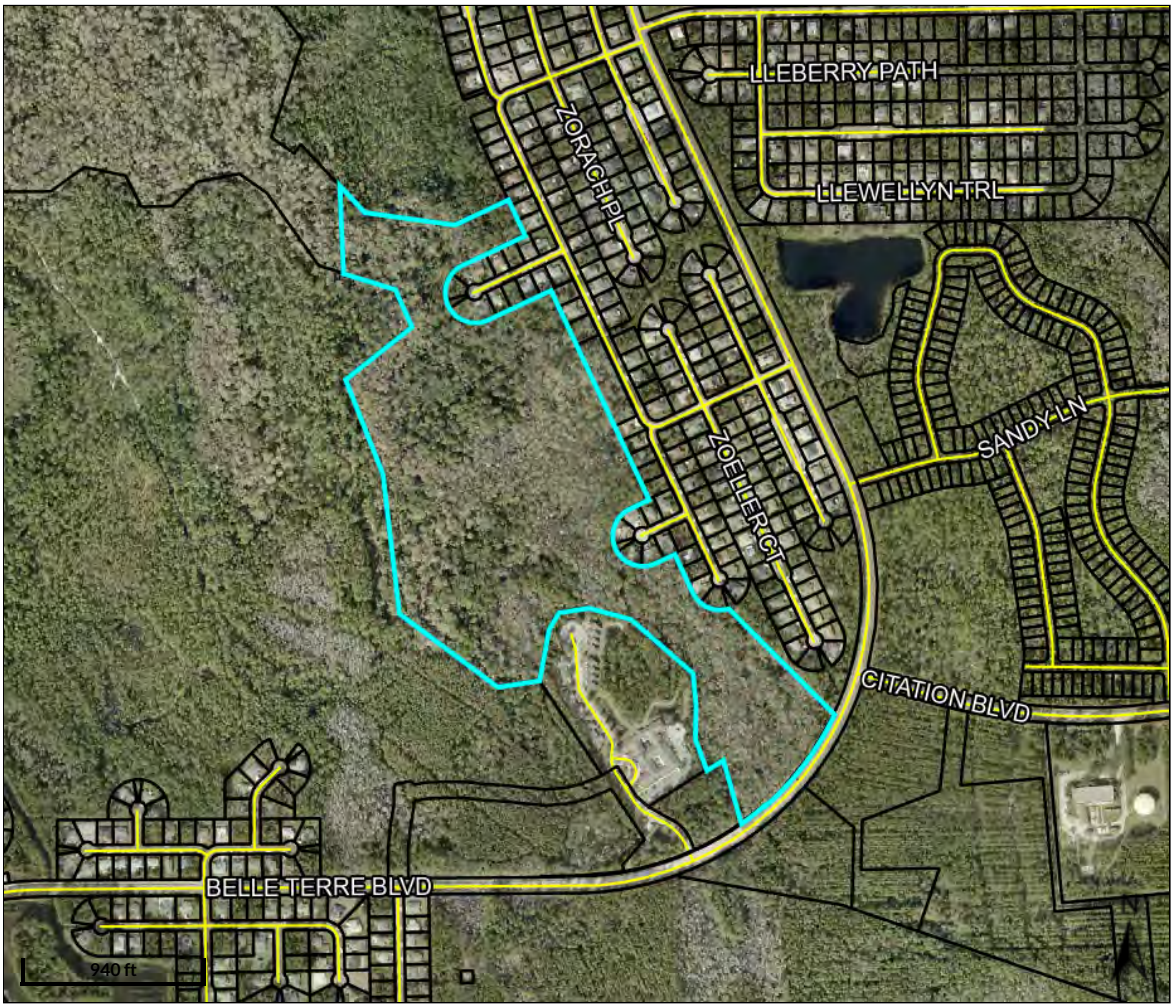
WILLIAMS FLOYD ENRICO &
CAROLYN PRISCILLA ARMBRISTER AM(
18 KALAMAZOO TRAIL
PALM COAST, FL 32164

WISE VINCENT W JR & KATHI K H&W
51 KASHMIR TRAIL
PALM COAST, FL 32164

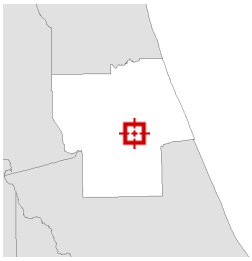
YEATTS THOMAS EUGENE &
MELANIE K H&W LIFE ESTATE
10 KAINITE PLACE
PALM COAST, FL 32164

ZAVALKOVSKY EDWARD
& SVETLANA H&W
130 GOLDEN TRAIL MAPLE ONTARIO, C
L6A5A1,

FLAGLER COUNTY PROPERTY APPRAISER



Overview



Legend

- Parcels
- Roads
- Streams and Rivers

Parcel ID	19-12-31-0650-000C0-0011	**Owner**	OARE ASSOCIATES LLC C/O SHUFFIELD, LOWMAN & WILSON, P.A. P.O. BOX 612 DELAND, FL 32721	**Land Value**	$15,905	**Last 2 Sales**			
Prop ID	79719			**Ag Land Value**	$0	**Date**	**Price**	**Reason**	**Qual**
Class Code	CONSERVATION					6/1/2003	$945000	V	Q
Taxing District	61			**Building Value**	$0	1/1/1900	$49289	V	U
GIS sqft	2,764,323.168	**Physical Address**	n/a	**Misc Value**	$0				
				Just Value	$15,905				
				Assessed Value	$15,905				
				Exempt Value	$0				
				Taxable Value	$15,905				

Date created: 1/12/2026
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7 ZOFFWOOD CT LAND TRUST
1945 CHARRINGTON DR
WEST BLOOMFIELD, MI 48324

8 ZOELLER CT LAND TRUST &
HAMMOCK MANAGEMENT LLC TRUSTE
3225 MCLEOD DRIVE SUITE 777
LAS VEGAS, NV 89121

ALMAZAN ANTONIO BITANGA &
FREDESWINDA LEANO ALMAZAN H&W
14 ZONAL GERANIUM TRAIL
PALM COAST, FL 32164

ALMEIDA MIGUEL & BETH ERIN
ALMEIDA H&W
10 ZORACH PLACE
PALM COAST, FL 32164

ALT HOMES LLC
39 AUDUBON LANE
FLAGLER BEACH, FL 32136

ALVAREZ DALIA S LIFE ESTATE
43 ZONAL GERANIUM TRAIL
PALM COAST, FL 32164

AMARNANI RAMESH & JYOTI H&W
7081 ROSABELLA CIRCLE
JACKSONVILLE, FL 32258

AMMIRATI JEANINE
183 ERIC DRIVE
PALM COAST, FL 32164

BELLE TERRE HOLDINGS LLC
36 CHARMING WAY
LAKEWOOD, NJ 08701

BENTON DAVID
& JESSICA H&W
39 ZONAL GERANIUM TRAIL
PALM COAST, FL 32164

BINDER YURIY & POLINA H&W
239 DUNHAMS CORNER RD
EAST BRUNSWICK, NJ 08816

BOLSER SANDRA GAIL & RONALD
W&H
36 ZONAL GERANIUM TRAIL
PALM COAST, FL 32164

BROWN PHILIP
8 ZOFFWOOD COURT
PALM COAST, FL 32164

BURCHAM CHERYL
23 ZONAL GERANIUM TRAIL
PALM COAST, FL 32164

CHANEY ANDREA RANARD
11 ZOFFINGER PL
PALM COAST, FL 32164

CHAO SARON & MOS M CHAO W&H
4 ZOFFWOOD COURT
PALM COAST, FL 32164

CHEREMNYKH VIKTORIYA &
YURIY V CHEREMNYKH JTWROS
18 ZORACH PLACE
PALM COAST, FL 32164

CITY OF PALM COAST
160 LAKE AVENUE
PALM COAST, FL 32164

CLARKE JENNIFER
7605 GLENWOOD RD
BROOKLYN, NY 11236

CLYMER TROY L
& TRACEY L H&W
27 ZOELLER COURT
PALM COAST, FL 32164

CONNER ROBERT M
3 ZODIAC PLACE
PALM COAST, FL 32164

CRISMAN JAMES E &
SHERRI A H&W LIFE ESTATE
41 ZONAL GERANIUM TRAIL
PALM COAST, FL 32164

CRISP GERARD A
37 ZONAL GERANIUM TRAIL
PALM COAST, FL 32164

CUCCINELLO NICHOLAS &
ROSANNE S H&W
4 ZOFFINGER PLACE
PALM COAST, FL 32164

CUMBER LAUREN B & BRADLEY O
CUMBER H&W
16 ZORACH PLACE
PALM COAST, FL 32164

CUNNINGHAM JEAN & ORVILLE LIFE ES
4 ZORACH PLACE
PALM COAST, FL 32164

CUNNINGHAM MICHAEL ANTONIO
38 ZONAL GERANIUM TRAIL
PALM COAST, FL 32164

CUNNINGHAM ORVILLE & JEAN LIFE ES
4 ZORACH PLACE
PALM COAST, FL 32164

CUNNINGHAM OSWALD G &
DELORES CLARK
2 ZOELLER COURT
PALM COAST, FL 32164

CUNNINGHAM PERUAL G &
SHIRLEY H&W
6 ZORACH PLACE
PALM COAST, FL 32164

DAVIS GREGORY A & HELEN MARIE
DAVIS H&W
16 ERICKSON PLACE
PALM COAST, FL 32164

DAVIS THOMAS A & JERI L H&W
24 ZONAL GERANIUM TRAIL
PALM COAST, FL 32164

DEAN JACK D &
ANA M AMC
40 ZONAL GERANIUM TRAIL
PALM COAST, FL 32164

DEBOER BEATRIX MARIA & JAMES B SI
6 ZODIAC PLACE
PALM COAST, FL 32164

DEONARINE INDARJIT
& OOMROUTIE DEONARINE TRUSTEES
10 ZONAL GERANIUM TRAIL
PALM COAST, FL 32137

DIETRICH SHAWN
& DIANA DAY H&W
9 ZODIAC PLACE
PALM COAST, FL 32164

DOBBYN DARREN &
MEGAN STAUFFACHER JTWROS
16 ZOELLER CT
PALM COAST, FL 32164

DODSON RONALD & CHARLOTTE
DODSON H&W
202 SUMMERHAZE COURT
ORMOND BEACH, FL 32174

DOEZIE JAMES A &
JUDY K LO H&W
22516 LAKE FOREST LANE
LAKE FOREST, CA 92630

ERNST ROBERT A & MARY RUSSELL
ERNST H&W
15 EDITH POPE DRIVE
PALM COAST, FL 32164

FALLON VERA
15 ZOFFER CT
PALM COAST, FL 32164

FARON STEVEN D
& VERONICA B H&W
21 ZOFFER COURT
PALM COAST, FL 32164

FKH SFR N LP
FIRSTKEY HOMES
600 GALLERIA PARKWAY SUITE 300
ATLANTA, GA 30339

FLAGLER COUNTY BOARD OF COUNTY
COMMISSIONERS
1769 E MOODY BLVD BLDG 2 SUITE 302
BUNNELL, FL 32110

FLAGLER COUNTY HOLDINGS LLC
PO BOX 351016
PALM COAST, FL 32135

FLORES CARMEN
30 RENSHAW DRIVE
PALM COAST, FL 32164

FLORIDA LAND TRUST NO 3530 FORTU
TRUSTEE
PO BOX 6367
JACKSONVILLE, FL 32236

GANTERT MICHAEL EDWARD &
DONNA O H&W
3 ZOFFWOOD CT
PALM COAST, FL 32164

GARCIA JOAQUIN JR
& JOAQUIN GARCIA SR JTWROS
8 ZODIAC PL
PALM COAST, FL 32164

GESSWEIN F CLARK & JANICE H
15120 HONSENA DRIVE
CENTREVILLE, VA 22020

GIACCONE AXEL A & RAMON M
GIACCONE TIC
718 TURKEY CREEK
ALACHUA, FL 32615

GORALSKI ANDREW JOSEPH
& IRENE H&W
44 ZONAL GERANIUM TRAIL
PALM COAST, FL 32164

GORDON ROY
14 ZODIAC PLACE
PALM COAST, FL 32164

GOURIN ALEXANDER
45 NORTHSHORE DRIVE
PALM COAST, FL 32137

GRATI IGOR & VIOREL SANDUTA &
INA SIRETEANU H&W
29 LAGARE STREET
PALM COAST, FL 32137

HEERASINGH SAVITRIE &
FRANKLIN HEERASINGH
101-11 159TH AVE
HOWARD BEACH, FL 11414

HORTON SUZANNE
47 ZONAL GERANIUM TRAIL
PLAM COAST, FL 32164

HUGHES LISA
& SUSAN M LESAGE TIC
17851 SW 4TH CT
PEMBROKE PINES, FL 33029

INVITATION HOMES 7 FLORIDA LP
PO BOX 803467
DALLAS, TX 75380

JAMES CHERYL L
9 ZORACH PLACE
PALM COAST, FL 32164

JOHNSON ANNIE LOUISE
14 ZOFFER COURT
PALM COAST, FL 32164

JOHNSON GARY E &
ANTONINA H&W
15 ZOELLER COURT
PALM COAST, FL 32164

KETTERER AARON & KRISTIN H&W
2 ZOFFWOOD CT
PALM COAST, FL 32164

KHIYTANI KISHINCHAND RAMCHAND
& MONA K KHIYTANI H&W
7081 ROSABELLA CIRCLE
JACKSONVILLE, FL 32258

KING J MARSHALL & SHARON M H&W
20 ZONAL GERANIUM TRAIL
PALM COAST, FL 32164

KNOTT KELLY JO & TROY ALLEN
KNOTT W&H
7 ZOFFER CT
PALM COAST, FL 32164

KORI SUBASH G TRUSTEE
18 ZOFFER COURT #B
PALM COAST, FL 32164

KORI SUBASH G
TRUSTEE
18 ZOFFER CT # B
PALM COAST, FL 32136

KULESKI GLORIA TRUSTEE
48 ZONAL GERANIUM TRAIL
PALM COAST, FL 32164

LAGARE LAND TRUST
29 LAGARE STREET
PALM COAST, FL 32137

LANE KENT & LAURA MADDOCK H&W
29352 LAS CRUCES
LAGUNA NIGUEL, CA 92677

LEONARD NICHOLAS
24 ZORACH PLACE
PALM COAST, FL 32164

LEVITIN YEVGENIYA &
CHRISTOPHER J CHAPUT W&H
106 RIVER STREET
JERSEY CITY, NJ 07302

LINDAHL JACOB DANIEL &
BRIANNA MARIE H&W
16 ZODIAC PLACE
PALM COAST, FL 32164

LUCCA ANTHONY JOSEPH & STEVEN
WESLEY HAZZARD JTWROS
45 ZONAL GERANIUM TRAIL
PALM COAST, FL 32164

MARQUES FERNANDO SILVA
89 GOLDEN HILLS RD
DANBURY, CT 06811

MARZILLI RICHARD P
2 ZODIAC PL
PALM COAST, FL 32164

MATOS JACINTO JOSE & DOMINGAS LU
46 ZONAL GERANIUM TRAIL
PALM COAST, FL 32164

MCBRIDE MAI W LIFE ESTATE
6 ZOFFINGER PLACE
PALM COAST, FL 32164

MCGUIRE TIMOTHY J & BOBBI
MCGUIRE H&W
22 ZORACH PLACE
PALM COAST, FL 32164

MCLEVY MALCOLM J
& DONNA SACHI H&W
37 FAIRCHILD DR
BETHEL, CT 06801

MENDEN MICHAEL T & BEATRICE L
MENDEN H&W
9 ZOELLER COURT
PALM COAST, FL 32164

MIRAL CORP
636 BROADWAY STE A
SAN DIEGO, CA 92101

MOLNAR MICHAEL A & JENNIFER LYNN
12 ZONAL GERANIUM TRAIL
PALM COAST, FL 32164

MOY SO SIM &
KWOK HAY MOY
84 COOLIDGE ST
BROOKLINE, MA 02146

MPC LOTS LLC
2379 BEVILLE ROAD
DAYTONA BEACH, FL 32119

MUIR LINDA C
19 ZORACH PLACE
PALM COAST, FL 32164

NAIR GOPINATHAN G & SHYAMALA H&W
6 ZOFFER CT
PALM COAST, FL 32164

NARONA LLC
21 CLASSIC COURT
PALM COAST, FL 32137

NEMETH MILANA
25 ZOELLER COURT
PALM COAST, FL 32164

NGUYEN NGOC LAN THI &
TRUONG NGUYEN W&H
1195 EUREKA AVE
LOS ALTOS, CA 94024

NUVIEW TRUST CO FBO
LILIYA TEMNOROD IRA & MIKHAIL TEMI
280 S RONALD REAGAN BLVD #200
LONGWOOD, FL 32750

OARE ASSOCIATES LLC
C/O SHUFFIELD, LOWMAN & WILSON, P
P.O. BOX 612
DELAND, FL 32721

OLMEDA DIANE
40 HAMILTON STREET
ALLENTOWN, NJ 08501

PAGAN RAUL E & CARMEN R
11 ZONAL GERANIUM TRL
PALM COAST, FL 32164

PANASENKOV OLGA & SERGEY H&W
12300 PUEBLO RD
GAITHERSBURG, MD 20878

PEREZ DE ALEJO JORGE L &
DANIEL A PEREZ DE ALEJO
417 LIBERTY ST
LITTLEFERRY, NJ 07643

PESSINA KEVIN ROBERT
& JENIFER H&W
22 ZONAL GERANIUM TRAIL
PALM COAST, FL 32164

PHELPS NATHAN ANDREW
& AMBER LYNN H&W
13 ZOFFER COURT
PALM COAST, FL 32164

POLICARPE MARTAVIS
7 ZOFFINGER PLACE
PALM COAST, FL 32164

PRIMELLES CELIA ALEJANDRA
LIFE ESTATE
9021 SW 21 STREET
MIAMI, FL 33165

REYNOLDS TIMOTHY & MARIE H&W
35 ZONAL GERANIUM TRAIL
PALM COAST, FL 32164

ROESCH JEFF J JAMES SR &
MARIA T H&W
9 ZOFFINGER PLACE
PALM COAST, FL 32164

ROLLOFF BETTY JANE
1 ZODIAC PLACE
PALM COAST, FL 32164

SALYERDS STEPHEN C
13 ZORACH PLACE
PALM COAST, FL 32164

SANDOR SYLVESTER R &
ANNE H&W TRUSTEES
30 ZONAL GERANIUM TRAIL
PALM COAST, FL 32164

SANTOS FERNANDO S SOSA &
JANIL D VALENCIA H&W
5 ZODIAC PLACE
PALM COAST, FL 32164

SAPIR DMITRY & INES SAPIR H&W
12 RIVERBEND
PALM COAST, FL 32137

SEAGATE HOMES LLC
185 CYPRESS POINT PARKWAY SUITE 7
PALM COAST, FL 32164

SFR JV-2 2024-2 BORROWER LLC
TRICON RESIDENTIAL C/O RYAN LLC P
SCOTTSDALE, AZ 85261

SHERMAN ALEXANDER & LUBA H&W
7011 CHIALA LANE
SAN JOSE, CA 95129

SHOLES PAUL MICHAEL
6 ZOFFWOOD COURT
PALM COAST, FL 32164

SHRAYER SVETLANA
221 WESTMOUNT BIVD
VAUGHAN L4J 7W2 CANADA,

SIMMONS SHAWN T
13 PATRIC DRIVE
PALM COAST, FL 32164

SINGH GULWATANPREET
14 ZORACH PLACE
PALM COAST, FL 32164

SMITH KENNETH D
12 ZOELLER COURT
PALM COAST, FL 32164

STEWART MICHAEL HAMAN JR
& COLLEN NICOLE H&W
5 ZOFFINGER PLACE
PALM COAST, FL 32164

TALLMAN BLAINE
6 ZOELLER COURT
PALM COAST, FL 32164

TELL LEONID & SVETLANA AUZHANOVA
& DAMILYN LEONIDOVNA TELL & DANA
23781 HALBURTON RD
BEACHWOOD, OH 44122

TEXIDOR REYNALDO TRUSTEE
28 ZOELLER COURT
PALM COAST, FL 32164

THOMAS SANDRA J
LIFE ESTATE
11 ZORACH PLACE
PALM COAST, FL 32164

TONER ANN F
C/O DAMON TOBEY
19 ZOFFER CT
PALM COAST, FL 32164

TRINIDAD ISAIAH R & GERONIMA C
TRINIDAD TRUSTEES
1329 BAY MEADOWS DRIVE
BARTLETT, IL 60103

TYNDAL ERICK JR
4 ZOELLER CT
PALM COAST, FL 32164

VAITKEVICUS RUSLANAS
30 ZOELLER COURT
PALM COAST, FL 32164

VILLAREAL ERNESTO RAMIREZ
290 WILSON AVENUE APARTMENT 200
PERRIS, CA 92571

VLADOV IGOR
& LARISA VLADOVA JTWROS
9809 COBBLESTONE LAKES COURT
BOYNTON BEACH, FL 33472

VS PALM COAST LLC
260 EAST BROWN STREET STE 250
BIRMINGHAM, MI 48009

WAJDA STEVEN EDWARD & KIM MARIE
8 ZOFFER CT
PALM COAST, FL 32164

WANAT CAROL A
47 BLACKMAN ROAD
HEBRON, CT 06248

WARD DOUGLAS W LIFE ESTATE
1 ZOFFINGER PLACE
PLAM COAST, FL 32164

WARD ROBERT BRYAN IV & FAITH NYC
8 ZORACH PL
PALM COAST, FL 32164

WENY GEORGE
& SUSAN H&W TRUSTEES
2 ZOFFINGER PLACE
PALM COAST, FL 32164

WHITTAKER ANGELA KAY & ALBERT CL
21 ZONAL GERANIUM TRL
PALM COAST, FL 32164

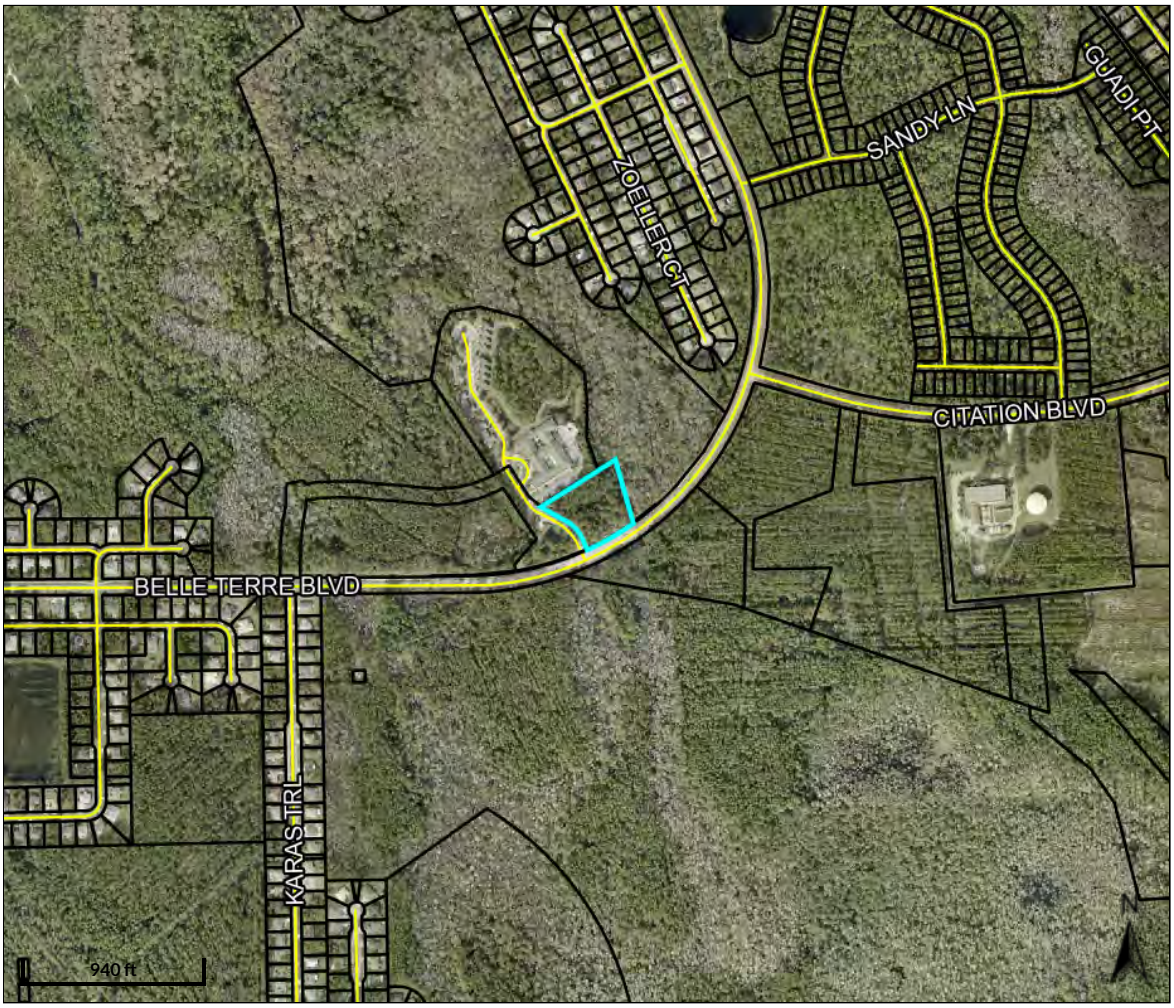
WILBURN JEREMY PHARISS
7 ZOELLER CT
PALM COAST, FL 32164

WISE CHOICE CUSTOM HOMES INC
77 SOUTH LAKE DRIVE
PALM COAST, FL 32137

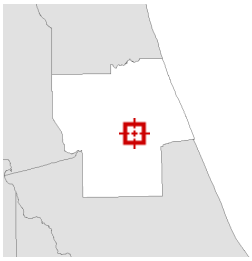
YEMELYANOV ALEXANDER M
& ALLA A H&W
208 HOOKS MILL ROAD
AMERICUS, GA 31709

YEMELYANOV ALEXANDER M
208 HOOKS MILL ROAD
AMERICUS, GA 31709

FLAGLER COUNTY PROPERTY APPRAISER



Overview



Legend

- Parcels
- Roads
- Streams and Rivers

Parcel ID	19-12-31-4120-00T20-0000	**Owner**	OARE ASSOCIATES LLC C/O SHUFFIELD, LOWMAN & WILSON, P.A. P.O. BOX 612 DELAND, FL 32721
Prop ID	79730		
Class Code	TIMBERLAND 80-89		
Taxing District	61		
GIS sqft	102,793.208	**Physical Address**	n/a

Land Value	$0
Ag Land Value	$406
Building Value	$0
Misc Value	$0
Just Value	$80,380
Assessed Value	$406
Exempt Value	$0
Taxable Value	$406

Last 2 Sales

Date	Price	Reason	Qual
n/a	0	n/a	n/a
n/a	0	n/a	n/a

Date created: 1/12/2026
Last Data Uploaded: 1/11/2026 8:03:18 PM

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BELLE TERRE HOLDINGS LLC
36 CHARMING WAY
LAKEWOOD, NJ 08701

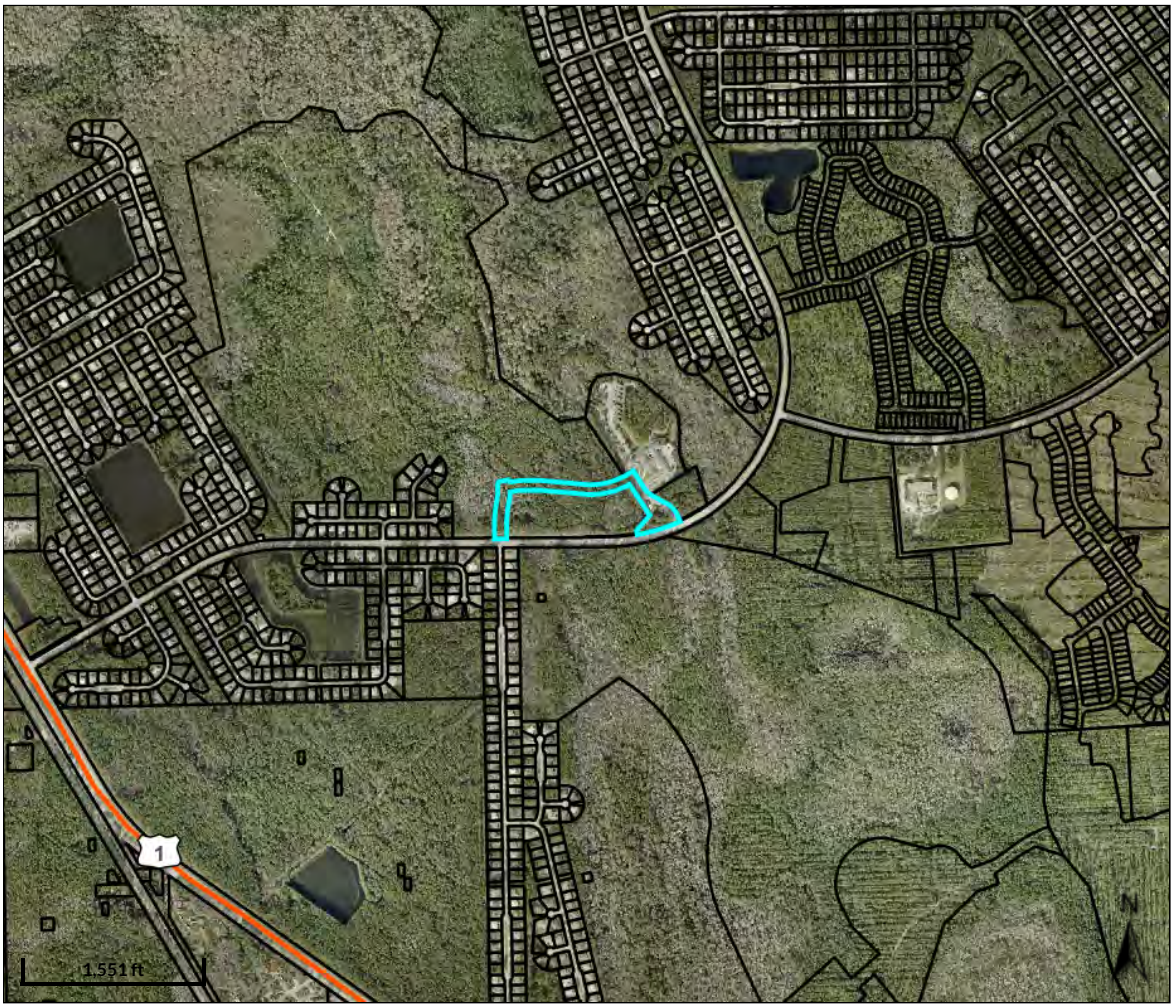
CITY OF PALM COAST
160 LAKE AVENUE
PALM COAST, FL 32164

FLAGLER COUNTY BOARD OF COUNTY COMMISSIONERS
1769 E MOODY BLVD BLDG 2 SUITE 302
BUNNELL, FL 32110

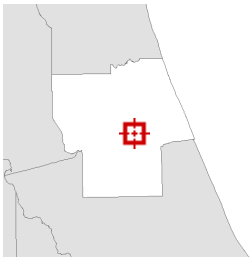
OARE ASSOCIATES LLC
C/O SHUFFIELD, LOWMAN & WILSON, P
P.O. BOX 612
DELAND, FL 32721

VS PALM COAST LLC
260 EAST BROWN STREET STE 250
BIRMINGHAM, MI 48009

FLAGLER COUNTY PROPERTY APPRAISER



Overview



Legend

- Parcels
- Roads
- Streams and Rivers

Parcel ID	19-12-31-4110-00T10-0000	**Owner**	OARE ASSOCIATES LLC C/O SHUFFIELD, LOWMAN & WILSON, P.A. P.O. BOX 612 DELAND, FL 32721
Prop ID	79729		
Class Code	TIMBERLAND 80-89		
Taxing District	61		
GIS sqft	209,928.424	**Physical Address**	n/a

Land Value	$9,650
Ag Land Value	$672
Building Value	$0
Misc Value	$10,617
Just Value	$34,567
Assessed Value	$20,939
Exempt Value	$0
Taxable Value	$20,939

Last 2 Sales

Date	Price	Reason	Qual
n/a	0	n/a	n/a
n/a	0	n/a	n/a

Date created: 1/12/2026
Last Data Uploaded: 1/11/2026 8:03:18 PM

Developed by SCHNEIDER GEOSPATIAL

ALRIDGE DIAMOND
& MARCUS H&W
118 KARAS TRAIL
PALM COAST, FL 32164

ARRUDA DENISE E & RUSSELL J W&H L
15 KATHYRN PLACE
PALM COAST, FL 32164

BAER LEWIS W &
JUDITH E H&W
20 KATHRYN PLACE
PALM COAST, FL 32164

BAER STACEY W
10 KAINITE COURT
PALM COAST, FL 32164

BALASUNDRAM REUBEN S
113 KARAS TRAIL
PALM COAST, FL 32164

BEATY ADAM &
RACHEL ORD JTWROS
811 FRANKLIN AVE
SOUTH PLAINFIELD, NJ 07080

BELLE TERRE HOLDINGS LLC
36 CHARMING WAY
LAKEWOOD, NJ 08701

BRASLAVSKIY MIKHAIL
79 AVENUE U #28
BROOKLYN, NY 11223

CITY OF PALM COAST
160 LAKE AVENUE
PALM COAST, FL 32164

DERILUS FRANTZ
120 SW SEA LION RD
PORT ST LUCIE, FL 34953

FERREIRA BRIAN & MARIA FERREIRA J
1 EASTWICK PLACE
PALM COAST, FL 32164

FLAGLER COUNTY BOARD OF COUNTY
COMMISSIONERS
1769 E MOODY BLVD BLDG 2 SUITE 302
BUNNELL, FL 32110

GLASER ROBERT A
24 NORTHVIEW RD
NEW PROVIDENCE, NJ 07974

GOLDBERG DAVID S & AMANDA J
RASLOWSKY H&W
116 KARAS TRAIL
PALM COAST, FL 32164

GUERCIN VITALINE
& SANDRA GUERCIN JTWROS
115 KARAS TRAIL
PALM COAST, FL 32164

GULPE VLADIMIR & TATIANA H&W
22 EMPIRE DRIVE
BRADFORD ONTARIO CANADA L3Z 4J1,

HERNANDEZ FELIX MARIO & MARIA ELI
8 KAINITE COURT
PALM COAST, FL 32164

HUERTA JUAN G
& JENNIFER M H&W
17 KATHRYN PLACE
PALM COAST, FL 32164

KUZHEL ANGELA
18 KATHRYN PLACE
PALM COAST, FL 32164

MUNSEY DAVID E & ALICE M H&W
111 KARAS TRAIL
PALM COAST, FL 32164

NUNEZ ALBERT SR & ALEXANDRIA H&V
21 KATHRYN PLACE
PALM COAST, FL 32164

OARE ASSOCIATES LLC
C/O SHUFFIELD, LOWMAN & WILSON, P
P.O. BOX 612
DELAND, FL 32721

OWENS DEBORA
4 KAINITE COURT
PALM COAST, FL 32164

PLATZER RENATE
SHADY OAKS
3204 QUEEN PALM DRIVE
EDGEWATER, FL 32414

RODRIGUEZ ANGEL & CHRISTINE H&W
117 KARAS TRAIL
PALM COAST, FL 32164

RODRIGUEZ VILMA & JASMINE
FLORES FLORES JTWROS
110 KARAS TRAIL
PALM COAST, FL 32164

SKIDMORE RANDELL & VICKI E
SKIDMORE H&W
11 KAINITE PLACE
PALM COAST, FL 32164

STAPLETON LAWRENCE J & CHARLENE
1 KATHRYN COURT
PALM COAST, FL 32164

SWANSON BARBARA LOUISE
& YVONNE MARIE AMC
9 KATHRYN PL
PALM COAST, FL 32164

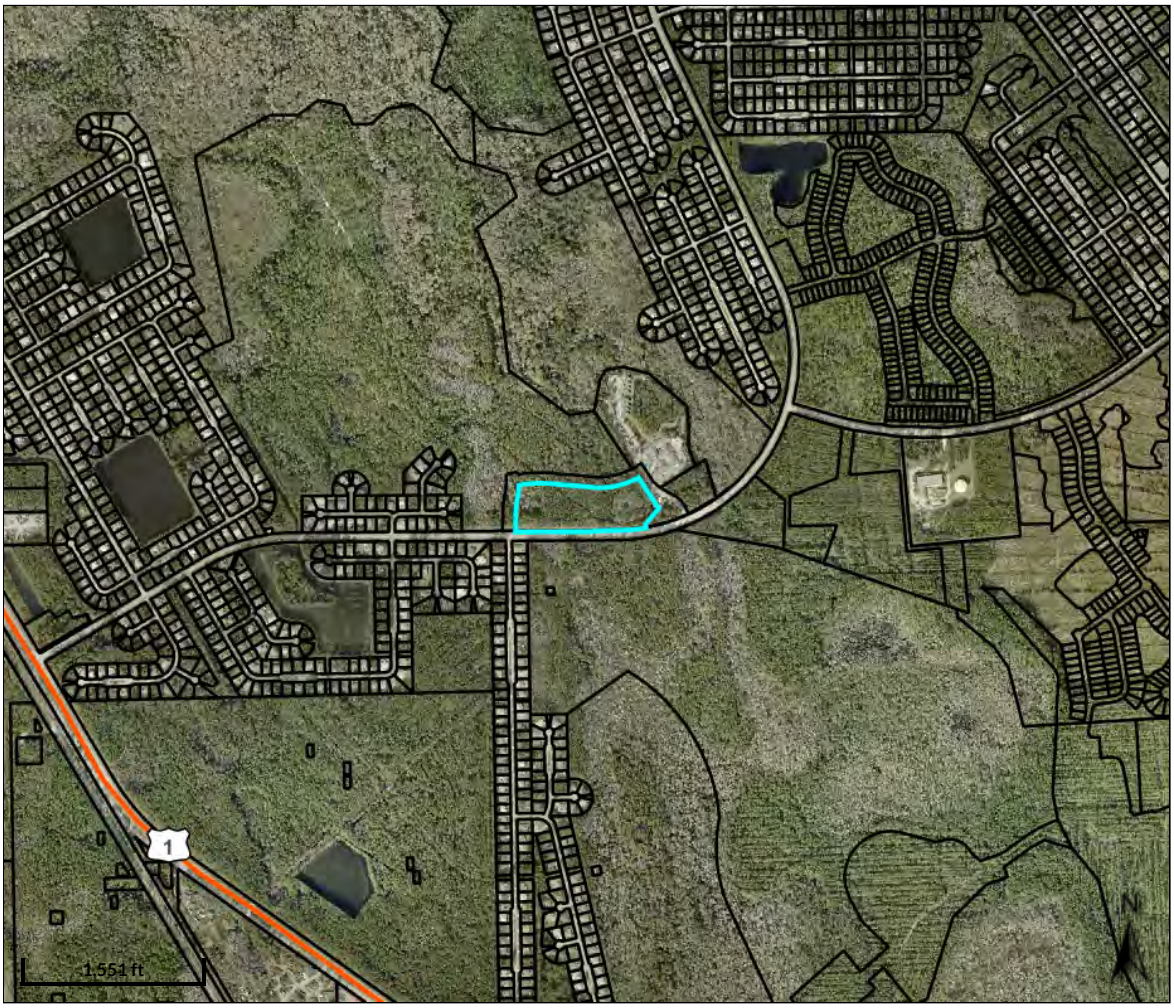
TAYLOR WAYNE L
9 KAINITE PLACE
PALM COAST, FL 32164

VS PALM COAST LLC
260 EAST BROWN STREET STE 250
BIRMINGHAM, MI 48009

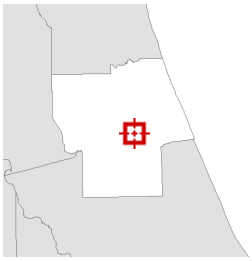
WEICHAND LISA R
19 KATHRYN PL
PALM COAST, FL 32164

YEATTS THOMAS EUGENE &
MELANIE K H&W LIFE ESTATE
10 KAINITE PLACE
PALM COAST, FL 32164

FLAGLER COUNTY PROPERTY APPRAISER



Overview



Legend

- Parcels
- Roads
- Streams and Rivers

Parcel ID	19-12-31-4130-00T30-0000	**Owner**	OARE ASSOCIATES LLC C/O SHUFFIELD, LOWMAN & WILSON, P.A. P.O. BOX 612 DELAND, FL 32721
Prop ID	79731		
Class Code	TIMBERLAND 80-89		
Taxing District	61		
GIS sqft	418,987.674	**Physical Address**	n/a

Land Value	$0
Ag Land Value	$1,410
Building Value	$0
Misc Value	$0
Just Value	$266,590
Assessed Value	$1,410
Exempt Value	$0
Taxable Value	$1,410

Last 2 Sales

Date	Price	Reason	Qual
n/a	0	n/a	n/a
n/a	0	n/a	n/a

Date created: 1/12/2026
Last Data Uploaded: 1/11/2026 8:03:18 PM

Developed by SCHNEIDER GEOSPATIAL

ALRIDGE DIAMOND
& MARCUS H&W
118 KARAS TRAIL
PALM COAST, FL 32164

ARRUDA DENISE E & RUSSELL J W&H I
15 KATHYRN PLACE
PALM COAST, FL 32164

BALASUNDRAM REUBEN S
113 KARAS TRAIL
PALM COAST, FL 32164

BEATY ADAM &
RACHEL ORD JTWROS
811 FRANKLIN AVE
SOUTH PLAINFIELD, NJ 07080

BELLE TERRE HOLDINGS LLC
36 CHARMING WAY
LAKEWOOD, NJ 08701

BRASLAVSKIY MIKHAIL
79 AVENUE U #28
BROOKLYN, NY 11223

CITY OF PALM COAST
160 LAKE AVENUE
PALM COAST, FL 32164

DERILUS FRANTZ
120 SW SEA LION RD
PORT ST LUCIE, FL 34953

FERREIRA BRIAN & MARIA FERREIRA J
1 EASTWICK PLACE
PALM COAST, FL 32164

FLAGLER COUNTY BOARD OF COUNTY
COMMISSIONERS
1769 E MOODY BLVD BLDG 2 SUITE 302
BUNNELL, FL 32110

GLASER ROBERT A
24 NORTHVIEW RD
NEW PROVIDENCE, NJ 07974

GOLDBERG DAVID S & AMANDA J
RASLOWSKY H&W
116 KARAS TRAIL
PALM COAST, FL 32164

GUERCIN VITALINE
& SANDRA GUERCIN JTWROS
115 KARAS TRAIL
PALM COAST, FL 32164

GULPE VLADIMIR & TATIANA H&W
22 EMPIRE DRIVE
BRADFORD ONTARIO CANADA L3Z 4J1,

HUERTA JUAN G
& JENNIFER M H&W
17 KATHRYN PLACE
PALM COAST, FL 32164

KUZHEL ANGELA
18 KATHRYN PLACE
PALM COAST, FL 32164

MUNSEY DAVID E & ALICE M H&W
111 KARAS TRAIL
PALM COAST, FL 32164

NUNEZ ALBERT SR & ALEXANDRIA H&W
21 KATHRYN PLACE
PALM COAST, FL 32164

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RODRIGUEZ VILMA & JASMINE
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PALM COAST, FL 32164

SKIDMORE RANDELL & VICKI E
SKIDMORE H&W
11 KAINITE PLACE
PALM COAST, FL 32164

VS PALM COAST LLC
260 EAST BROWN STREET STE 250
BIRMINGHAM, MI 48009

WEICHAND LISA R
19 KATHRYN PL
PALM COAST, FL 32164

PROPOSED BORROW PIT ACCESS ROAD

PROPOSED BORROW PIT

ZAUN TRAIL

20' STABILIZED EMERGENCY ACCESS ROAD

WILDLIFE CROSSING

20' STABILIZED EMERGENCY ACCESS ROAD

GATED ACCESS TO AGE RESTRICTED ACTIVE ADULT

WILDLIFE CROSSING

WILDLIFE CROSSING

WILDLIFE CROSSING

WILDLIFE CROSSING

50' R/W COLLECTOR ROAD

ZONAL COURT

ZONAL GERANIUM TRAIL

ZONAL GERANIUM TRAIL

BELLE TERRE BOULEVARD

PHASE 4 AGE RESTRICTED
ACTIVE ADULT
- 22 - 40' LOTS (18%)
- 70 - 50' LOTS (58%)
- 28 - 60' LOTS (23%)

120 LOTS TOTAL

PHASE 3 AGE RESTRICTED
ACTIVE ADULT
- 70 - 40' LOTS (71%)
- 24 - 50' LOTS (24%)
- 4 - 60' LOTS (4%)

98 LOTS TOTAL

UPLAND AREA: 155.45 Ac.
WETLAND IMPACTS: 7.68 Ac.

PHASE 2
SINGLE FAMILY
- 26 - 40' LOTS (17%)
- 28 - 50' LOTS (18%)

MULTI FAMILY
- 98 - TOWNHOME LOTS (64%)

152 LOTS TOTAL

PHASE 1
- 26 - 40' LOTS (26%)
- 73 - 50' LOTS (74%)

99 LOTS TOTAL

SINGLE FAMILY
SUMMARY TOTALS:
- 98 - TOWNHOMES
- 144 - 40' LOTS
- 195 - 50' LOTS
- 32 - 60' LOTS

469 LOTS TOTAL

APRIL 28, 2026

300'

TRAFFIC IMPACT ASSESSMENT

MAGNOLIA TRACE
For
GREENPOINTE DEVELOPERS, LLC

PALM COAST, FLORIDA

ETM No. 22-233

SUBMITTED BY

14775 Old St. Augustine Road
Jacksonville, FL 32258
Phone: 904.642.8990
Fax: 904.646.9485

April 27th, 2026

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THIS ITEM HAS BEEN DIGITALLY
SIGNED AND SEALED BY:
THOMAS L. HATCHER, P.E., PTOE, PTP
FLORIDA PE NUMBER 93298

Software: Cube Version 6.4.5, CFRPM v7, ArcGIS v. 10.6, Synchro/Sim Traffic v. 12,

This work is intended solely for Greenpointe Developers, LLC and the City of Palm Coast. The scope of work and related responsibilities is as defined in the Client Contract. Any use which a third party makes of the work, or any reliance on or decisions to be made based on it, are the responsibility of such third parties. Decisions made or actions taken as a result of our work shall be the responsibility of the parties directly involved in the decisions or actions.

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Introduction

The purpose of this traffic impact assessment is to evaluate the potential traffic impacts associated with the proposed Magnolia Trace development, which is located in the southern portion of the City of Palm Coast (COPC), south of SR-100, east of US-1, and west of the Flagler Executive Airport. The project is anticipated to be fully developed and occupied by 2031 and is expected to consist of approximately 135 single-family dwelling units, 98 multifamily townhomes, 209 active adult housing units, and approximately 35,000 square feet of retail space. Phase 1 of the development is proposed to include 99 single-family dwelling units. **Figure 1** illustrates the project location, **Figure 2** depicts the conceptual site plan, and **Table 1** summarizes the proposed development schedule for the project.

Table 1
Magnolia Trace
Development Program

Land Use	ITE Land Use Code	Quantity	Units	Year
Phase 1				
Single-family Housing	210	99	Dwelling Units	2031
Total Buildout (Phase 1 Included)				
Single-family Housing	210	135	Dwelling Units	2031
Multifamily Housing (Low Rise)	220	98	Dwelling Units	2031
Senior Adult Housing Single-Family	251	209	Dwelling Units	2031
Strip Retail Plaza <40KSF	822	35,000	Square Feet	2031

*Note: Buildout year is an estimate and influenced by market conditions.
**Source: England, Thims & Miller, Inc.

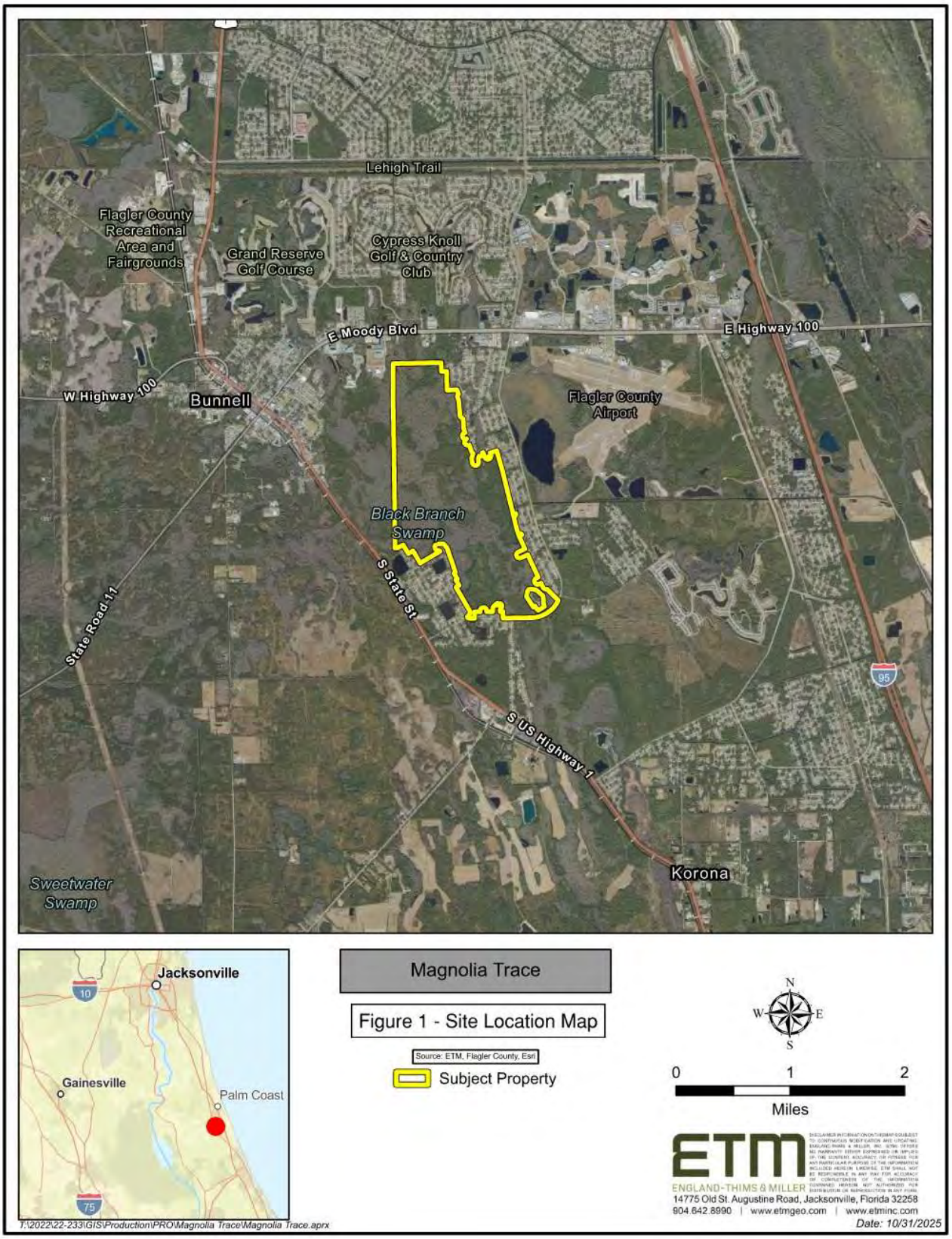

Lehigh Trail
Flagler County Recreational Area and Fairgrounds
Grand Reserve Golf Course
Cypress Knoll Golf & Country Club
E Moody Blvd
E Highway 100
W Highway 100
Bunnell
Flagler County Airport
Black Branch Swamp
S State St
State Road 11
S US Highway 1
Korona
Sweetwater Swamp
95
Jacksonville
10
Gainesville
Palm Coast
75
Magnolia Trace
Figure 1 - Site Location Map
Source: ETM, Flagler County, Esri
Subject Property
N
W
E
S
0
1
2
Miles
ENGLAND-THIMS & MILLER
14775 Old St. Augustine Road, Jacksonville, Florida 32258
904.642.8990 | www.etmgeo.com | www.etminc.com
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Date: 10/31/2025



Figure 2 - Conceptual Site Plan

Study Methodology

The traffic impact analysis has been prepared in accordance with the approved study methodology, which was submitted to the City of Palm Coast on November 4, 2025, and is included in **Appendix A**. Consistent with the approved methodology, a minimum annual traffic growth rate of 1 percent was applied, and the study area for projects generating more than 100 net new external PM peak hour trips was defined to include roadway segments where the project is anticipated to consume three percent (3%) or more of the adopted maximum service volume (MSV). **Table 2** and **Table 3** present the estimated project trip generation for Phase 1 and full buildout, respectively, using trip rates and equations from the *12th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual*. As a planned mixed-use development expected to incorporate commercial and residential land uses, the project is anticipated to generate internal capture and pass-by traffic; these trip components, along with the resulting gross project trip generation for a typical weekday and the AM and PM peak hours, are summarized in the referenced tables. Phase 1 is intended to utilize the existing Magnolia Trace Boulevard access at Belle Terre Boulevard and is evaluated separately under Phase 1 buildout conditions.

Table 2
Magnolia Trace - Phase 1
Project Trip Generation Estimates

CFRPM7 TAZ	Land Use	ITE Land Use Code	Sq. Ft. or Number of Units	Indepen-dent Variable (Units)	Estimation Method (Rate or Equation)	Gross Trip Ends	Gross Trips			
							Entering		Exiting	
							%	Volume	%	Volume
Daily										
1364	Single-family Housing	210	99	Dwelling Units	T = 8.07(X) + 265.45	1,064	50%	532	50%	532
Total						***1,064***		***532***		***532***
AM Peak Hour										
1364	Single-family Housing	210	99	Dwelling Units	T = 0.67(X) + 5.59	72	27%	19	73%	53
Total						***72***		***19***		***53***
PM Peak Hour										
1364	Single-family Housing	210	99	Dwelling Units	Ln(T) = 0.92 Ln(X) + 0.33	95	62%	59	38%	36
Total						***95***		***59***		***36***

Source: ITE Trip Generation Manual 12th Edition

Table 3
Magnolia Trace - Total Buildout
Project Trip Generation Estimates

CFRPM7 TAZ	Land Use	ITE Land Use Code	Sq. Ft. or Number of Units	Independent Variable (Units)	Estimation Method (Rate or Equation)	Gross Trip Ends	Gross Trips				Internal Capture		Pass-by		Net New External Trip Ends	Net New External Trip Ends			
							Entering		Exiting							Entering		Exiting	
							%	Volume	%	Volume	%	Volume	%	Volume		%	Volume	%	Volume
Daily																			
1364	Single-family Housing	210	135	Dwelling Units	T = 8.07(X) + 265.45	1,355	50%	678	50%	677	7%	93	0%	0	1,262	50%	631	50%	631
	Multifamily Housing (Low Rise)	220	98	Dwelling Units	T = 5.63(X) + 120.45	672	50%	336	50%	336	7%	46	0%	0	626	50%	313	50%	313
	Senior Adult Housing Single-Family	251	209	Dwelling Units	Ln(T) = 0.80 Ln(X) + 2.71	1,079	50%	540	50%	539	7%	74	0%	0	1,005	50%	503	50%	502
	Strip Retail Plaza <40KSF	822	35,000	Square Feet	T = 42.20(X) + 229.68	1,707	50%	854	50%	853	10%	171	40%	614	922	50%	461	50%	461
	Total					***4,813***		***2,408***		***2,405***	***8.0%***	***384***		***614***	***3,815***		***1,908***		***1,907***
AM Peak Hour																			
1364	Single-family Housing	210	135	Dwelling Units	T = 0.67(X) + 5.59	96	27%	26	73%	70	1%	1	0%	0	95	27%	26	73%	69
	Multifamily Housing (Low Rise)	220	98	Dwelling Units	T = 0.35(X) + 12.93	47	24%	11	76%	36	1%	1	0%	0	46	24%	11	76%	35
	Senior Adult Housing Single-Family	251	209	Dwelling Units	Ln(T) = 0.71 Ln(X) + 0.40	66	34%	22	66%	44	1%	1	0%	0	65	34%	22	66%	43
	Strip Retail Plaza <40KSF	822	35,000	Square Feet	T= 3.93(X)	138	55%	76	45%	62	2%	3	40%	54	81	55%	45	45%	36
	Total					***347***		***135***		***212***	***1.7%***	***6***		***54***	***287***		***104***		***183***
PM Peak Hour																			
1364	Single-family Housing	210	135	Dwelling Units	Ln(T) = 0.92 Ln(X) + 0.33	127	62%	79	38%	48	12%	16	0%	0	111	62%	69	38%	42
	Multifamily Housing (Low Rise)	220	98	Dwelling Units	T = 0.48(X) + 7.35	54	62%	33	38%	21	12%	7	0%	0	47	62%	29	38%	18
	Senior Adult Housing Single-Family	251	209	Dwelling Units	Ln(T) = 0.79 Ln(X) + 0.15	79	61%	48	39%	31	12%	10	0%	0	69	61%	42	39%	27
	Strip Retail Plaza <40KSF	822	35,000	Square Feet	Ln(T) = 0.68 Ln(X) + 2.77	179	50%	90	50%	89	18%	32	40%	59	88	50%	44	50%	44
	Total					***439***		***250***		***189***	***14.8%***	***65***		***59***	***315***		***184***		***131***

Source: ITE Trip Generation Manual 12th Edition

Significance Analysis

A select link analysis was conducted for a new traffic analysis zone (TAZ 1364) that contains the land use data for Magnolia Trace added to the 2030 data set for version 7 of the *Central Florida Regional Planning Model (CFRPMv7)*. The distribution of project traffic was calculated and used to determine where the project is expected to consume three percent (3%) or more of the adopted MSV. Project traffic distribution was obtained from CFRPMv7 model outputs, with supporting traffic distribution printouts provided in **Appendix B**. The project traffic distribution was applied to the external traffic generated by the Magnolia Trace development to estimate project-related traffic volumes on each roadway segment in the project vicinity. These volumes were then compared to the adopted maximum service volume (MSV) to determine whether the project is expected to consume three percent (3%) or more of the MSV on each roadway segment. **Table 4** illustrates these calculations and whether Magnolia Trace is significant. **Appendix C** contains the *2023 Transportation Facility Status Report for the City of Palm Coast (TFS 2023)* used in the analysis as there is not currently PM peak hour information for the 2025 version.

Table 4
Magnolia Trace
Significance Calculations

Link	Roadway	Segment	Typical Section	Maintaining Agency	LOS STD	Peak Hour MSV	Project Traffic Distribution	PM Peak Hour		
								Project Traffic	Percent MSV	Significant (≥ 3%)
1260	Belle Terre Pkwy	East Hampton Boulevard to SR 100	4ln - Div	COPC	D	3,580	21.64%	68	1.90%	NO
1263	Belle Terre Blvd	SR 100 to Zebulas Trl	4ln - Div	COPC	D	2,170	43.75%	138	6.36%	YES
1265	Belle Terre Blvd	Zebulas Trail to Zaun Trail	4ln - Div	COPC	D	2,170	44.22%	139	6.41%	YES
1270	Belle Terre Blvd	Zaun Trail to Citation Pkwy	4ln - Div	COPC	D	2,170	43.31%	136	6.27%	YES
1275	Belle Terre Blvd	Citation Pkwy to US 1	4ln - Div	COPC	D	2,170	52.27%	165	7.60%	YES
3325	Seminole Woods Pkwy	SR 100 to Ulaturn Place	4ln - Div	COPC	D	5,900	0.00%	0	0.00%	NO
3300	Seminole Woods Pkwy	Ulaturn Place to Citation Pkwy	4ln - Div	COPC	D	5,900	0.00%	0	0.00%	NO
3310	Seminole Woods Pkwy	Citation Pkwy to Sesame Blvd	2-ln - UnDiv	COPC	D	2,170	1.55%	5	0.23%	NO
3305	Seminole Woods Pkwy	Sesame Blvd to US 1	2-ln - UnDiv	COPC	D	2,170	2.59%	8	0.37%	NO
3320	Sesame Boulevard	Seminole Woods Pkwy to terminus	2-ln - UnDiv	COPC	D	2,170	0.43%	1	0.05%	NO
3515	State Road 100	Seminole Woods Pkwy to Bulldog Drive	4ln - Div	FDOT	D	3,580	15.07%	47	1.31%	NO
3510	State Road 100	Bulldog Drive to Landing Blvd	4ln - Div	FDOT	D	3,580	20.03%	63	1.76%	NO
3505	State Road 100	Landing Blvd to Belle Terre Pkwy	4ln - Div	FDOT	D	3,580	20.67%	65	1.82%	NO
3500	State Road 100	Belle Terre Pkwy to Palm Coast City Limits	4ln - Div	FDOT	D	3,580	1.44%	5	0.14%	NO
3725	US1 (SR5)	Royal Palms Parkway to Espanola Road	4ln - Div	FDOT	D	3,580	0.36%	1	0.03%	NO
101	US1 (SR5)	Palm Coast City Limit to Belle Terre Pkwy	4ln - Div	FDOT	D	3,580	9.48%	30	0.84%	NO
3750	US1 (SR5)	Belle Terre Pkwy to DuPont Rd	4ln - Div	FDOT	D	3,580	42.79%	135	3.77%	YES
3755	US1 (SR5)	DuPont Rd to Seminole Woods Pkwy	4ln - Div	FDOT	D	3,580	37.08%	117	3.27%	YES
235	US1 (SR5)	Seminole Woods Pkwy to Palm Coast City Limit	4ln - Div	FDOT	D	3,580	34.28%	108	3.02%	YES

Source: FDOT Quality/Level of Service Handbook, CFRPMv7

= Significantly Impacted Link

Study Area

As prior indicated in **Table 4**, the following roadway segment and intersections are significantly impacted by the project and were included in this analysis.

Roadway Segments

- Belle Terre Boulevard from SR 100 to Zebulas Trail
- Belle Terre Boulevard from Zebulas Trail to Zaun Trail
- Belle Terre Boulevard from Zaun Trail to Citation Parkway
- Belle Terre Boulevard from Citation Parkway to US 1
- US 1 from Belle Terre Parkway to Dupont Road
- US 1 from Dupont Road to Seminole Woods Parkway
- US 1 from Seminole Woods Parkway to the Palm Coast City Limits

Intersections

- Belle Terre Boulevard and SR 100
- Belle Terre Boulevard and US 1
- Belle Terre Boulevard and Citation Boulevard

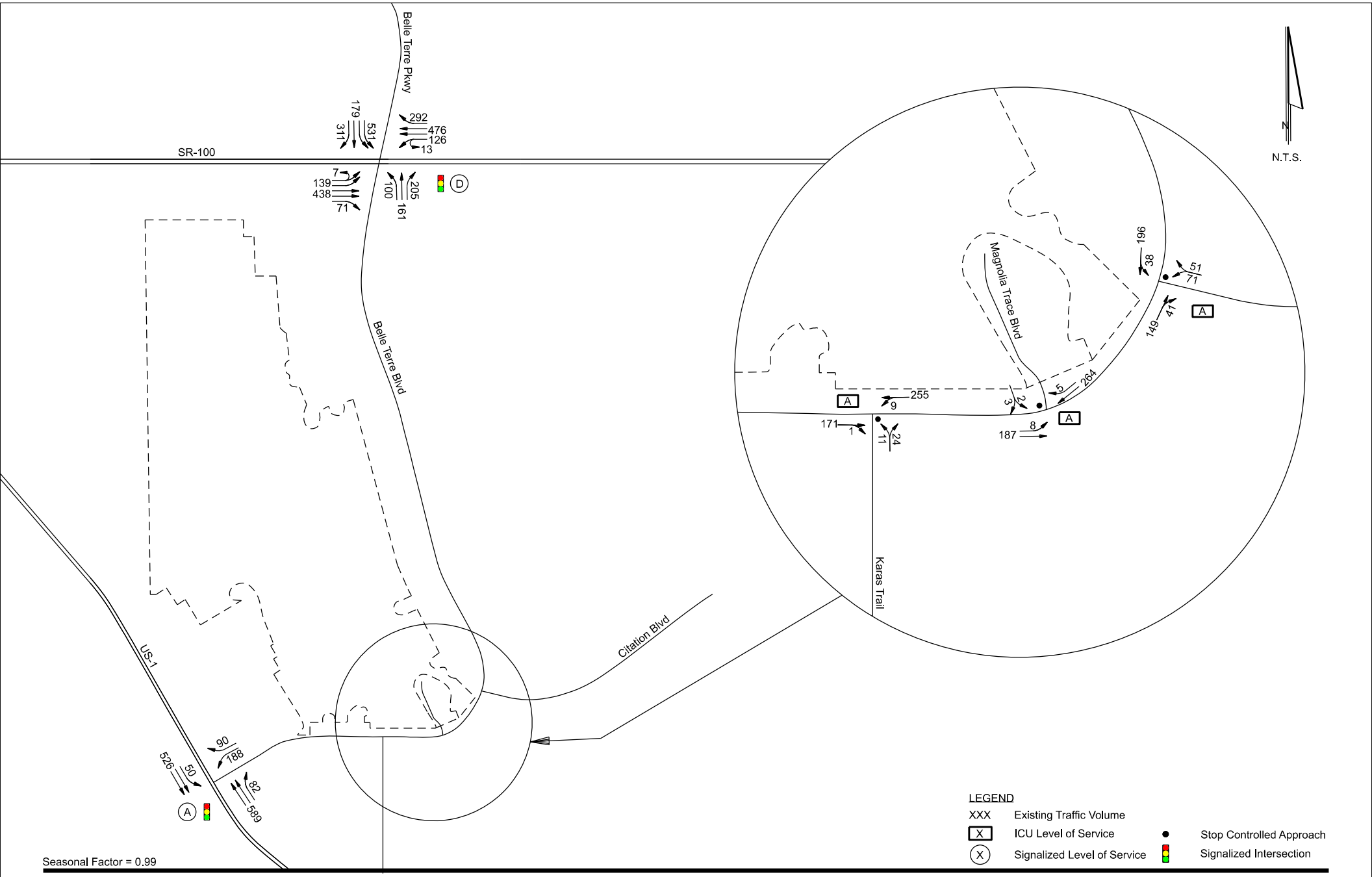
Inventory of Existing Conditions

Traffic counts at the existing intersections within the study area were collected on Tuesday, October 14, 2025, for both the AM and PM peak hours. Copies of the traffic count data are included in **Appendix D**. **Table 5** presents the existing PM peak hour traffic volumes on the adjacent segments of Belle Terre Parkway and US-1, along with the corresponding levels of service based on the most recent COPC TFS (2023). **Figure 3** and **Figure 4** illustrate the existing AM and PM peak hour turning movement volumes, respectively, at the study area intersections, along with the lane configurations and corresponding levels of service. Operational conditions were evaluated in accordance with the methodologies outlined in the *7th Edition of the Highway Capacity Manual (HCM)* using *Synchro/SimTraffic* software based on available lane configuration, traffic volume, and signal timing data. The existing signal timing plan for SR-100 at Belle Terre Boulevard was incorporated into the Synchro model based on discussion with COPC and is provided in **Appendix E**. Traffic counts were adjusted using an appropriate seasonal factor, and the FDOT Seasonal Factor Report is provided in **Appendix F**. These conversions along with all other volume calculations are presented in **Appendix G**. As shown, the analyzed intersections are currently operating at acceptable levels of service. Copies of the Synchro output files for existing conditions are included in **Appendix H**.

Table 5
Magnolia Trace
Existing Segment Analysis

Roadway	Segment	LOS STD	PM Peak Hour		
			MSV (vph)	Existing Vol 2023 (vph)	Level of Service
Belle Terre Blvd	SR 100 to Zebulas Trl	D	2,170	1,019	C
Belle Terre Blvd	Zebulas Trail to Zaun Trail	D	2,170	843	C
Belle Terre Blvd	Zaun Trail to Citation Parkway	D	2,170	679	B
Belle Terre Blvd	Citation Pkwy to US 1	D	2,170	640	B
US1 (SR5)	Belle Terre Pkwy to DuPont Rd	D	3,580	1,959	C
US1 (SR5)	DuPont Rd to Seminole Woods Pkwy	D	3,580	2,201	C
US1 (SR5)	Seminole Woods Pkwy to Palm Coast City Limit	D	3,580	2,005	C

Source: City of Palm Coast Transportation Facility Status Report, 2023

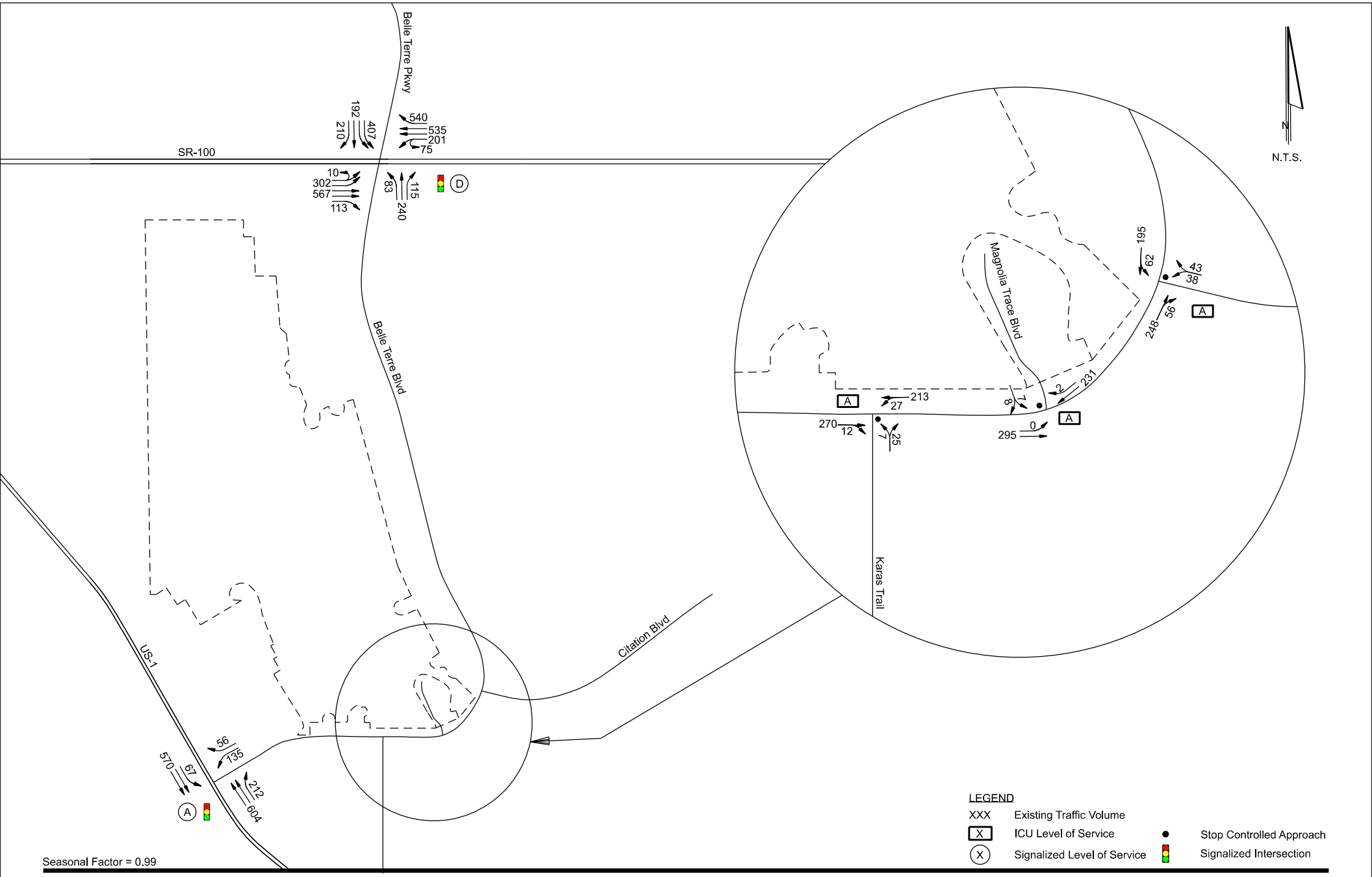


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Magnolia Trace Traffic Analysis

AM Peak Hour Existing Traffic Volumes

Figure 3



Seasonal Factor = 0.99

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Magnolia Trace Traffic Analysis

PM Peak Hour Existing Traffic Volumes

Figure 4

Growth Rate Calculations

Growth rates for the 2025 to 2031 analysis period were developed based on roadway jurisdiction and available data sources. For City of Palm Coast (COPC) roadways, growth rates were established using historical traffic data provided by the City in combination with iterative 2025 AADT estimates to develop representative annual growth trends. For non-City roadways, growth rates were derived from historical annual average daily traffic (AADT) data obtained from the *2024 Florida Traffic Online (FTO)* database. The *FDOT Traffic Trends Analysis Tool* was used to calculate historical growth rates from the available AADT data, with trend-based growth rates applied where the coefficient of determination (R^2) was greater than 0.70. If necessary, a minimum annual growth rate of 1 percent was applied, consistent with the approved study methodology. Supporting AADT data, *COPC historical data*, and *FDOT Traffic Trends Analysis Tool* outputs are provided in **Appendix I**. **Table 6** summarizes the adopted growth rates, including the historical annual growth and corresponding growth factors (GF) for each roadway segment where the project is significant or that serves as an approach to a study intersection.

Table 6
Magnolia Trace
Growth Rate Summary

Roadway Segment		Link # or Site #	2017 AADT	2018 AADT	2019 AADT	2020 AADT	2021 AADT	2022 AADT	2023 AADT	2024 AADT	2025 AADT	Annual Percentage Growth Calculated	Growth Factor 2025-2031 (Intersection Approaches)
Belle Terre Blvd	Citation Parkway to US 1	1275	3,800	3,800	3,800	4,038	4,275	4,288	4,301	4,667	5,032	4.32%	1.2889
Belle Terre Blvd	Zaun Trail to Citation Parkway	1270	4,000	4,000	4,000	4,470	4,939	5,118	5,297	5,671	6,044	7.51%	1.5442
Belle Terre Blvd	SR 100 to Zebulas Trail	1263	8,400	8,400	8,400	8,525	8,650	9,002	9,353	9,600	9,846	2.47%	1.1577
Belle Terre Pkwy	East Hampton Boulevard to SR 100	1260	22,000	22,000	22,000	25,535	29,069	27,232	25,394	26,525	27,655	2.43%	1.1549
SR-100	W of Belle Terre Blvd	730054	15,700	15,000	12,600	12,400	12,400	15,400	16,200	16,600	N/A	1.52%	1.0947
SR-100	E of Belle Terre Blvd	730002	21,400	21,500	21,500	20,100	20,200	20,300	23,000	24,000	N/A	1.09%	1.0672
US1 (SR5)	S of SR 100	730301	11,400	12,100	11,800	11,600	11,600	12,400	13,000	13,400	N/A	1.70%	1.1064

AADT for COPC roadways was obtained from COPC 2023 Historical Data and 2025 ; odd years used directly and interpolated for even years

AADT for non-COPC roadways obtained from Florida Traffic Online

Growth rate obtain from FDOT Trends Analysis Tool

*Minimun Growth Rate 1% as approved in methodology

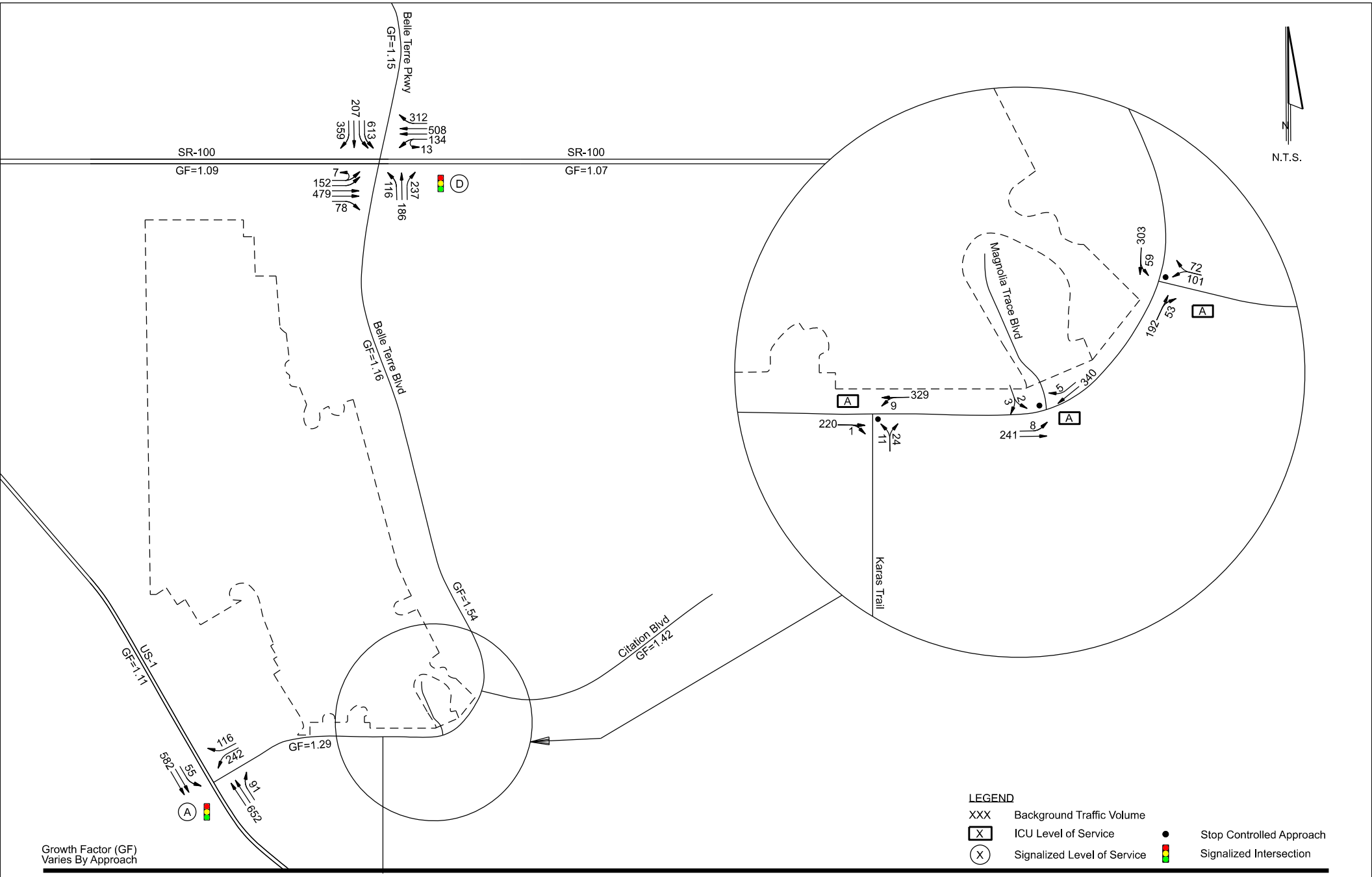
Background Traffic Estimates

The 2031 background traffic volumes for the analyzed roadway segments were developed by combining existing traffic volumes with vested trips for each segment where the project is significant. Existing segment volumes were obtained from the most recent *City of Palm Coast Transportation Facility Status (TFS) Report (2023)*, which is provided in **Appendix C**. **Table 7** summarizes the segment analysis, including maximum service volumes (MSV) from the TFS Report, existing traffic volumes, project vested trips, and resulting background traffic volumes. **Figure 5** and **Figure 6** illustrate the estimated AM and PM peak hour turning movement volumes at the study intersections under background conditions. Operational analyses for background conditions were conducted in accordance with the methodologies outlined in the *7th Edition of the Highway Capacity Manual* (HCM) using *Synchro/SimTraffic* software, with signal timing optimized to evaluate intersection performance. As shown, all analyzed segments are expected to operate at acceptable levels of service. **Appendix J** contains the *Synchro* output files for the background analysis.

Table 7
Magnolia Trace
Background Segment Analysis (2031)

Roadway	Segment	LOS Standard	PM Peak Hour				
			MSV (vph)	Existing Vol 2023 (vph)	Vested Trips (vph)	Bckg'd (vph)	Level of Service
Belle Terre Blvd	SR 100 to Zebulas Trl	D	2,170	1,019	179	1,198	C
Belle Terre Blvd	Zebulas Trail to Zaun Trail	D	2,170	843	167	1,010	C
Belle Terre Blvd	Zaun Trail to Citation Parkway	D	2,170	679	167	846	C
Belle Terre Blvd	Citation Pkwy to US 1	D	2,170	640	184	824	C
US1 (SR5)	Belle Terre Pkwy to DuPont Rd	D	3,580	1,959	490	2,449	C
US1 (SR5)	DuPont Rd to Seminole Woods Pkwy	D	3,580	2,201	281	2,482	C
US1 (SR5)	Seminole Woods Pkwy to Palm Coast City Limit	D	3,580	2,005	325	2,330	C

Source: City of Palm Coast Transportation Facility Status Report, 2023

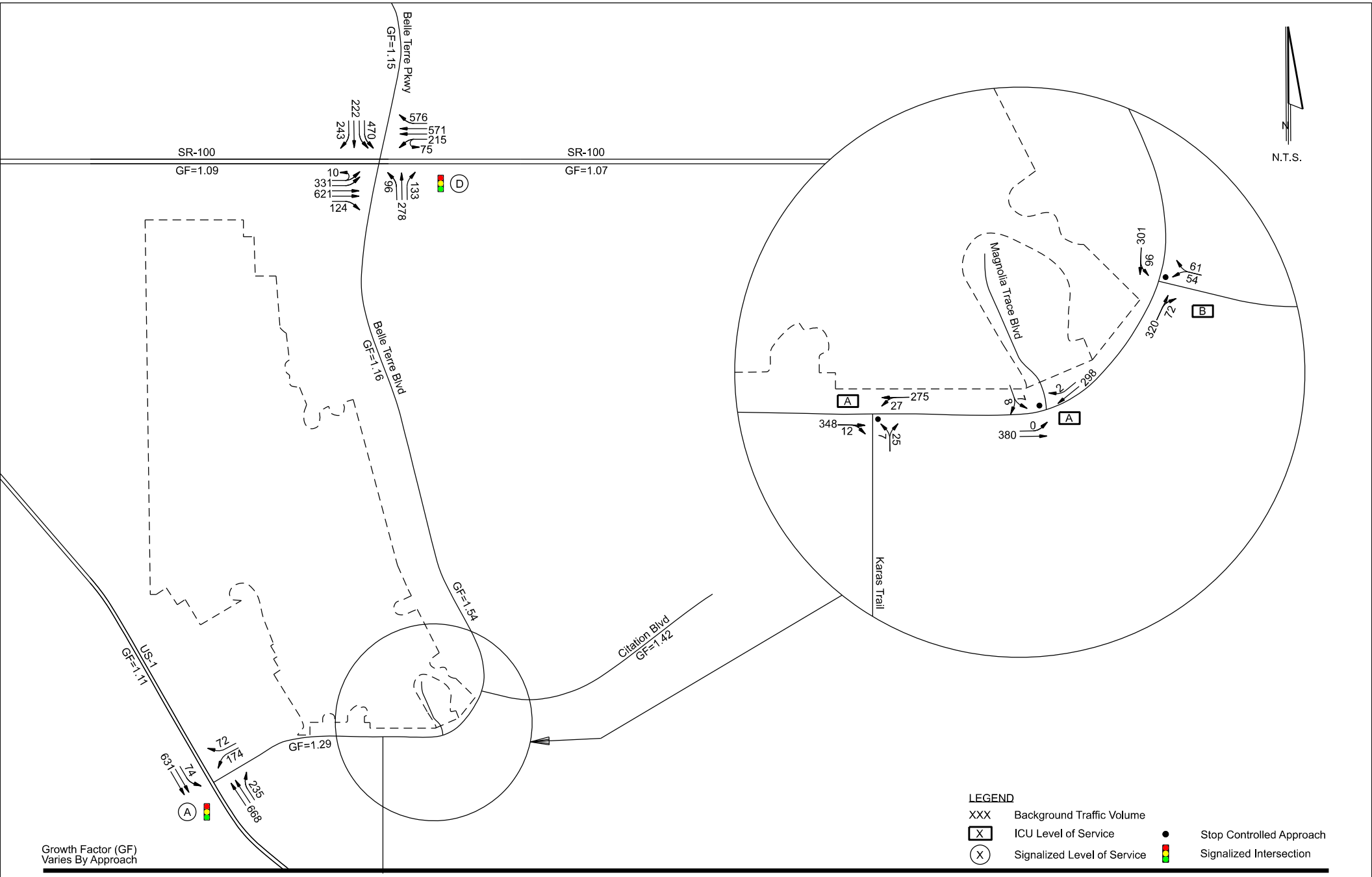


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Magnolia Trace Traffic Analysis

AM Peak Hour Background Traffic Volumes

Figure 5



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Magnolia Trace Traffic Analysis

PM Peak Hour Background Traffic Volumes

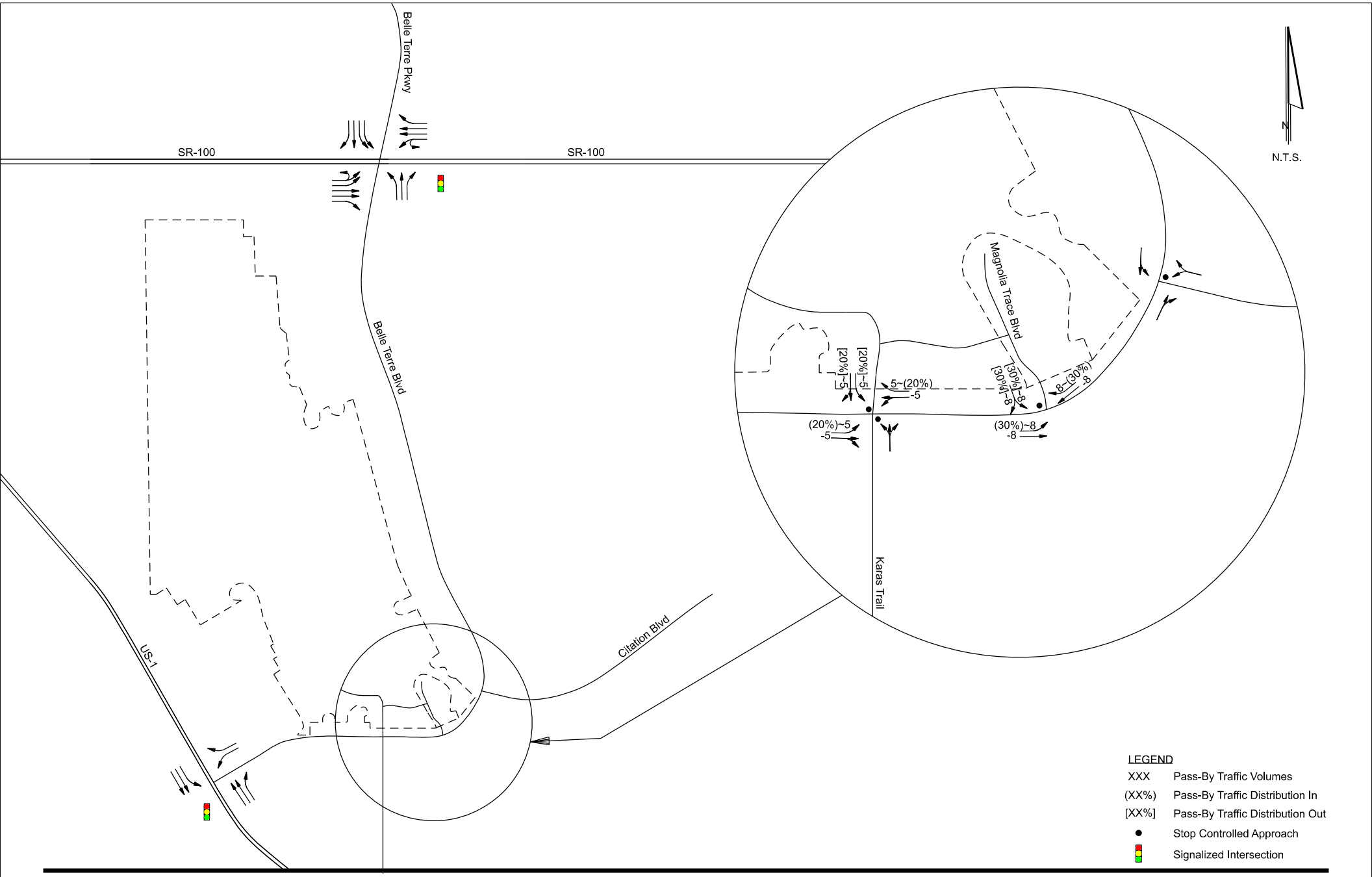
Figure 6

Trip Generation Estimates and Distribution Methodology

Project traffic was estimated using trip generation rates and equations contained in the *12th Edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual*. As discussed previously in the study methodology, **Table 3** presents the trip generation calculations for a typical weekday, as well as the AM and PM peak hours. The proposed development includes single-family residential, multifamily residential, active adult housing, and commercial land uses. The analysis accounts for internal capture and pass-by trips, with pass-by traffic applied to the two accesses serving the proposed commercial component. **Figure 7** and **Figure 8** illustrate the pass-by traffic volumes and associated distribution for the AM and PM peak hours, respectively, with the pass-by distribution determined based on engineering judgment. Total project traffic was then distributed and assigned to the surrounding roadway network based on traffic patterns derived from the *CFRPMv7.0* model as illustrated in **Figure 9.**

Phase 1 Buildout Conditions

Phase 1 of the proposed development consists of 99 single-family dwelling units. Trip generation for this phase was also summarized in **Table 2**. Project traffic was distributed using the same methodology and distribution patterns derived from the *CFRPMv7.0 model*. Traffic volumes were calculated consistent with the methodology applied to the study intersections to determine projected conditions. Detailed volume calculations for the Magnolia Trace Boulevard at Belle Terre Boulevard intersection are provided in **Appendix K**. Operational analysis using Synchro was conducted for this intersection only, as traffic volumes at all other study intersections are higher under total buildout conditions. Corresponding Synchro reports are included also in **Appendix K**. The project traffic distribution is illustrated in **Figure 10**, while **Figure 11** and **Figure 12** present the project and buildout traffic conditions for Phase 1 during the AM and PM peak hours, respectively.

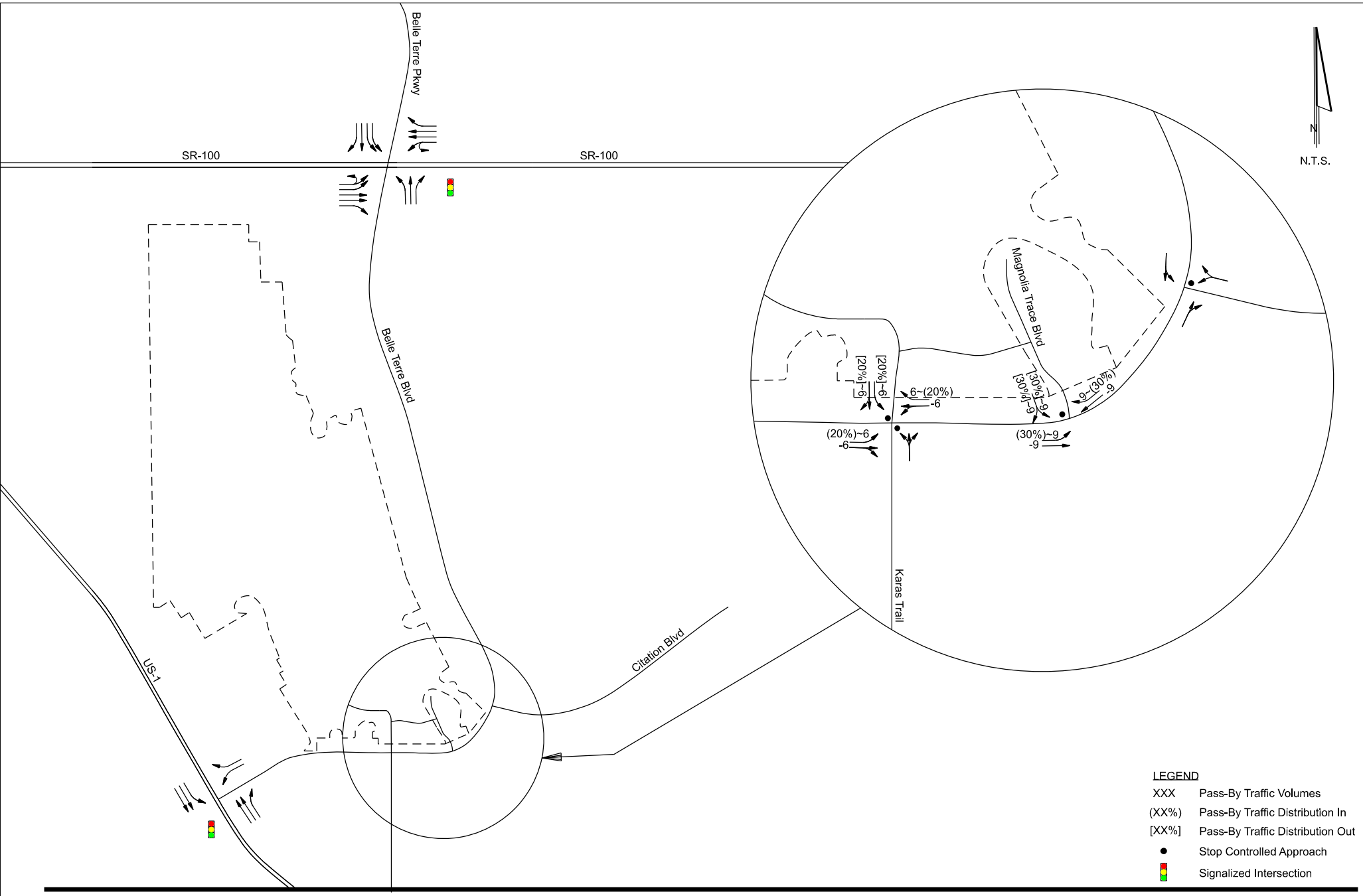


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Magnolia Trace Traffic Analysis

AM Pass-By Traffic And Distribution

Figure 7

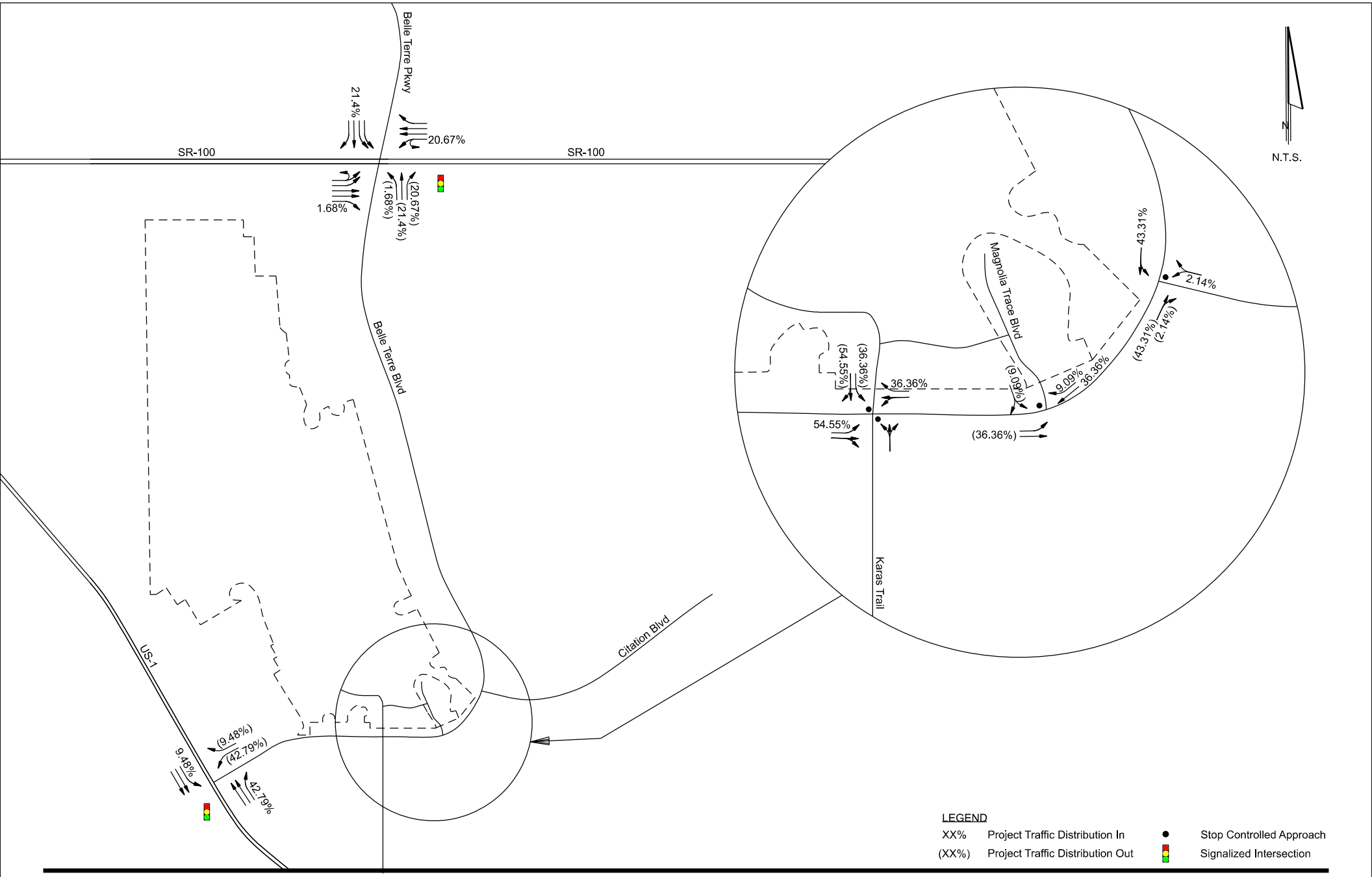


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Magnolia Trace Traffic Analysis

PM Pass-By Traffic And Distribution

Figure 8

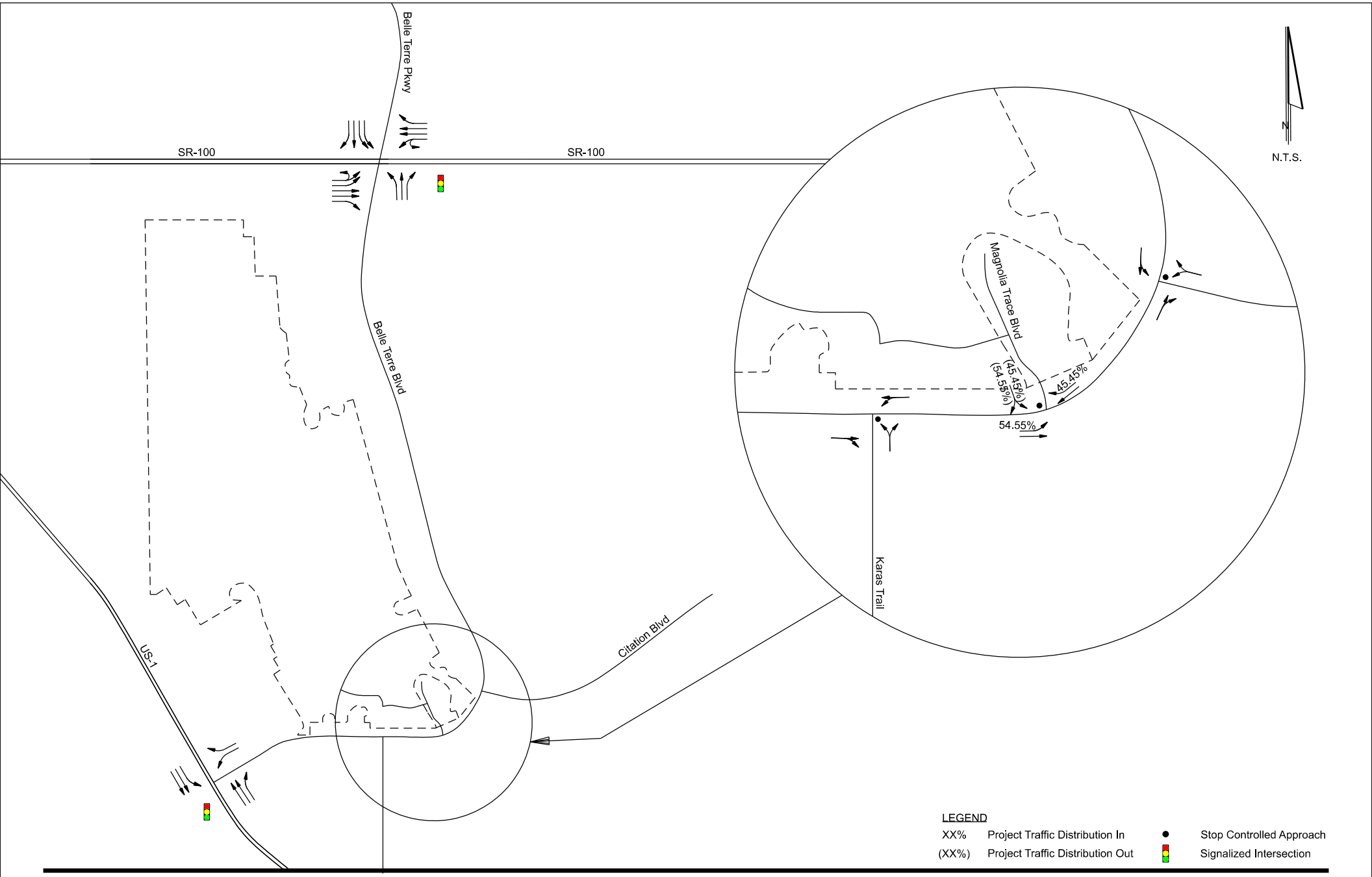


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Magnolia Trace Traffic Analysis

Project Traffic Distribution

Figure 9

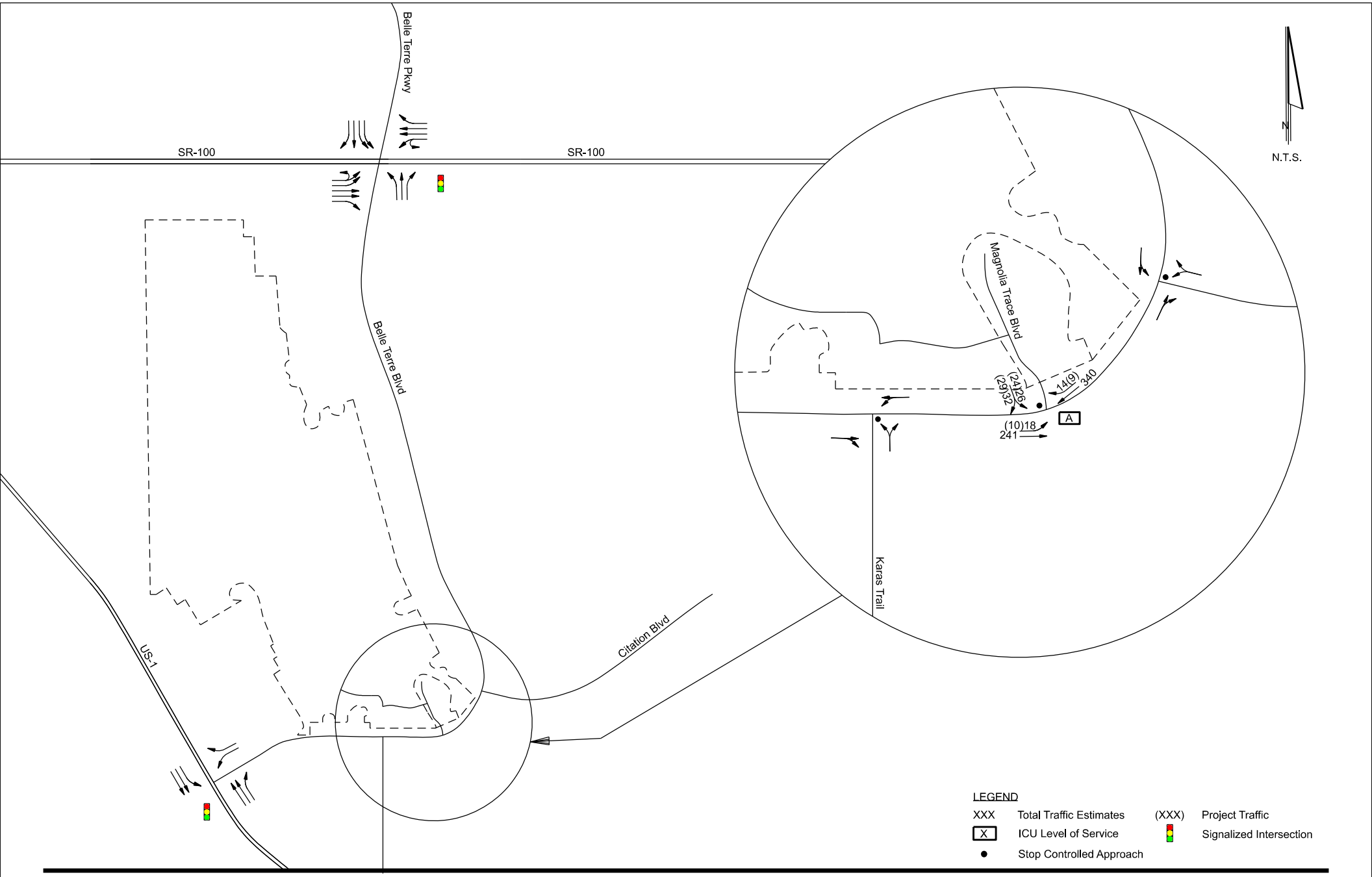


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Magnolia Trace Traffic Analysis

Phase 1 Project Traffic Distribution

Figure 10

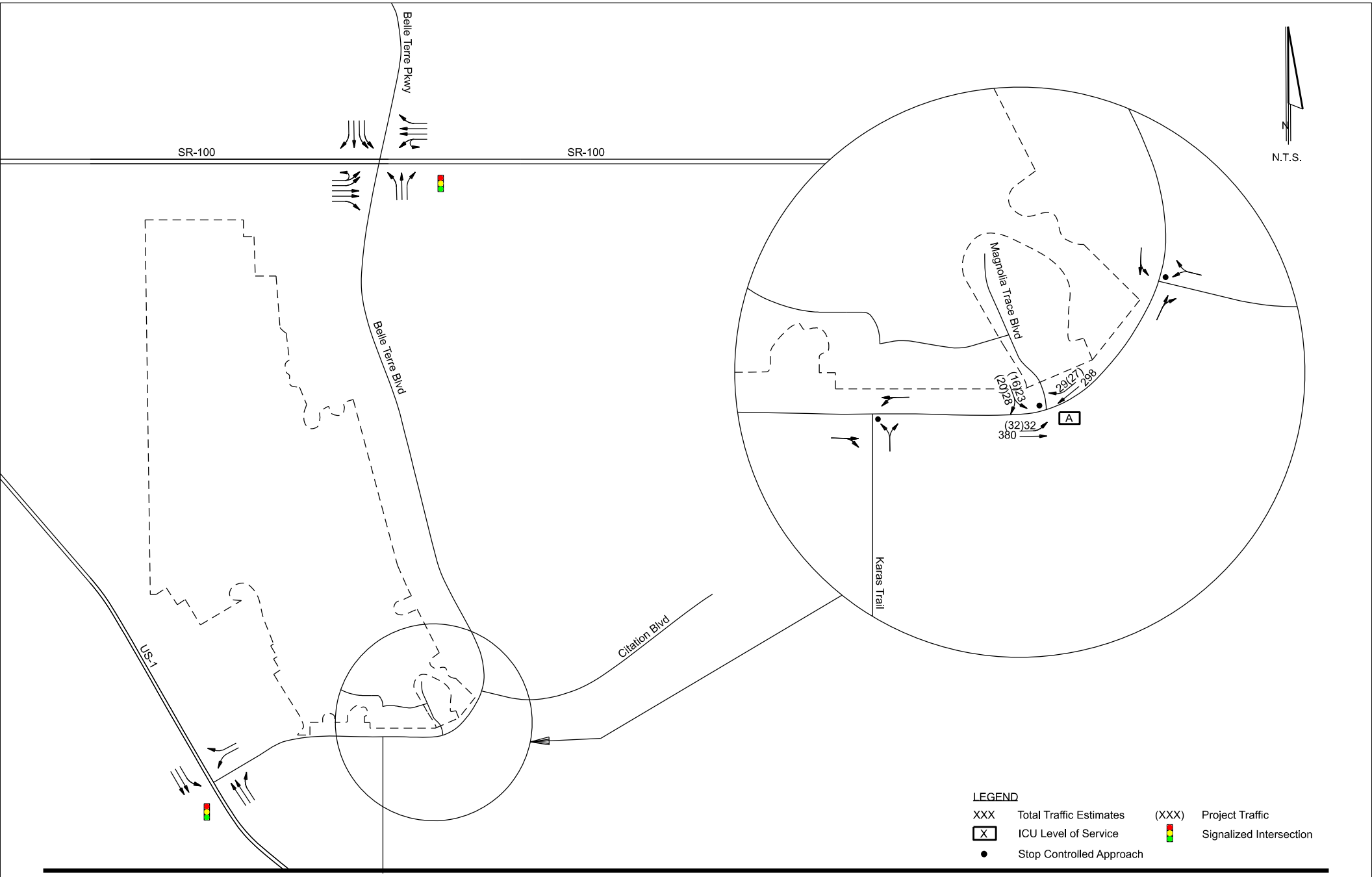


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Magnolia Trace
Traffic Analysis

AM Peak Hour
Phase 1 Total Traffic
Volumes

Figure 11



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Magnolia Trace
Traffic Analysis

PM Peak Hour
Phase 1 Total Traffic
Volumes

Figure 12

Total Buildout Traffic Conditions

Table 8 illustrates the operating conditions on the significantly impacted roadway segment, with all segments and intersections expected to operate at an acceptable level of service. The AM and PM peak hour project traffic volumes are shown in **Figure 13** and **Figure 14**, respectively. **Figure 15** and **Figure 16** illustrate the estimated turning movement volumes at the study intersections for the total traffic conditions during the AM and PM peak hours, respectively. Signal timing plans were optimized as part of the analysis to reflect projected traffic conditions. Copies of the Synchro printouts for the total traffic conditions are included in **Appendix L**.

Table 8
Magnolia Trace
Buildout Segment Analysis (2031)

Roadway	Segment	LOS Standard	PM Peak Hour					
			MSV (vph)	Bckg'd (vph)	Distrib (%)	Project Trips (vph)	Total (vph)	Level of Service
Belle Terre Blvd	SR 100 to Zebulas Trl	D	2,170	1,198	43.75%	138	1,336	C
Belle Terre Blvd	Zebulas Trail to Zaun Trail	D	2,170	1,010	44.22%	139	1,149	C
Belle Terre Blvd	Zaun Trail to Citation Parkway	D	2,170	846	43.31%	136	982	C
Belle Terre Blvd	Citation Pkwy to US 1	D	2,170	824	52.27%	165	989	C
US1 (SR5)	Belle Terre Pkwy to DuPont Rd	D	3,580	2,449	42.79%	135	2,584	C
US1 (SR5)	DuPont Rd to Seminole Woods Pkwy	D	3,580	2,482	37.08%	117	2,599	C
US1 (SR5)	Seminole Woods Pkwy to Palm Coast City Limit	D	3,580	2,330	34.28%	108	2,438	C

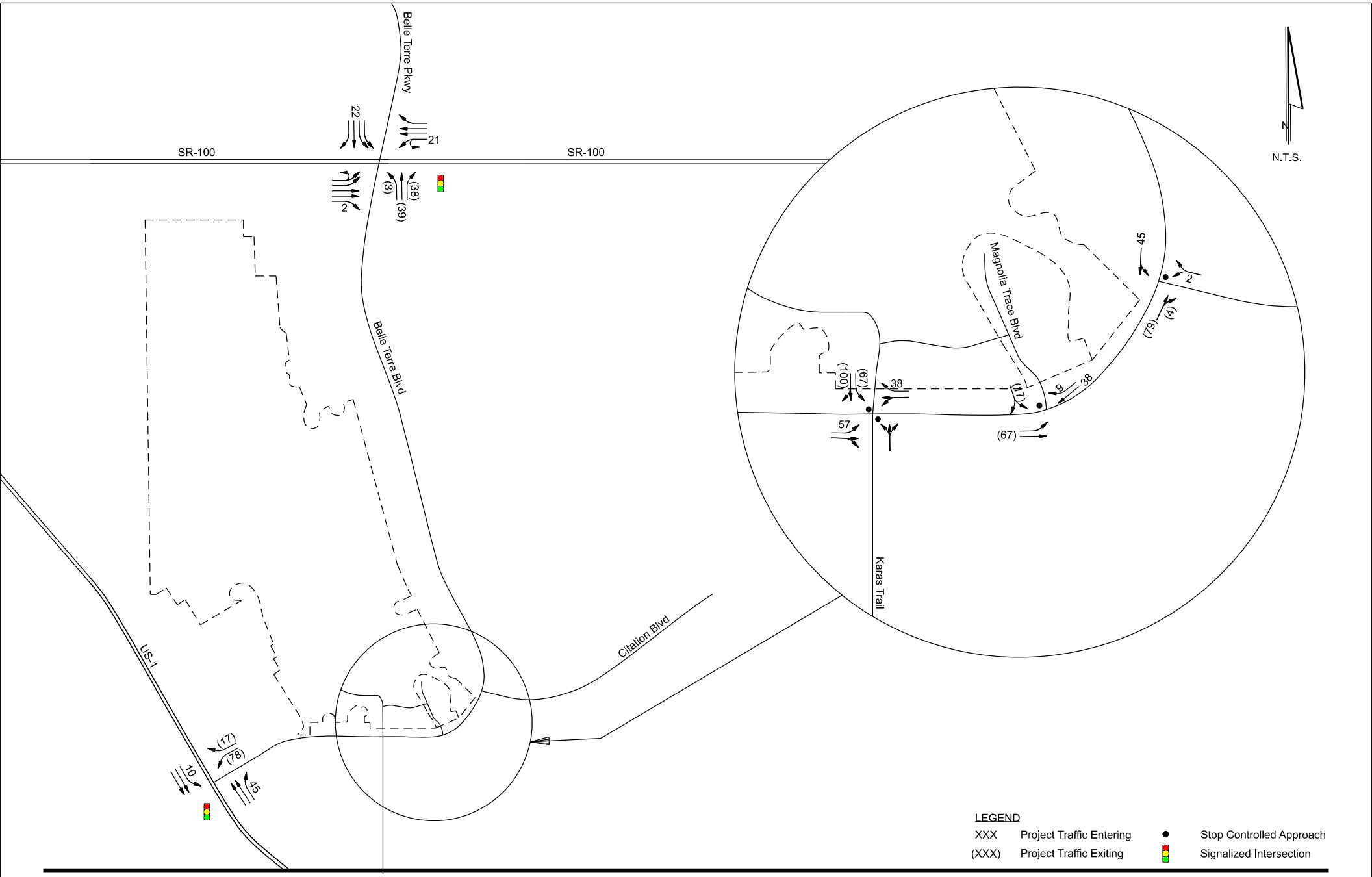
Source: City of Palm Coast Transportation Facility Status Report, 2023

Signal Warrant Analysis

A signal warrant analysis was conducted at the intersection of Belle Terre Boulevard and Karas Trail/Future Project Driveway in accordance with *MUTCD* and *FDOT* guidelines using projected buildout traffic conditions. The results indicate that none of the signal warrants are satisfied under total buildout conditions. Detailed calculations are provided in **Appendix N**, and the corresponding buildout traffic volumes are shown in **Table 9.**

Table 9
Magnolia Trace
Belle Terre Blvd & Karas Trl - 13-Hour Volume Summary

Hour	Buildout (2031)	
	Future Project Driveway (WB + EB Total)	Future Project Drivway (SB Total)
6:00:00 AM	343	38
7:00:00 AM	517	76
8:00:00 AM	542	78
9:00:00 AM	451	72
10:00:00 AM	430	72
11:00:00 AM	428	76
12:00:00 PM	535	95
1:00:00 PM	462	102
2:00:00 PM	542	100
3:00:00 PM	685	95
4:00:00 PM	611	89
5:00:00 PM	585	93
6:00:00 PM	405	80

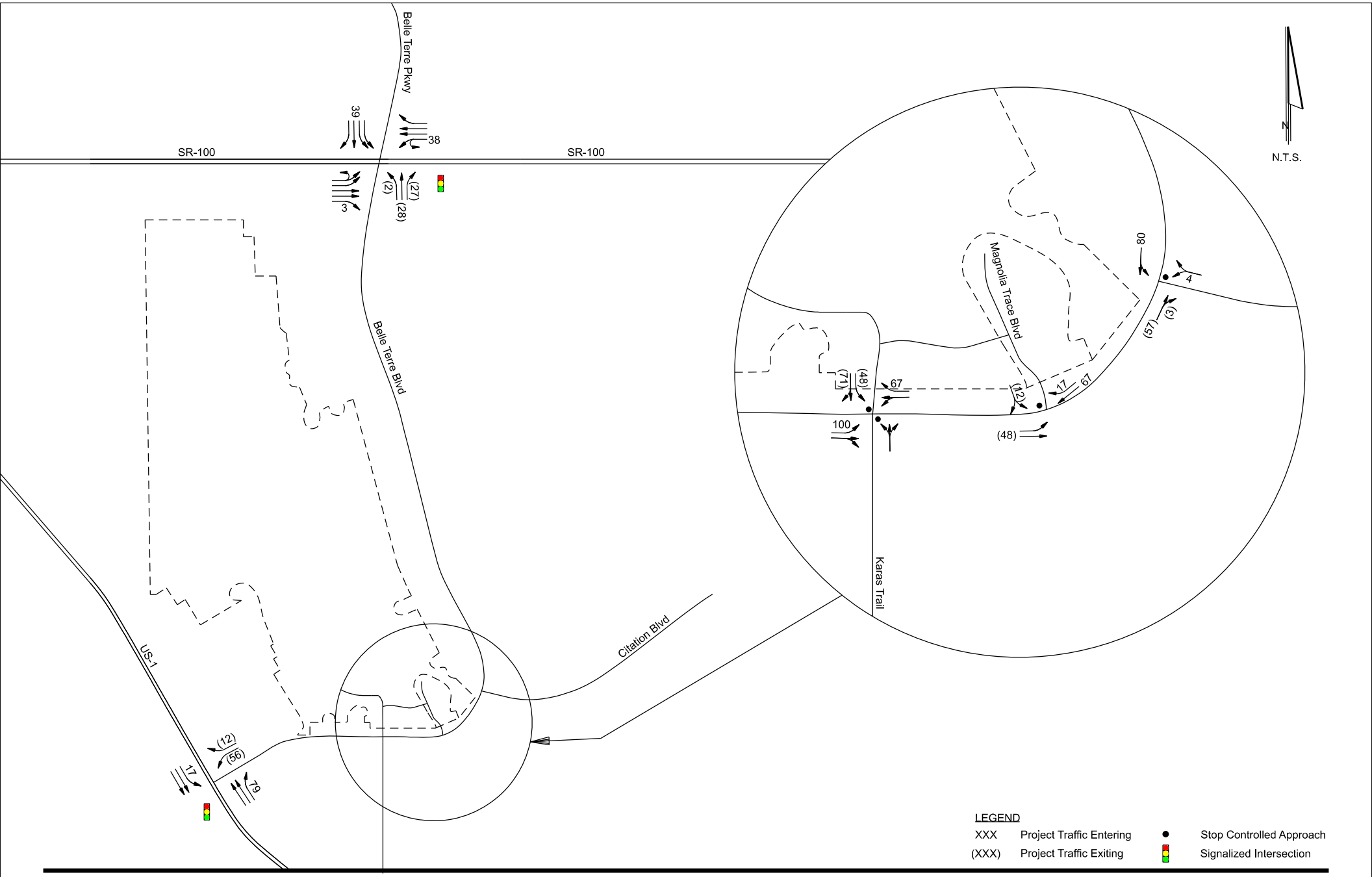


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Magnolia Trace Traffic Analysis

AM Peak Hour Project Traffic Volumes

Figure 13

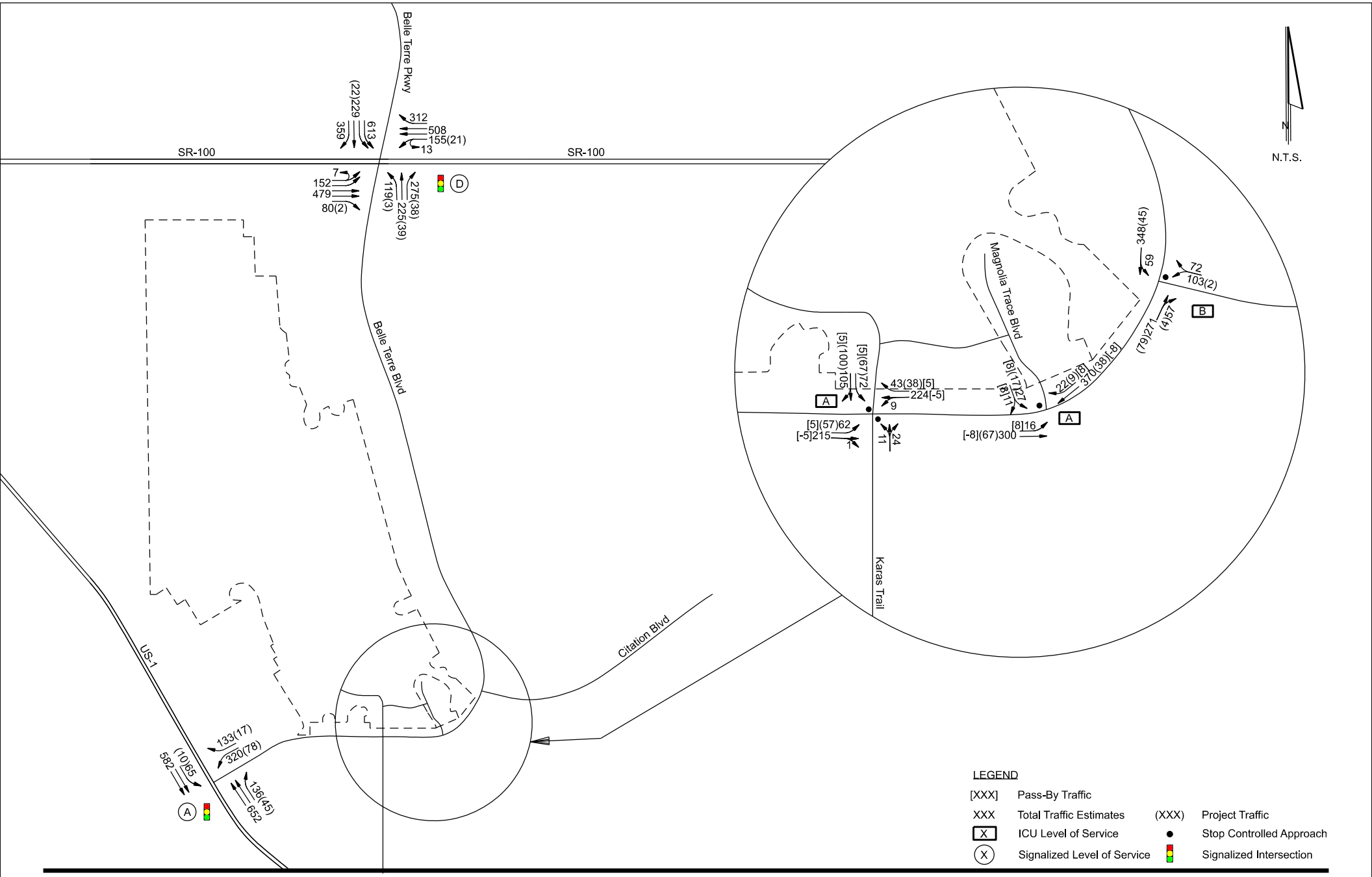


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Magnolia Trace Traffic Analysis

PM Peak Hour Project Traffic Volumes

Figure 14

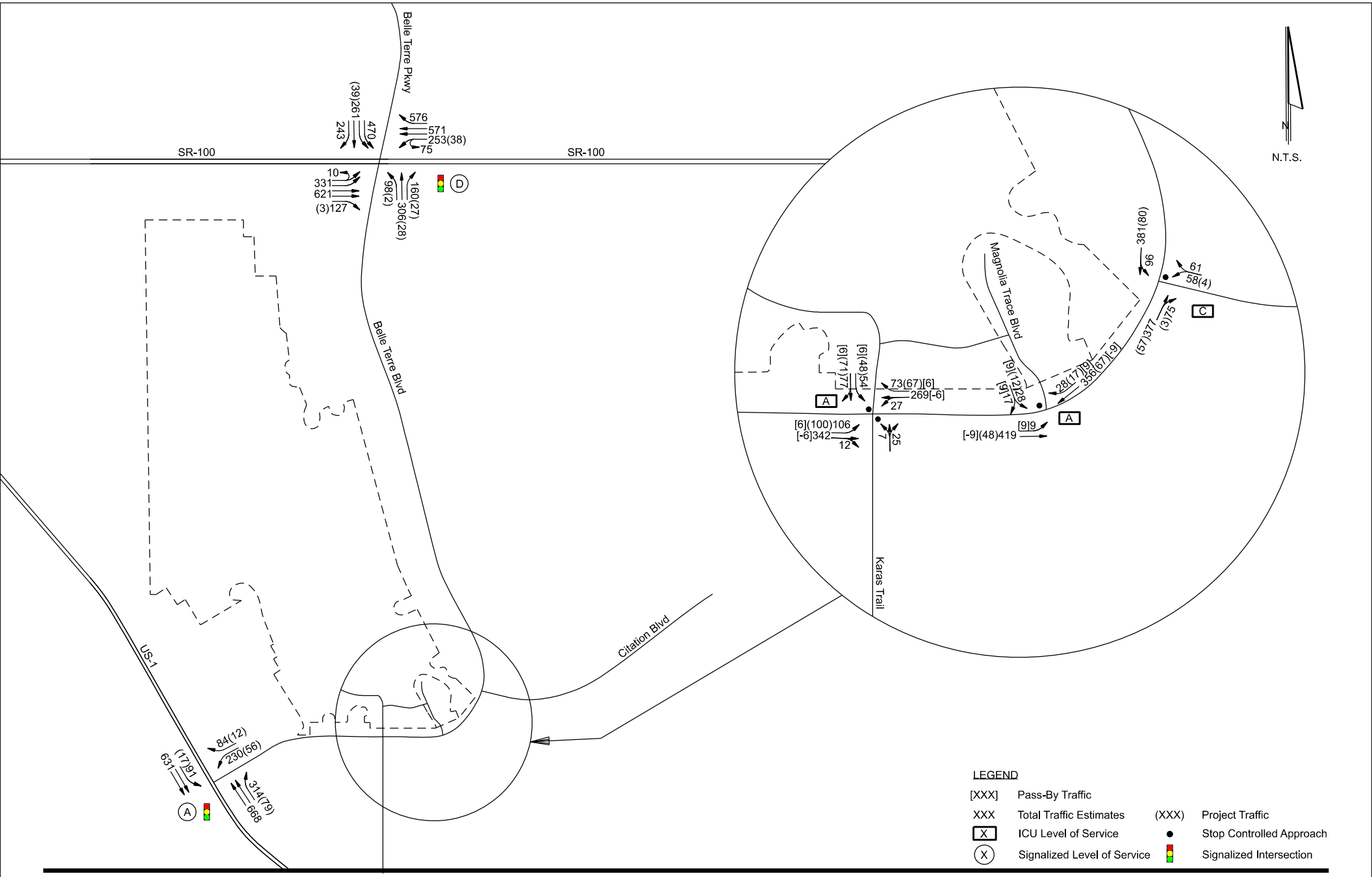


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Magnolia Trace Traffic Analysis

AM Peak Hour Total Buildout Volumes

Figure 15



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Magnolia Trace Traffic Analysis

PM Peak Hour Total Buildout Volumes

Figure 16

Roadway Needs

The need for right-turn lanes at the project access points was evaluated in accordance with the City of Palm Coast Turn Lane Technical Guidelines, which are provided in **Appendix M**. The projected right-turn volume at the project access opposite Karas Trail is 73 vehicles per hour, exceeding the applicable threshold of 60 right-turning vehicles per peak hour for a two-lane roadway with an AADT greater than 5,000 vehicles and a posted speed of 40 mph or higher. Therefore, ETM recommends installation of a right-turn lane on Belle Terre Boulevard opposite Karas Trail to serve the proposed project. In accordance with the City of Palm Coast guidelines, the recommended lane geometry for a roadway with a posted speed of 50 mph or greater includes a 100-foot taper, 135 feet of full-width deceleration, and a storage length equal to 45 percent of the SLDT value, resulting in a 35-foot storage length.

The need for a left-turn lane at the southern project access opposite Karas Trail was evaluated in accordance with the City of Palm Coast Turn Lane Technical Guidelines. The projected left-turn volume of 106 vehicles per hour at the proposed project entrance across from Karas Trail exceeds the applicable threshold of 15 left-turning vehicles per peak hour for a two-lane roadway with an AADT greater than 5,000 vehicles and a posted speed of 40 mph or higher. Based on this analysis, ETM recommends installation of an eastbound left-turn lane at the future project entrance on Belle Terre Boulevard opposite the existing Karas Trail access. In accordance with City of Palm Coast guidelines, the recommended lane geometry consists of a 100-foot taper, 135 feet of full-width deceleration, and a 110-foot storage length.

Conclusions

Based on the analysis, the proposed project is not expected to result in significant operational impacts to the roadway analyzed segments in the project vicinity. ETM recommends installation of an eastbound left turn lane and a westbound right turn lane on Belle Terre Boulevard serving the project driveway opposite the existing Karas Trail access. Based on the analysis in the provided conditions, ETM has no additional recommendations beyond the improvements identified the roadway needs portion of the analysis.

Appendix A

(COPC Traffic Study Methodology)

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November 4th, 2025

Mr. Phong Nguyen, PTP
Planning Manager
City of Palm Coast
160 Lake Avenue
Palm Coast, FL 32164

Re: **Magnolia Trace – Traffic Impact Analysis Methodology, Palm Coast, Florida**
ETM No. 22-233-02

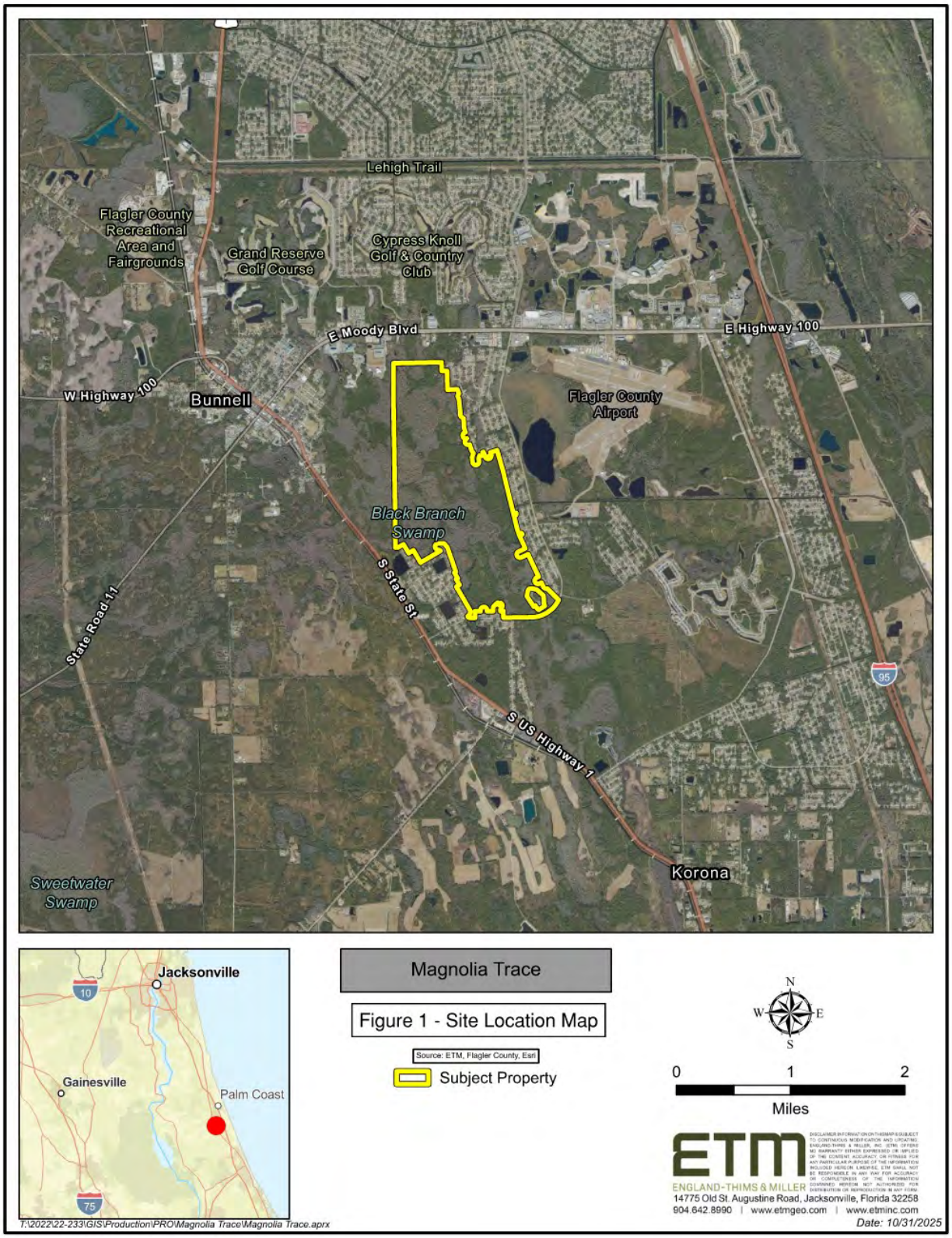
Dear Mr. Nguyen:

England, Thims & Miller, Inc. (ETM) has been retained by GreenPointe Developers, LLC, to prepare a Traffic Impact Analysis (TIA) for the proposed Magnolia Trace development. The proposed project is located north of Belle Terre Boulevard and east of US 1 and in the City of Palm Coast, Florida. The development will access the external roadway network via two access driveways on Belle Terre Boulevard. A general location map is attached as **Figure 1** and the conceptual site plan as **Figure 2**.

The purpose of performing the TIA is to provide the necessary traffic operational information to obtain transportation concurrency for the proposed development illustrated in the conceptual site plan and to identify the potential impacts of the project. The project is expected to be fully developed and fully occupied by 2032 and will consist of approximately 382 single-family homes, 220 multifamily townhomes, 251 active adult housing and 35,000 square feet of retail space.

The City of Palm Coast has adopted the River to Sea Transportation Planning Organization (R2CTPO) TIA guidelines. In accordance with these guidelines, this letter outlines the proposed methodology used to guide the analysis.

Re: Magnolia Trace – TIA Methodology, Palm Coast, Florida - ETM No. 22-233-02



Re: Magnolia Trace – TIA Methodology, Palm Coast, Florida - ETM No. 22-233-02

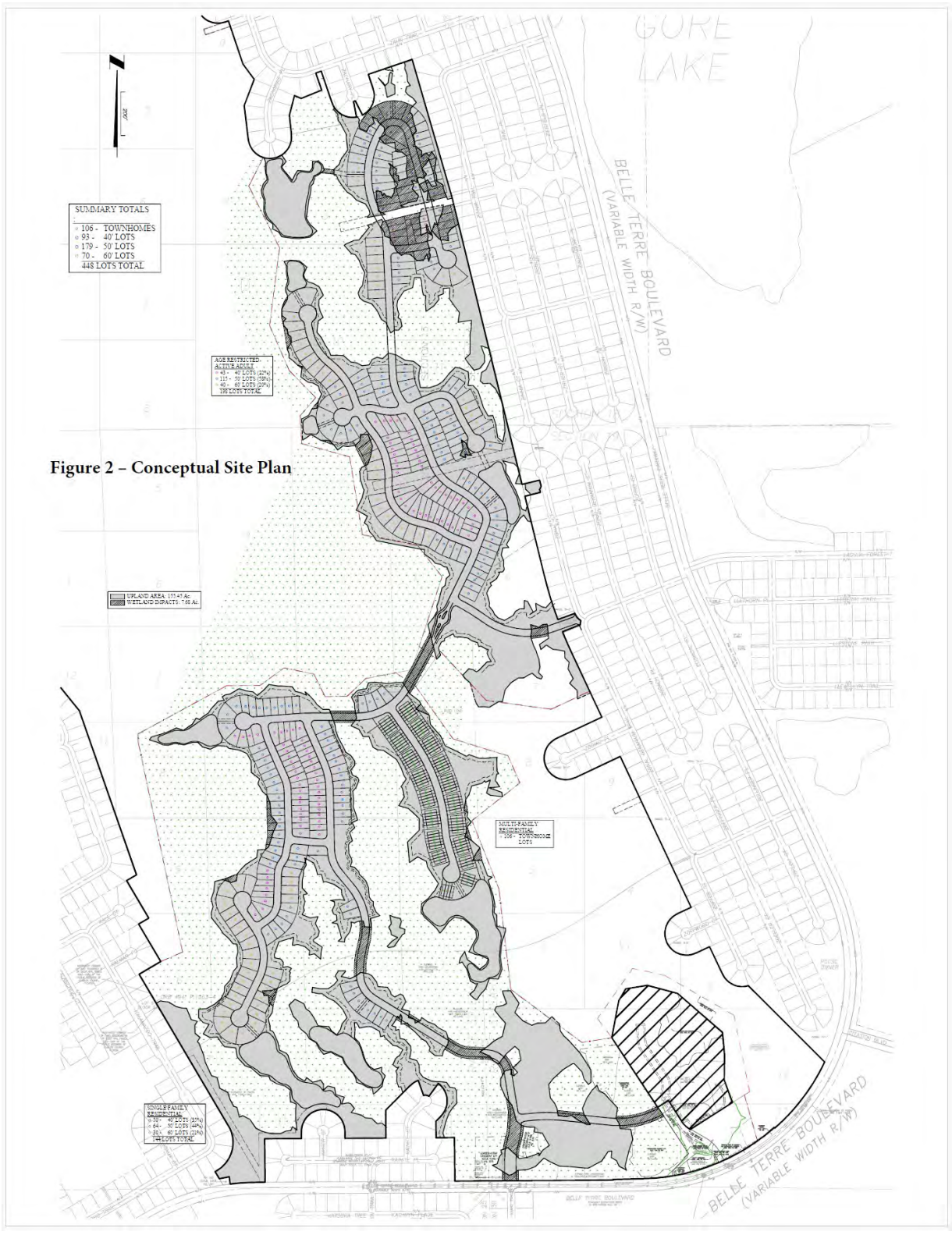


Figure 2 – Conceptual Site Plan

Re: Magnolia Trace – TIA Methodology, Palm Coast, Florida - ETM No. 22-233-02

Analysis Period

Roadway Segments and *Intersections* will be analyzed based on the PM peak-hour two-way traffic. The analysis will be conducted for the 2023 existing conditions, 2032 background conditions and 2032 full build-out conditions. The analysis will be based on the latest concurrency information obtained from the *City of Palm Coast* and the Florida Department of Transportation (FDOT).

Turning Movement Counts (TMCs) will be ordered at the following intersections:

- Belle Terre Boulevard and SR 100
- Belle Terre Boulevard and US 1
- Belle Terre Boulevard and Citation Boulevard
- Belle Terre Boulevard and Zonal Geranium Trail

Traffic Volumes

The analysis will be based on the latest traffic information obtained from the *City of Palm Coast Publix Works* and/or *Development Services Departments* and *FDOT*.

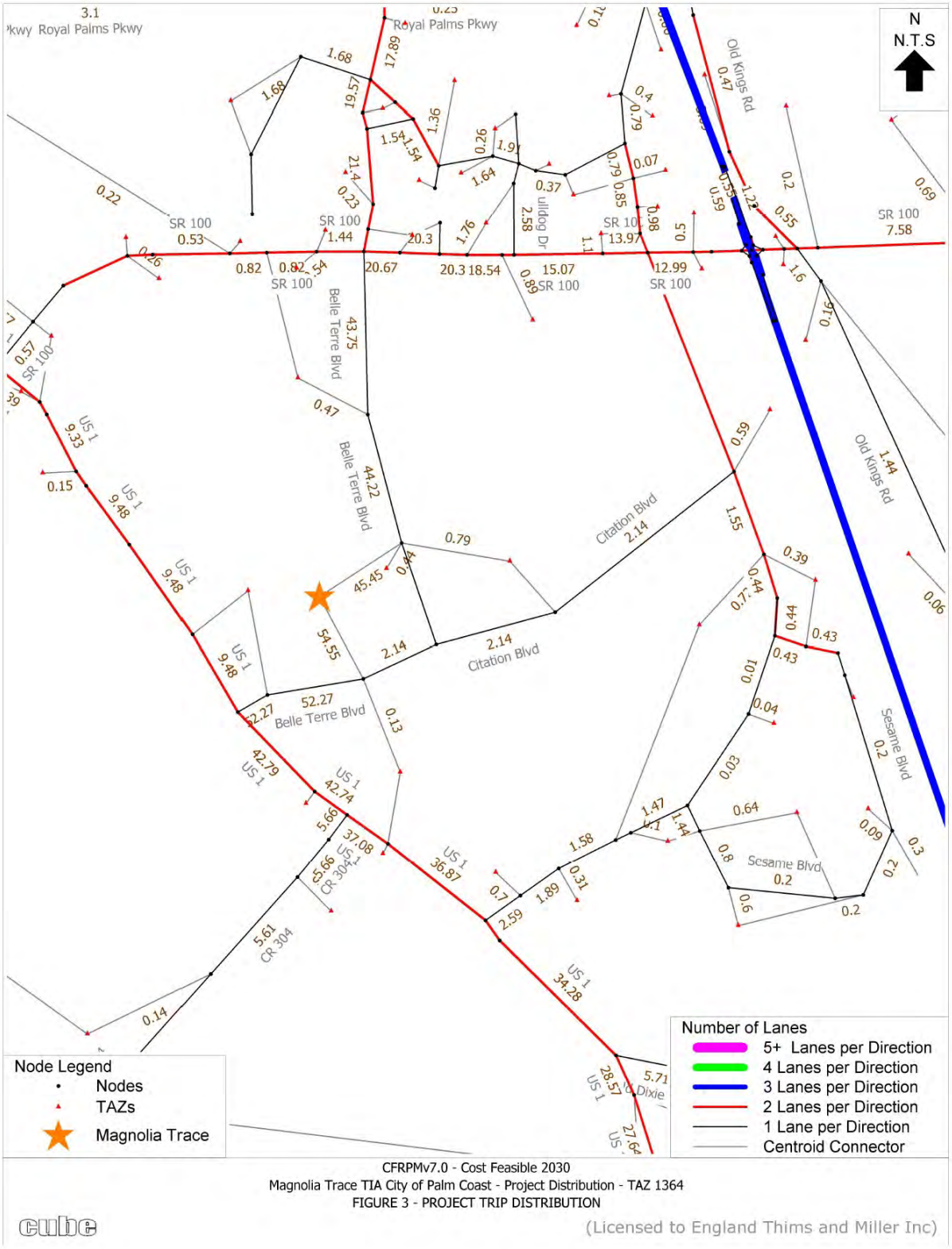
Project Trip Distribution

The *Central Florida Regional Planning Model*, *version 7.0 (CFRPM7)* was used to obtain the project trip distribution. The 2030 socio-economic (S/E) data sets were modified to include the proposed development and used a select link analysis to generate the distribution of the project's traffic. The project traffic distribution is graphically displayed in **Figure 3.**

Trip Generation

The PM peak-hour trip generation of the proposed development was determined by using the Institute of Transportation Engineer's (ITE) ***Trip Generation Manual***, *12th edition*. The proposed trip generation for the proposed development is shown in **Table 1**.

Re: Magnolia Trace – TIA Methodology, Palm Coast, Florida - ETM No. 22-233-02



Re: Magnolia Trace – TIA Methodology, Palm Coast, Florida - ETM No. 22-233-02

Table 1
Magnolia Trace
Project Trip Generation Estimates

CFRPM7 TAZ	Land Use	ITE Land Use Code	Sq. Ft. or Number of Units	Independent Variable (Units)	Estimation Method (Rate or Equation)	Gross Trip Ends	Gross Trips				Internal Capture		Pass-by		Net New External Trip Ends	Net New External Trip Ends			
							Entering		Exiting							Entering		Exiting	
							%	Volume	%	Volume	%	Volume	%	Volume		%	Volume	%	Volume
Daily																			
1364	Single-family Housing	210	382	Dwelling Units	T = 8.07(X) + 265.45	3,348	50%	1,674	50%	1,674	4%	138	0%	0	3,210	50%	1,605	50%	1,605
	Multifamily Housing (Low Rise)	220	106	Dwelling Units	T = 5.63(X) + 120.45	717	50%	359	50%	358	4%	29	0%	0	688	50%	344	50%	344
	Senior Adult Housing Single-Family	251	198	Dwelling Units	Ln(T) = 0.80 Ln(X) + 2.71	1,033	50%	517	50%	516	4%	42	0%	0	991	50%	496	50%	495
	Strip Retail Plaza <40KSF	822	35000	Square Feet	T = 42.20(X) + 229.68	1,707	50%	854	50%	853	11%	184	40%	609	914	50%	457	50%	457
Total						***6,805***		***3,404***		***3,401***	***5.8%***	***393***		***609***	***5,803***		***2,902***		***2,901***
AM Peak Hour																			
1364	Single-family Housing	210	382	Dwelling Units	T = 0.67(X) + 5.59	262	27%	71	73%	191	1%	3	0%	0	259	27%	70	73%	189
	Multifamily Housing (Low Rise)	220	106	Dwelling Units	T = 0.35(X) + 12.93	50	24%	12	76%	38	1%	1	0%	0	49	24%	12	76%	37
	Senior Adult Housing Single-Family	251	198	Dwelling Units	Ln(T) = 0.71 Ln(X) + 0.40	64	34%	22	66%	42	1%	1	0%	0	63	34%	21	66%	42
	Strip Retail Plaza <40KSF	822	35,000	Square Feet	T= 3.93(X)	138	55%	76	45%	62	4%	5	40%	53	80	55%	44	45%	36
Total						***514***		***181***		***333***	***1.9%***	***10***		***53***	***451***		***147***		***304***
PM Peak Hour																			
1364	Single-family Housing	210	382	Dwelling Units	Ln(T) = 0.92 Ln(X) + 0.33	330	62%	205	38%	125	7%	23	0%	0	307	62%	190	38%	117
	Multifamily Housing (Low Rise)	220	106	Dwelling Units	T = 0.48(X) + 7.35	58	62%	36	38%	22	7%	4	0%	0	54	62%	33	38%	21
	Senior Adult Housing Single-Family	251	198	Dwelling Units	Ln(T) = 0.79 Ln(X) + 0.15	76	61%	46	39%	30	7%	5	0%	0	71	61%	43	39%	28
	Strip Retail Plaza <40KSF	822	35,000	Square Feet	Ln(T) = 0.68 Ln(X) + 2.77	179	50%	90	50%	89	18%	32	40%	59	88	50%	44	50%	44
Total						***643***		***377***		***266***	***10.0%***	***64***		***59***	***520***		***310***		***210***

Source: ITE Trip Generation Manual 12th Edition

Re: Magnolia Trace – TIA Methodology, Palm Coast, Florida - ETM No. 22-233-02

Study Area

Per the R2CTPO guidelines, projects which generate more than 100 PM peak-hour two-way trips must include all roadway segments that are impacted by the proposed project to a level of three percent (3%) or more of the adopted maximum service volume (MSV) of roadway segment.

Using the estimated pm peak hour project trips and the project trip distribution, the project on each roadway segment in the area was estimated and compared to the MSV to determine which roadway segments in the area will be significantly impacted by the project. **Table 2** depicts the significance test on the major roadway network in the vicinity of the project.

Table 2
Magnolia Trace
Significance Calculations

Link	Roadway	Segment	Typical Section	Maintaining Agency	LOS STD	Peak Hour MSV	Project Traffic Distribution	PM Peak Hour		
								Project Traffic	Percent MSV	Significant (≥ 3%)
1260	Belle Terre Pkwy	East Hampton Boulevard to SR 100	4ln - Div	COPC	D	3,580	21.64%	113	3.16%	YES
1263	Belle Terre Blvd	SR 100 to Zebulas Trl	4ln - Div	COPC	D	2,170	43.75%	228	10.51%	YES
1265	Belle Terre Blvd	Zebulas Trail to Zaun Trail	4ln - Div	COPC	D	2,170	44.22%	230	10.60%	YES
1270	Belle Terre Blvd	Zaun Trail to Citation Pkwy	4ln - Div	COPC	D	2,170	2.14%	11	0.51%	NO
1275	Belle Terre Blvd	Citation Pkwy to US 1	4ln - Div	COPC	D	2,170	52.27%	272	12.53%	YES
3312	Citation Parkway	Belle Terre Parkway to Laguna Forest Lane	2-ln - UnDiv	COPC	D	2,170	2.14%	11	0.51%	NO
3315	Citation Parkway	Seminole Woods Parkway to Sesame Boulevard	2-ln - UnDiv	COPC	D	2,170	2.14%	11	0.51%	NO
3325	Seminole Woods Pkwy	SR 100 to Ulaturn Place	4ln - Div	COPC	D	5,900	0.00%	0	0.00%	NO
3300	Seminole Woods Pkwy	Ulaturn Place to Citation Pkwy	4ln - Div	COPC	D	5,900	0.00%	0	0.00%	NO
3310	Seminole Woods Pkwy	Citation Pkwy to Sesame Blvd	2-ln - UnDiv	COPC	D	2,170	1.55%	8	0.37%	NO
3305	Seminole Woods Pkwy	Sesame Blvd to US 1	2-ln - UnDiv	COPC	D	2,170	2.59%	13	0.60%	NO
3320	Sesame Boulevard	Seminole Woods Pkwy to terminus	2-ln - UnDiv	COPC	D	2,170	0.43%	2	0.09%	NO
3515	State Road 100	Seminole Woods Pkwy to Bulldog Drive	4ln - Div	FDOT	D	3,580	15.07%	78	2.18%	NO
3510	State Road 100	Bulldog Drive to Landing Blvd	4ln - Div	FDOT	D	3,580	20.03%	104	2.91%	NO
3505	State Road 100	Landing Blvd to Belle Terre Pkwy	4ln - Div	FDOT	D	3,580	20.67%	107	2.99%	NO
3500	State Road 100	Belle Terre Pkwy to Palm Coast City Limits	4ln - Div	FDOT	D	3,580	1.44%	7	0.20%	NO
3725	US1 (SR5)	Royal Palms Parkway to Espanola Road	4ln - Div	FDOT	D	3,580	0.36%	2	0.06%	NO
101	US1 (SR5)	Palm Coast City Limit to Belle Terre Pkwy	4ln - Div	FDOT	D	3,580	9.48%	49	1.37%	NO
3750	US1 (SR5)	Belle Terre Pkwy to DuPont Rd	4ln - Div	FDOT	D	3,580	42.79%	223	6.23%	YES
3755	US1 (SR5)	DuPont Rd to Seminole Woods Pkwy	4ln - Div	FDOT	D	3,580	37.08%	193	5.39%	YES
235	US1 (SR5)	Seminole Woods Pkwy to Palm Coast City Limit	4ln - Div	FDOT	D	3,580	34.28%	178	4.97%	YES

Source: FDOT Quality/Level of Service Handbook, CFRPMv7

= Significantly Impacted Link

As indicated in **Table 2**, the following roadway segments and intersections are significantly impacted by the project and will be included in this analysis.

Roadway Segments

- Belle Terre Boulevard from SR 100 to Zebulas Trail
- Belle Terre Boulevard from Zaun Trail
- Belle Terre Boulevard from Citation Parkway to US 1
- US 1 from Belle Terre Parkway to Dupont Road
- US 1 from Dupont Road to Seminole Woods Parkway
- US 1 from Seminole Woods Parkway to Palm Coast City Limits

Re: Magnolia Trace – TIA Methodology, Palm Coast, Florida - ETM No. 22-233-02

Intersections

- Belle Terre Boulevard and SR 100
- Belle Terre Boulevard and US 1
- Belle Terre Boulevard and Citation Boulevard
- Belle Terre Boulevard and Zonal Geranium Trail

Total Traffic

The total traffic will be developed by adding the calculated project traffic on each facility to the estimated 2032 traffic. Growth rates for background traffic will be based on five years of historical growth. A minimum growth rate of one percent per year shall be used if the historical growth has been less than one percent per year.

Segment Analysis – Existing, Background and Total PM Peak Hour Traffic Conditions

The existing, background and total traffic volumes on each significantly impacted roadway segment will be compared to the maximum service volume for the segment to determine if the facility is operating at an acceptable level of service. A link specific capacity analysis may be conducted to determine the actual service volumes for a specific roadway segment (if authorized by the applicant). The procedures outlined in the most recent *FDOT Quality/Level of Service Handbook* will be used to conduct the analysis.

Intersection Analysis – Existing, Background and Total PM Peak Hour Traffic Conditions

An operational analysis of the existing and future PM Peak Hour traffic will be analyzed utilizing the methodologies and procedures contained in the *Highway Capacity Manual (HCM) 7th edition* using the *Synchro/Sim Traffic* software for signalized intersections. The operating conditions of existing, background and total traffic will be tabulated in the TIA Report. The need for turn lanes will be based on *FDOT*'s turn lane requirements.

Access Analysis

Access to the proposed development will be from two proposed full access driveways, one on Belle Terre Boulevard (South Access) and another on Zonal Geranium Trail which connects to Belle Terre Boulevard (North Access). The entrances will be analyzed for right and left turn lanes.

Alternative Travel Modes Analysis

The availability of alternative travel modes to and from the proposed development, inclusive of Paratransit, will be identified and discussed. Both pedestrian and bicycle mobility external to the site will also be included in the TIA.

Re: Magnolia Trace – TIA Methodology, Palm Coast, Florida - ETM No. 22-233-02

Improvements

If warranted, appropriate roadway and intersection improvements will be identified at buildout of the project including site access improvements. Mitigation or proportionate fair share calculations for significant and adverse impacts to City facilities will be made in accordance with the *City of Palm Coast Engineering and Construction* process and procedures.

Land Use Conversion Table

The following conversion table was established to provide a simple tool for evaluating development opportunities while maintaining consistency in traffic generation across the project. A land use conversion table is illustrated in **Table 3**. The average PM peak hour trip rate was used for each expected land use from the *ITE Trip Generation Manual 12th Edition*. No internal capture was considered. A detailed trip generation analysis including pass-by and internal capture may be submitted at the time of conversion if the developer elects to or if the proposed land use is not listed in **Table 3**.

Table 3
Magnolia Trace
Land Use Conversion Table

Trip Generation Rate Calculations			
Land Use	*ITE LUC*	*Independent Variable*	*PM Peak Hour Ave Trip Rate*
Single-Family Detached Housing	210	DU	0.93
Multi-family Low-Rise	220	DU	0.52
Multi-family Mid-Rise	221	DU	0.38
Senior Adult Housing—Single-Family	251	DU	0.29
Senior Adult Housing—Multifamily	252	DU	0.25

Note: Average PM peak hour trip rate calculated using the following criteria:
1) Trip rate from the ITE's Trip Generation Manual, 12th Edition
2) No Pass-by considered
3) No Internal Capture considered

TO: / FROM:	Single-Family Detached Housing (DU)	Multi-family Low-Rise (DU)	Multi-family Mid-Rise (DU)	Senior Adult Housing—Single-Family (DU)	Senior Adult Housing—Multifamily (DU)
Single-Family Detached Housing	1	1.79	2.4474	3.2069	3.7200
Multi-family Low-Rise	0.56	1	1.3684	1.7931	2.0800
Multi-family Mid-Rise	0.41	0.7308	1	1.3103	1.5200
Senior Adult Housing—Single-Family	0.31	0.5577	0.7632	1	1.1600
Senior Adult Housing—Multifamily	0.27	0.4808	0.6579	0.8621	1

Example: Convert 100 Du's of Single Family Residential to Multi-family Low-Rise
100 x 1.79 = 179
100 Single Family Dwelling Units is equivalent to 179 Multi-family Low-Rise units

Re: Magnolia Trace – TIA Methodology, Palm Coast, Florida - ETM No. 22-233-02

Please review the proposed methodology and advise if the *City of Palm Coast* is in agreement with the methodology as proposed. If you have any questions or need additional information, please advise.

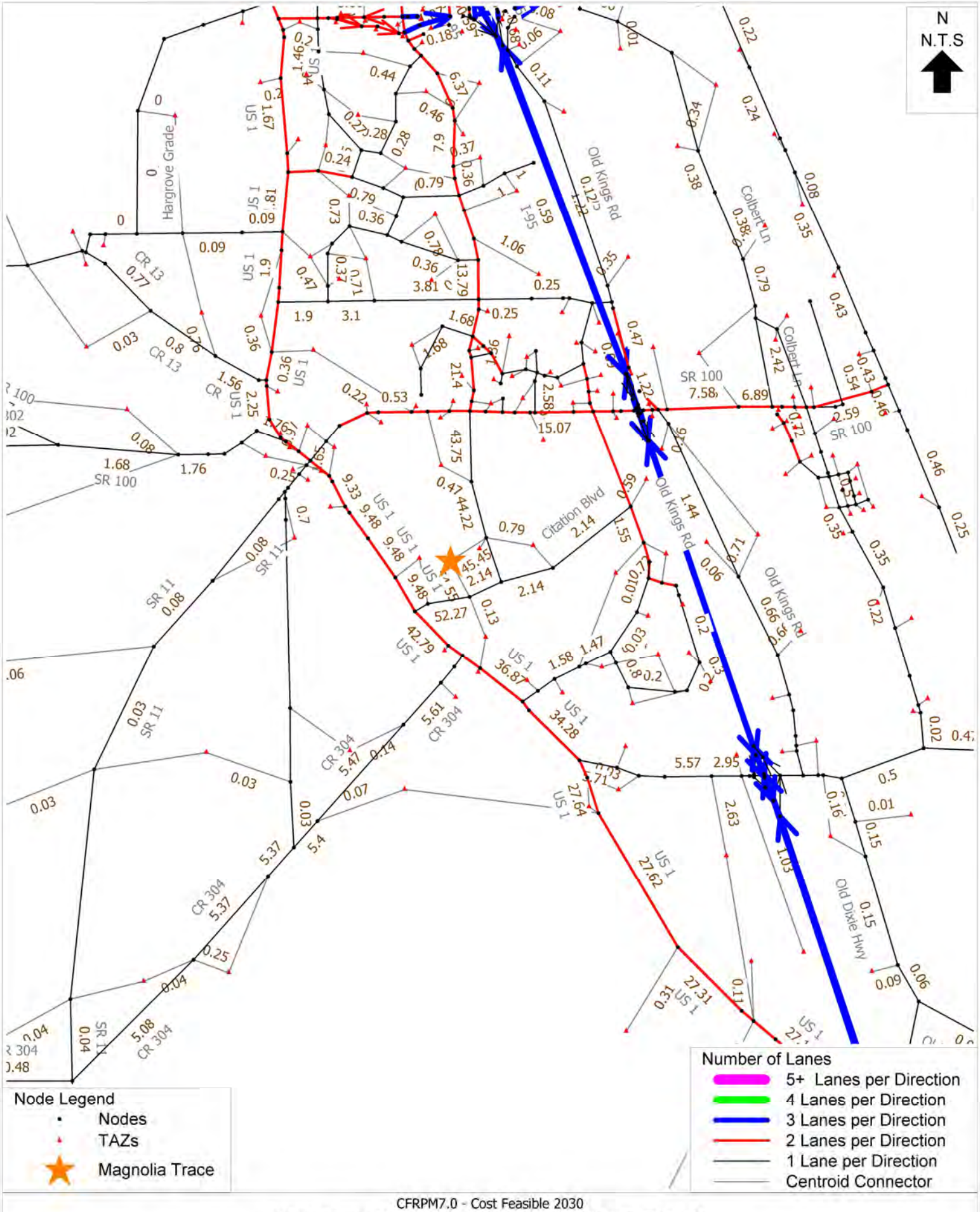
Sincerely,
ENGLAND, THIMS & MILLER, INC.



Thomas L. Hatcher, P.E., PTOE, PTP
Senior Transportation Engineer, Shareholder

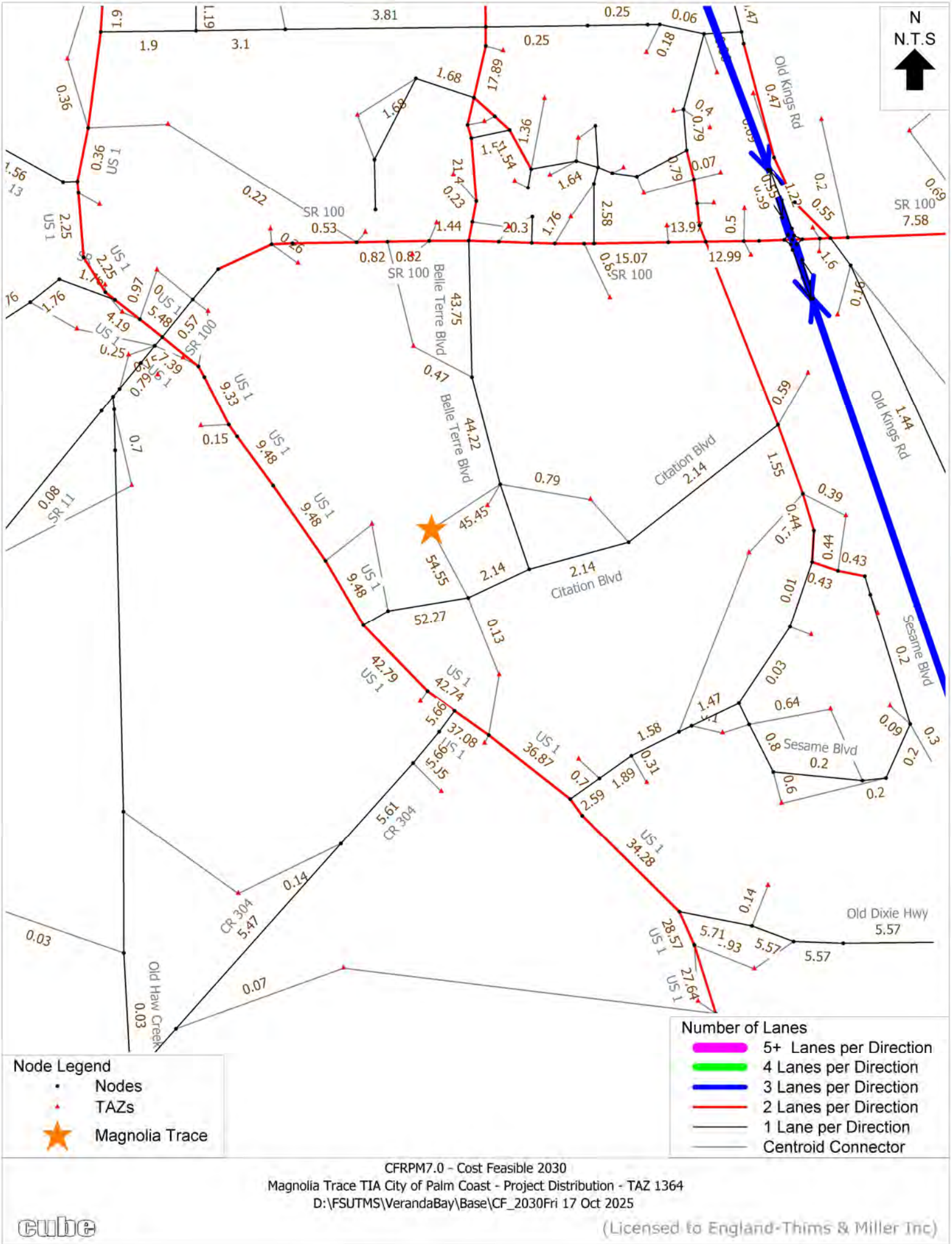
Appendix B

(CFRPMv7 Distribution Plots)



CFRPM7.0 - Cost Feasible 2030
Magnolia Trace TIA City of Palm Coast - Project Distribution - TAZ 1364
D:\FSUTMS\VerandaBay\Base\CF_2030Fri 17 Oct 2025

cube
(Licensed to England-Thims & Miller Inc)



CFRPM7.0 - Cost Feasible 2030
Magnolia Trace TIA City of Palm Coast - Project Distribution - TAZ 1364
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Appendix C

(COPC Transportation Facility Status Report – 2023)

Transportation Facility Status Report

Citywide Traffic Counts Fall 2023 - December 31, 2023

Link	Facility	Facility Type	Classification	Length (miles)	Number of Lanes	Divided	Turn Lanes		Signals	Signals / Mile	Speed Limit	2023 AADT	K (actual)	PMPH Trips	PMPH Vested Trips	Total PMPH Trips	FDOT Current Service Volumes (2012)					Adopted LOS	LOS w/o Vested Trips	LOS with Vested Trips
							Left	Right									A	B	C	D	E			
	Belle Terre Pkwy																							
1200 Belle Terre Pkwy	Matanzas Woods Parkway to Bird of Paradise Drive	Arterial	Class 1	1.86	4	Yes	Yes	Yes	5	1.28	45	7,814	0.1029	804	367	1,171	*	**	3,420	3,580	***	D	C	C
1205 Belle Terre Pkwy	Bird of Paradise Drive to Pine Lakes Parkway (North)			0.71								16,208	0.0908	1,472	367	1,839							C	C
1210 Belle Terre Pkwy	Pine Lakes Parkway (North) to Bellaire Drive			0.85								14,871	0.0955	1,420	252	1,672							C	C
1215 Belle Terre Pkwy	Bellaire Drive to Palm Coast Parkway(WB)			0.48								18,724	0.0897	1,680	314	1,994							C	C
			Segment Length:	3.90																				
1220 Belle Terre Pkwy	Palm Coast Parkway (WB) to Palm Coast Parkway (EB)			0.22								22,150	0.0878	1,945	271	2,216							C	C
1225 Belle Terre Pkwy	Palm Coast Parkway (EB) to Cypress Point Parkway		Class 1	0.13	4	Yes	Yes	Yes	5	8.06	45	21,694	0.0826	1,792	363	2,155	*	**	3,420	3,580	***	D	C	C
1230 Belle Terre Pkwy	Cypress Point Parkway to Pine Lakes Parkway (South)			0.27								35,119	0.083	2,897	378	3,275							C	C
			Segment Length:	0.62																				
1240 Belle Terre Pkwy	Pine Lakes Parkway (South) to Parkview Drive	Arterial	Class 1	1.03	4	Yes	Yes	Yes	7	1.38	45	31,904	0.0841	2,683	353	3,036	*	**	3,420	3,580	***	D	C	C
1245 Belle Terre Pkwy	Parkview Drive to White View Parkway			1.02								27,740	0.0855	2,372	375	2,747							C	C
1250 Belle Terre Pkwy	White View Parkway to Rymfire Drive			0.92								28,101	0.0894	2,512	428	2,940							C	C
1252 Belle Terre Pkwy	Rymfire Drive to Royal Palms Parkway			0.53								30,109	0.0942	2,836	412	3,248							C	C
1254 Belle Terre Pkwy	Royal Palms Parkway to East Hampton Boulevard			0.52								30,628	0.0908	2,781	384	3,165							C	C
1260 Belle Terre Pkwy	East Hampton Boulevard to SR 100			1.04								25,394	0.0873	2,217	269	2,486							C	C
			Segment Length:	5.06																				
	Belle Terre Blvd																							
1263 Belle Terre Blvd	SR 100 to Zebulas Trl	Arterial	UFH	0.21	2	No	n.a.	n.a.	n.a.	n.a.	50	9,353	0.0898	840	179	1,019	*	770	1,530	2,170	2,990	D	C	C
1265 Belle Terre Blvd	Zebulas Trail to Zaun Trail			0.84								7,688	0.0879	676	167	843							B	C
1270 Belle Terre Blvd	Zaun Trail to Citation Pkwy			1.37								5,297	0.0967	512	167	679							B	B
1275 Belle Terre Blvd	Citation Pkwy to US 1			1.31								4,301	0.106	456	184	640							B	B
			Segment Length:	3.73																				
	Bird of Paradise Drive																							
2420 Bird of Paradise Drive	Matanzas Woods Parkway to Birchwood Drive	Collector	UFH	1.31	2	No	n.a.	n.a.	n.a.	n.a.	30	4,494	0.1362	612	0	612	*	770	1,530	2,170	2,990	D	B	B
2430 Bird of Paradise Drive	Birchwood Drive to Belle Terre Parkway			1.01								7,069	0.1019	720	0	720							B	B
			Segment Length:	2.32																				
	Bulldog Drive																							
4300 Bulldog Drive	SR 100 to Central Avenue	Collector	Class 2	0.54	2	No	No	No	1	1.11	25	5,384	0.1635	880	84	964	*	**	660	1,330	1,410	D	C	C
4310 Bulldog Drive	Central Avenue to Lake Avenue			0.28								1386	0.127	176	0	176								
4320 Bulldog Drive	Lake Avenue to terminus			0.08																				
			Segment Length:	0.90																				
	Central Avenue																							
4400 Central Avenue	Belle Terre Parkway to Market Avenue	Collector	Class 2	0.35	4	Yes	Yes	No	2	2.90	25	4,233	0.1288	545	292	837	*	**	1,310	2,920	3,040	D	C	C
4410 Central Avenue	Market Avenue to Lake Avenue			0.11								4,777	0.1398	668	292	960							C	C
4420 Central Avenue	Lake Avenue to Landings Blvd.			0.23								5,804	0.096	557	215	772							C	C
			Segment Length:	0.69																				
4430 Central Avenue	Landings Blvd to Park Street	Collector	Class 2	0.33	2	no	no	no	0	0.00	20	4,712	0.1452	684	292	976	*	**	660	1,330	1,410	D	D	D
4440 Central Avenue	Park Street to Bulldog Drive			0.16								4,543	0.1453	660	292	952							C	D
4450 Central Avenue	Bulldog Drive to Brookhaven Drive			0.29								3,084	0.1401	432	292	724							C	D
4460 Central Avenue	Brookhaven Drive to Town Center Blvd.			0.41								3,084	0.1401	432	292	724							C	D
			Segment Length:	1.19																				
	Citation Parkway																							
3312 Citation Parkway	Belle Terre Parkway to Laguna Forest Lane	Collector	UFH	0.77	2	No	n.a.	n.a.	n.a.	n.a.	35	1,687	0.1067	180	0	180	*	770	1,530	2,170	2,990	D	B	B
3315 Citation Parkway	Seminole Woods Parkway to Sesame Boulevard			0.41							40	~~1,564~~	~~0.089~~	~~139~~	~~0~~	~~139~~								
			Segment Length:	1.18																				
	Club House Drive																							
1300 Club House Drive	Palm Harbor Parkway to Palm Coast Parkway (WB)	Collector	Class 2	1.65	2	No	Yes	No	1	0.56	35	4,825	0.0895	432	80	512	*	**	660	1,330	1,410	D	C	C
1310 Club House Drive	Palm Coast Parkway (WB) to Palm Coast Parkway (EB)			0.15								3,293	0.102	336	78	414							C	C
			Segment Length:	1.80																				
	Colbert Lane																							
3105 Colbert Lane	Palm Coast Parkway (WB) to Palm Coast Parkway (EB)	Arterial	Class 2	0.20	2	No	n.a.	n.a.	n.a.	n.a.	30	4,167	0.1056	440	9	449	*	**	660	1,330	1,410	D	C	C
3110 Colbert Lane	Palm Coast Parkway (EB) to Waterside Parkway (N)		UFH	1.70							45	9,199	0.1061	976	6	982	*	770	1,530	2,170	2,990		C	C
3120 Colbert Lane	Waterside Parkway (N) to Waterside Park (S)			1.40							55	5,191	0.0955	496	1	497							B	B
3125 Colbert Lane	Waterside Park (S) to South Park Road			0.60								5,788	0.1071	620	1	621							B	B
3130 Colbert Lane	South Park Road to Roberts Road			1.87								6,371	0.086	548	1	549							B	B
3135 Colbert Lane	Roberts Road to SR 100			1.29								4,289	0.1007	432	1	433							B	B
			Segment Length:	7.06																				
	Cypress Point Parkway																							
4200 Cypress Point Parkway	Belle Terre Parkway to Pine Cone Drive	Arterial	Class 2	0.22	4	Yes	Yes	No	3	3.80	35	18,853	0.0893	1,684	65	1,749	*	**	1,310	2,920	3,040	D	D	D
4205 Cypress Point Parkway	Pine Cone Drive to Cypress Edge (S)			0.29								17,801	0.0854	1,520	65	1,585							D	D
4210 Cypress Point Parkway	Cypress Edge (S) to Cypress Edge (N)			0.16								17,801	0.0854	1,520	65	1,585							D	D
4215 Cypress Point Parkway	Cypress Edge (N) to Palm Coast Parkway			0.12								20,966	0.0914	1,916	65	1,981							D	D
			Segment Length:	0.79																				
	Farmsworth Drive																							
2716 Farmsworth Drive	Old Kings Road to Florida Park Drive	Collector	Class 2*	0.90	2	No	n.a.	n.a.	n.a.	n.a.	30	2,376	0.1061	252	0	252	*	**	600	1,200	1,270	D	C	C
	Farragut Drive																							
2717 Farragut Drive	Old Kings Road to Florida Park Drive	Collector	Class 2*	0.97	2	No	n.a.	n.a.	n.a.	n.a.	30	1,045	0.0995	104	0	104	*	**	600	1,200	1,270	D	C	C
	Fleetwood Drive																							
2714 Fleetwood Drive	Old Kings Road to Florida Park Drive	Collector	Class 2*	0.94	2	No	n.a.	n.a.	n.a.	n.a.	30	2,329	0.0962	224	0	224	*	**	600	1,200	1,270	D	C	C

Transportation Facility Status Report

Citywide Traffic Counts Fall 2023 - December 31, 2023

Link	Facility	Facility Type	Classification	Length (miles)	Number of Lanes	Divided	Turn Lanes Left	Turn Lanes Right	Signals	Signals / Mile	Speed Limit	2023 AADT	K (actual)	PMPH Trips	PMPH Vested Trips	Total PMPH Trips	FDOT Current Service Volumes (2012) A	B	C	D	E	Adopted LOS	LOS w/o Vested Trips	LOS with Vested Trips
	Florida Park Drive																							
2090 Florida Park Drive	Palm Harbor Parkway to Forest Hill Drive			0.32								5,055	0.0942	476	27	503							C	C
2100 Florida Park Drive	Forest Hill Drive to Fleetwood Drive			0.64								7,122	0.091	648	24	672							C	D
2105 Florida Park Drive	Fleetwood Drive to Farragut Drive	Collector	Class 1	0.25	2	No	Yes	No	1	0.52	30	7,122	0.091	648	24	672	*	**	660	1,330	1,410	**D**	C	D
2110 Florida Park Drive	Farragut Drive to Palm Coast Parkway (WB)			0.63								9,172	0.0925	848	25	873							D	D
2120 Florida Park Drive	Palm Coast Parkway (WB) to Palm Coast Parkway (EB)			0.08								5,066	0.1003	508	67	575							C	C
			Segment Length:	1.92																				
	Forest Grove Drive																							
4000 Forest Grove Drive	Old Kings Road (W) to Old Kings Road (E)	Collector	Class 2*	0.59	2	No	n.a.	n.a.	n.a.	n.a.	30	1,704	0.1713	292	0	292	*	**	600	1,200	1,270	**D**	C	C
4010 Forest Grove Drive	Old Kings Road (E) to Palm Harbor Parkway			0.41								~~0~~	~~0.094~~	———	~~289~~	~~289~~								
			Segment Length:	1.00																				
	Frontier Drive																							
2712 Frontier Drive	Old Kings Road (E) to Palm Harbor Parkway	Collector	Class 2*	1.14	2	No	n.a.	n.a.	n.a.	n.a.	30	3,657	0.1072	392	0	392	*	**	600	1,200	1,270	**D**	C	C
	Hargrove Grade Road																							
3707 Hargrove Grade Road	US 1 to RR Xing	Collector	Class 2*	1.00	2	No	n.a.	n.a.	n.a.	n.a.	35	3,304	0.1501	496	0	496	*	**	600	1,200	1,270	**D**	C	C
	I-95 (SR 9)																							
251 I-95 (SR 9)	Palm Coast City Limit to Palm Coast Parkway			7.64								66,798	0.131	8,751	25	8,776							D	D
292 I-95 (SR 9)	Palm Coast Parkway to SR 100	Arterial	Freeway	5.80	6	Yes	n.a.	n.a.	n.a.	n.a.	70	78,040	0.106	8,272	329	8,601	*	6,130	8,370	10,060	11,100	**C**	C	D
255 I-95 (SR 9)	SR 100 to Old Dixie Highway			5.26								78,768	0.132	10,397	312	10,709							D	E
			Segment Length:	18.70																				
	Lakeview Boulevard																							
3925 Lakeview Boulevard	London Drive to Matanzas Woods Parkway	Collector	UFH	1.33	2	No	n.a.	n.a.	n.a.	n.a.	n.a.	5,008	0.0926	464	0	464	*	770	1,530	2,170	2,990	**D**	B	B
	Landings Blvd.																							
4500 Landings Blvd.	SR 100 to Central Avenue	Collector	UFH	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.			-	0	-								
4510 Landings Blvd.	Central Avenue to Lake Avenue			n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.			-	0	-								
	Lake Avenue																							
4550 Lake Avenue	Market Avenue to Landings Blvd.			n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.			-	0	-								
4560 Lake Avenue	Landings Blvd.to City Place Drive	Collector	UFH	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.			-	0	-								
4570 Lake Avenue	City Place Drive to Town Center Blvd.			n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.			-	0	-								
	Market Avenue																							
4600 Market Avenue	Belle Terre Parkway to Central Avenue	Collector	UFH	0.28	2	No	n.a.	n.a.	n.a.	n.a.	25	2,990	0.103	308	0	308	*	770	1,530	2,170	2,990	**D**	B	B
4610 Market Avenue	Central Avenue to Lake Avenue													-	0	-								
			Segment Length:	0.28																				
	Matanzas Woods Parkway																							
2400 Matanzas Woods Parkway	US 1 to Belle Terre Parkway			1.06								6,514	0.1069	696	321	1,017							C	C
2410 Matanzas Woods Parkway	Belle Terre Parkway to Bird of Paradise Drive			0.80								10,120	0.1067	1,080	183	1,263							C	C
2415 Matanzas Woods Parkway	Bird of Paradise Drive to I-95 SB	Arterial	Class 1	0.10	2	No	Yes	No	3	0.33	45	13,880	0.1182	1,641	337	1,978	*	**	1,510	1,600	***	**D**	E	E
2416 Matanzas Woods Parkway	I-95 SB to I-95 NB			0.29								12,690	0.1157	1,468	305	1,773							C	E
2417 Matanzas Woods Parkway	I-95 NB to Old King Rd Extension			0.23								12,168	0.1351	1,644	305	1,949							E	E
2418 Matanzas Woods Parkway	Old Kings Rd Extension at Matanzas HS Entrance			0.52								8,208	0.1896	1,556	305	1,861							D	E
			Segment Length:	3.00																				
	Old Kings Road																							
2700 Old Kings Road	US 1 to Princess Place Preserve Entrance			1.55							55	1,598	0.1127	180	49	229							B	B
2702 Old Kings Road	Princess Place Preserve Entrance to Forest Grove Drive			3.01								6,707	0.0823	552	49	601							B	B
2705 Old Kings Road	Forest Grove Drive to Farmsworth Drive	Arterial	UFH	1.55	2	No	n.a.	n.a.	n.a.	n.a.	45	7,405	0.0956	708	222	930	*	770	1,530	2,170	2,990	**D**	B	C
2707 Old Kings Road	Farmsworth Drive to Frontier Drive			0.39								9,730	0.0958	932	222	1,154							C	C
2710 Old Kings Road	Frontier Drive to Fleetwood Drive			0.46							35	12,513	0.0879	1,100	220	1,320							C	C
2715 Old Kings Road	Fleetwood Drive to Farragut Drive			0.65								16,203	0.0857	1,389	220	1,609							C	D
			Segment Length:	7.61																				
2720 Old Kings Road	Farragut Drive to Palm Coast Parkway	Arterial	Class 1	0.39	4	Yes	Yes	Yes	1	2.56	35	23,893	0.084	2,007	199	2,206	*	**	3,420	3,580	**	**D**	C	C
			Segment Length:	0.39																				
2730 Old Kings Road	Palm Coast Parkway to Utility Drive			0.63							35	15,971	0.0829	1,324	224	1,548							C	D
2735 Old Kings Road	Utility Drive to Oak Trails Boulevard			0.25	2	No						9,556	0.0892	852	224	1,076	*	770	1,530	2,170	2,990		C	C
2740 Old Kings Road	Oak Trails Boulevard to Hidden Lake Blvd			3.35								9,332	0.0883	824	257	1,081								
2743 Old Kings Road	Hidden Lake Blvd to Town Center Drive	Arterial	UFH	0.20			n.a.	n.a.	n.a.	n.a.	45	9,645	0.0887	856	257	1,113						**D**	C	C
2745 Old Kings Road	Town Center Boulevard to SR 100			1.61	4	Yes						9,891	0.087	861	251	1,112	*	3,300	4,660	5,900	6,530		B	B
2750 Old Kings Road	SR 100 to Palm Coast City Limit			0.30	2	No					50	9,422	0.1414	1,332	88	1,420	*	770	1,530	2,170	2,990		C	C
			Segment Length:	6.34																				
	Palm Coast Parkway																							
2800 Palm Coast Parkway	US 1 to Pine Lakes Parkway	Arterial	Class 1	0.53	4	Yes	Yes	Yes	1	1.89	45	15,106	0.0988	1,492	922	2,414	*	**	3,420	3,580	***	**D**	C	C
	Palm Coast Parkway (Eastbound)																							
2815 Palm Coast Parkway (Eastbound)	Pine Lakes Parkway to Belle Terre Parkway	Arterial	Class 1 (One	1.22	2	One Way	Yes	No	2	1.06	45	13,199	0.0949	1,253	478	1,731	*	**	2,050	2,150	***	**D**	C	C
2825 Palm Coast Parkway (Eastbound)	Belle Terre Parkway to Cypress Point Parkway		Way)	0.66	3						40	19,308	0.0849	1,639	321	1,960	*	**	3,150	3,240	***		C	C

Transportation Facility Status Report

Citywide Traffic Counts Fall 2023 - December 31, 2023

Link	Facility	Facility Type	Classification	Length (miles)	Number of Lanes	Divided	Turn Lanes Left	Turn Lanes Right	Signals	Signals / Mile	Speed Limit	2023 AADT	K (actual)	PMPH Trips	PMPH Vested Trips	Total PMPH Trips	FDOT Current Service Volumes (2012) A	B	C	D	E	Adopted LOS	LOS w/o Vested Trips	LOS with Vested Trips
		Segment Length:		1.88																				
	Palm Coast Parkway (Westbound)																							
2820 Palm Coast Parkway (Westbound)	Cypress Point Parkway to Belle Terre Parkway	Arterial	Class 1 (One	0.65	3	One Way	Yes	No	2	1.10	40	18,837	0.0941	1,773	321	2,094	*	**	3,150	3,240	***	**D**	C	C
2810 Palm Coast Parkway (Westbound)	Belle Terre Parkway to Pine Lakes Parkway		Way)	1.16	2						45	12,729	0.087	1,107	478	1,585	*	**	2,050	2,150	***		C	C
		Segment Length:		1.81																				
	Palm Coast Parkway																							
2826 Palm Coast Parkway	Cypress Point Parkway to I-95 South Bound Ramps			0.27								48,983	0.0846	4,144	562	4,706							C	C
2827 Palm Coast Parkway	I-95 South Bound Ramps to I-95 North Bound Ramps	Arterial	Class 1	0.39	6	Yes	Yes	Yes	3	3.33	40	40,003	0.0968	3,872	240	4,112	*	**	5,250	5,390	***	**D**	C	C
2830 Palm Coast Parkway	I-95 North Bound Ramps to Old Kings Road			0.24								48,084	0.0819	3,938	262	4,200							C	C
		Segment Length:		0.90																				
	Palm Coast Parkway (Eastbound)																							
2845 Palm Coast Parkway (Eastbound)	Old Kings Road to Florida Park Drive		Class 1 (One Way)	0.34								16,857	0.0847	1,428	155	1,583							C	C
2855 Palm Coast Parkway (Eastbound)	Florida Park Drive to Club House Drive	Arterial		0.26	2	One Way	Yes	Yes	3	1.69	45	13,953	0.0903	1,260	188	1,448	*	**	3,150	3,240	***	**D**	C	C
2865 Palm Coast Parkway (Eastbound)	Club House Drive to Colbert Lane			0.25								11,633	0.0908	1,056	122	1,178							C	C
2875 Palm Coast Parkway (Eastbound)	Colbert Lane to Palm Harbor Parkway			0.93								7,301	0.0893	652	130	782							C	C
		Segment Length:		1.78																				
	Palm Coast Parkway (Westbound)																							
2870 Palm Coast Parkway (Westbound)	Palm Harbor Parkway to Colbert Lane		Class 1 (One Way)	0.65							45	7,938	0.0821	652	119	771							C	C
2860 Palm Coast Parkway (Westbound)	Colbert Lane to Club House Drive	Arterial		0.32	2							11,333	0.08	907	113	1,020	*	**	2,050	2,150	***	**D**	C	C
2850 Palm Coast Parkway (Westbound)	Club House Drive to Florida Park Drive			0.28							40	14,138	0.0888	1,256	150	1,406							C	C
2840 Palm Coast Parkway (Westbound)	Florida Park Drive to Old Kings Road			0.33		One Way	Yes	No	3	1.90		18,891	0.0881	1,664	132	1,796							C	C
		Segment Length:		1.58																				
	Palm Coast Parkway (Hammock Dunes Parkway)																							
2880 Palm Coast Parkway (Hammock Dunes Parkway)	Palm Harbor Parkway to SR A1A	Arterial	Class 1	1.11	2	No	Yes	Yes	1	0.90	45	14,253	0.0856	1,220	125	1,345	*	**	1,510	1,600	***	**D**	C	C
	Palm Harbor Parkway																							
2890 Palm Harbor Parkway	Matanzas HS Entrance to Cris Lane			0.60								6,731	0.1129	760	217	977							B	C
2895 Palm Harbor Parkway	Cris Lane to Fellowship Lane	Collector	UFH	0.70	2	No	n.a.	n.a.	n.a.	n.a.	45	6,916	0.1087	752	217	969	*	770	1,530	2,170	2,990	**D**	B	C
2900 Palm Harbor Parkway	Fellowship Lane to Florida Park Drive			0.70								7,727	0.0958	740	217	957							B	C
2910 Palm Harbor Parkway	Florida Park Drive to Club House Drive			1.78								6,994	0.0938	656	173	829							B	C
		Segment Length:		3.78																				
2920 Palm Harbor Parkway	Club House Drive to Palm Coast Parkway	Collector	Class 2	0.75	2	No	No	No	2	2.67	35	6,394	0.0857	548	181	729	*	**	660	1,330	1,410	**D**	C	D
	Pine Lakes Parkway																							
3000 Pine Lakes Parkway	Belle Terre Parkway (N) to Palm Coast Parkway			1.21								5,585	0.0931	520	21	541							C	C
3002 Pine Lakes Parkway	Palm Coast Parkway to Commerce Boulevard	Collector	Class 1	0.15	2	No	Yes	Yes	2	0.40	45	10,271	0.0931	956	30	986	*	**	1,510	1,600	***	**D**	C	C
3010 Pine Lakes Parkway	Commerce Boulevard to White Mill Drive			1.85								10,752	0.09	968	35	1,003							C	C
3020 Pine Lakes Parkway	White Mill Drive to Belle Terre Parkway (S)			1.81								13,192	0.0879	1,160	22	1,182							C	C
		Segment Length:		5.02																				
	Ravenwood Drive																							
3911 Ravenwood Drive	White View Parkway to Rymfire Drive	Collector	UFH	0.56	2	No	n.a.	n.a.	n.a.	n.a.	45	5,939	0.0855	508	0	508	*	770	1,530	2,170	2,990	**D**	B	B
	Royal Palms Parkway																							
3200 Royal Palms Parkway	US 1 to Rymfire Drive			0.68							55	7,140	0.1042	744	178	922							C	C
3210 Royal Palms Parkway	Rymfire Drive to Belle Terre Parkway	Arterial	Class 1	2.05	2	No	Yes	No	1	0.23		5,412	0.1027	556	178	734	*	**	1,510	1,600	***	**D**	C	C
3212 Royal Palms Parkway	Belle Terre Parkway to Town Center Boulevard			1.57							45	8,824	0.0993	876	146	1,022							C	C
		Segment Length:		4.30																				
	Rymfire Drive																							
3215 Rymfire Drive	Royal Palms Parkway to Ravenwood Drive	Collector	UFH	1.71	2	No	n.a.	n.a.	n.a.	0.00	45	5,606	0.1042	584	0	584	*	770	1,530	2,170	2,990	**D**	B	B
3225 Rymfire Drive	Ravenwood Drive to Belle Terre Parkway			1.34								11,401	0.0895	1,020	0	1,020							C	C
		Segment Length:		3.05																				
	Seminole Woods Pkwy																							
3325 Seminole Woods Pkwy	SR 100 to Ulaturn Place			0.95	4	Yes						14,303	0.09	1,287	384	1,671	*	3,300	4,660	5,900	6,530		B	B
3300 Seminole Woods Pkwy	Ulaturn Place to Citation Pkwy	Collector	UFH	1.45			n.a.	n.a.	n.a.	n.a.	50	12,272	0.09	1,104	381	1,485						**D**	B	B
3310 Seminole Woods Pkwy	Citation Pkwy to Sesame Blvd			1.15	2	No						4,536	0.1349	612	306	918	*	770	1,530	2,170	2,990		B	B
3305 Seminole Woods Pkwy	Sesame Blvd to US 1			1.37								6,959	0.0983	684	310	994							B	B
		Segment Length:		4.92																				
	Sesame Boulevard																							
3320 Sesame Boulevard	Seminole Woods Pkwy to terminus	Collector	UFH	2.92	2	No	n.a.	n.a.	n.a.	n.a.	45	6,170	0.1031	636	0	636	*	770	1,530	2,170	2,990	**D**	B	B
	State Road 100																							
3560 State Road 100	John Anderson Drive to Colbert Lane			1.17								23,062	0.0846	1,951	232	2,183							C	C
3550 State Road 100	Colbert Lane to Tuscany Blvd.	Arterial	State Class 1	0.46	4	Yes	Yes	No	2	0.74	55	24,630	0.0888	2,187	252	2,439	*	**	3,420	3,580	***	**D**	C	C
3540 State Road 100	Tuscany Blvd. to Old Kings Road			1.07								24,346	0.0729	1,775	252	2,027							C	C
		Segment Length:		2.70																				
3530 State Road 100	Old Kings Road to I-95			0.49							55	27,565	0.0663	1,828	408	2,236						**D**	C	C
3525 State Road 100	I-95 to Memorial Medical Parkway			0.27								37,732	0.0859	3,241	747	3,988							C	F
3520 State Road 100	Memorial Medical Pkwy to Seminole Woods Pkwy			0.35							50	34,523	0.1013	3,497	745	4,242							D	F
3515 State Road 100	Seminole Woods Pkwy to Bulldog Drive	Arterial	State Class 1	0.27	4	Yes	Yes	No	6	1.96		34,279	0.0629	2,156	249	2,405	*	**	3,420	3,580	***	**C**	C	C
3510 State Road 100	Bulldog Drive to Landing Blvd			0.78							55	32,283	0.0814	2,628	232	2,860							C	C

Transportation Facility Status Report

Citywide Traffic Counts Fall 2023 - December 31, 2023

Link	Facility	Facility Type	Classification	Length (miles)	Number of Lanes	Divided	Turn Lanes Left	Turn Lanes Right	Signals	Signals / Mile	Speed Limit	2023 AADT	K (actual)	PMPH Trips	PMPH Vested Trips	Total PMPH Trips	FDOT Current Service Volumes (2012) A	B	C	D	E	Adopted LOS	LOS w/o Vested Trips	LOS with Vested Trips
3505 State Road 100	Landing Blvd to Belle Terre Pkwy			0.45								28,600	0.0892	2,551	232	2,783							C	C
3500 State Road 100	Belle Terre Pkwy to Palm Coast City Limits			0.45								32,025	0.0814	2,607	236	2,843							C	C
			Segment Length:	3.06																				
	Town Center Blvd.																							
4100 Town Center Blvd.	SR 100 to Hospital Drive			0.29	4	Yes						7,242	0.1265	916	686	1,602	*	3,300	4,660	5,900	6,530		B	B
4110 Town Center Blvd.	Hospital Drive to Central Avenue			0.39								7,129	0.1246	888	648	1,536							B	B
4120 Town Center Blvd.	Central Avenue to Lake Avenue	Collector	UFH	0.30			n.a.	n.a.	n.a.	n.a.	25	6,810	0.1521	1,036	35	1,071						D	C	C
4130 Town Center Blvd.	Lake Avenue to Royal Palm Parkway			0.59	2							6,409	0.1267	812	35	847	*	770	1,530	2,170	2,990		C	C
4140 Town Center Blvd.	Royal Palm Parkway to Old Kings Road			0.25		No						10,206	0.0909	928	390	1,318							C	C
			Segment Length:	1.82																				
	Tuscany Blvd.																							
4145 Tuscany Blvd.	Old Kings Road to SR100	Collector	Class 1	2.01	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.			-	0	-								
	US1 (SR5)																							
3700 US1 (SR5)	St. Johns County Line to Old Kings Road			0.76							60	13,684	0.1117	1,529	508	2,037							C	C
3702 US1 (SR5)	Old Kings Road to Matanzas Woods Parkway			2.61							65	15,505	0.096	1,488	739	2,227							C	C
3705 US1 (SR5)	Matanzas Woods Parkway to Palm Coast Parkway	Arterial	State Class 1	3.65	4	Yes	Yes	No	3	0.25		18,687	0.0955	1,785	1,383	3,168	*	**	3,420	3,580	***	D	C	C
3710 US1 (SR5)	Palm Coast Parkway to White View Parkway			2.11							60	20,783	0.0943	1,960	545	2,505							C	C
3720 US1 (SR5)	White View Parkway to Royal Palms Parkway			1.78								22,118	0.093	2,057	463	2,520							C	C
3725 US1 (SR5)	Royal Palms Parkway to Espanola Road			1.07								24,367	0.0913	2,225	273	2,498							C	C
			Segment Length:	11.98																				
101 US1 (SR5)	Palm Coast City Limit to Belle Terre Pkwy			0.57								14,567	0.0901	1,312	264	1,576							C	C
3750 US1 (SR5)	Belle Terre Pkwy to DuPont Rd	Arterial	State Class 1	0.9	4	Yes	Yes	No	2	0.69	60	17,288	0.085	1,469	490	1,959	*	**	3,420	3,580	***	D	C	C
3755 US1 (SR5)	DuPont Rd to Seminole Woods Pkwy			1.04								19,314	0.0994	1,920	281	2,201							C	C
235 US1 (SR5)	Seminole Woods Pkwy to Palm Coast City Limit			0.37								18,084	0.0929	1,680	325	2,005							C	C
			Segment Length:	2.88																				
	White Mill Drive																							
3915 White Mill Drive	Pine Lakes Parkway to White View Parkway	Collector	UFH	0.39	2	No	n.a.	n.a.	n.a.	n.a.	40	5,014	0.0902	452	18	470	*	770	1,530	2,170	2,990	D	B	B
	White View Parkway																							
3920 White View Parkway	US 1 to White Mill Drive			0.88	4	Yes					45	8,964	0.0982	880	10	890	*	**	3,420	3,580	***		C	C
3910 White View Parkway	White Mill Drive to Belle Terre Parkway	Arterial	Class 1	1.53	2	No	Yes	No	1	0.28	50	8,446	0.0928	784	23	807	*	**	1,510	1,600	***	D	C	C
3900 White View Parkway	Belle Terre Parkway to Pritchard Drive			1.11							45	8,277	0.0797	660	5	665							C	C
			Segment Length:	3.52																				

Freeway = Interstate Highway, State = State Highway, UFH = Uninterrupted Flow Highway, Class 1 = 40 mph or higher speed limit, Class 2 = 35 mph or lower speed limit, PMPH = P.M. Peak Hour, K (actual) = Measured Peak Hour Factor.

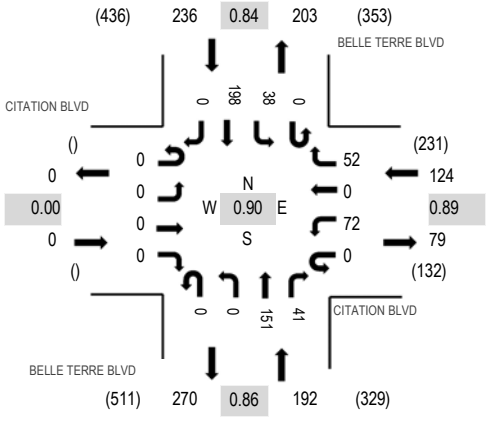
Appendix D

(Traffic Count Data)

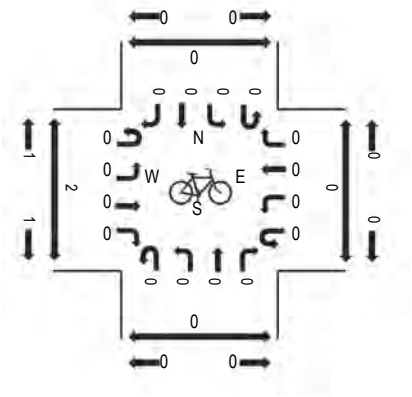
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 BELLE TERRE BLVD & CITATION BLVD AM
Date: Tuesday, October 14, 2025
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

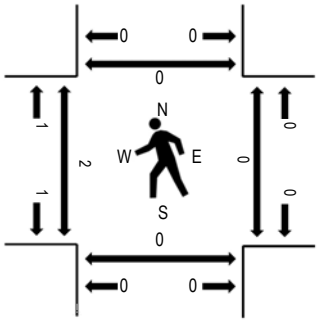
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CITATION BLVD Eastbound				CITATION BLVD Westbound				BELLE TERRE BLVD Northbound				BELLE TERRE BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	13	0	9	0	0	20	5	0	9	36	0	92	499	0	0	0	0
7:15 AM	0	0	0	0	0	16	0	12	0	0	31	5	0	4	60	0	128	540	0	0	0	0
7:30 AM	0	0	0	0	0	14	0	16	0	0	40	11	0	4	40	0	125	552	1	0	0	0
7:45 AM	0	0	0	0	0	19	0	16	0	0	47	9	0	10	53	0	154	552	0	0	0	0
8:00 AM	0	0	0	0	0	21	0	11	0	0	31	13	0	7	50	0	133	497	1	0	0	0
8:15 AM	0	0	0	0	0	18	0	9	0	0	33	8	0	17	55	0	140		0	0	0	0
8:30 AM	0	0	0	0	0	16	0	11	0	0	33	15	0	7	43	0	125		1	0	0	0
8:45 AM	0	0	0	0	0	20	0	10	0	0	24	4	0	4	37	0	99		1	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	4
Lights	0	0	0	0	0	63	0	52	0	0	145	31	0	34	191	0	516
Mediums	0	0	0	0	0	9	0	0	0	0	5	10	0	3	5	0	32
Total	0	0	0	0	0	72	0	52	0	0	151	41	0	38	198	0	552

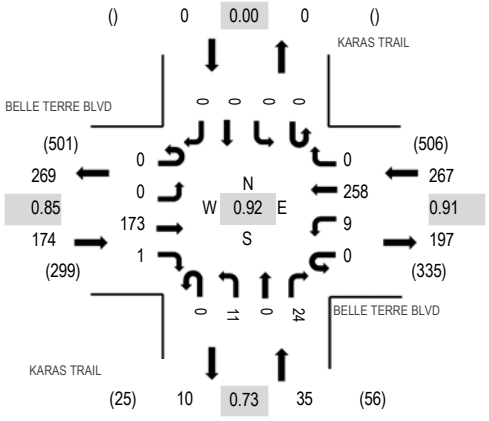
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				7.3%				8.3%				4.7%			6.5%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	4.0%	24.4%	0.0%	10.5%	3.5%	0.0%	6.5%
Peak Hour Factor		0.00				0.89				0.86				0.84			0.90
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.89	0.00	0.86	0.00	0.00	0.80	0.75	0.00	0.60	0.85	0.00	0.90

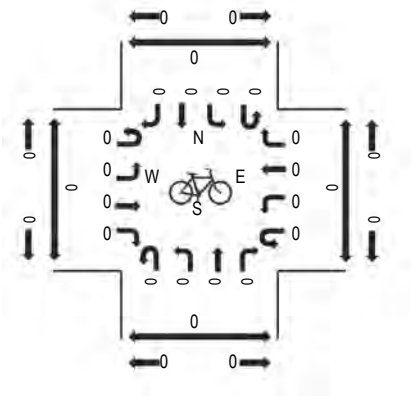
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 KARAS TRAIL & BELLE TERRE BLVD AM
Date: Tuesday, October 14, 2025
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

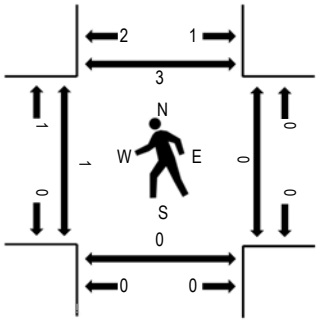
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BELLE TERRE BLVD Eastbound				BELLE TERRE BLVD Westbound				KARAS TRAIL Northbound				KARAS TRAIL Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	21	1	0	0	49	0	0	0	0	1	0	0	0	0	72	430	0	0	0	1
7:15 AM	0	0	31	0	0	2	71	0	0	6	0	6	0	0	0	0	116	476	0	0	0	1
7:30 AM	0	0	45	0	0	4	56	0	0	0	0	8	0	0	0	0	113	468	0	0	0	2
7:45 AM	0	0	52	0	0	0	68	0	0	3	0	6	0	0	0	0	129	472	0	0	0	0
8:00 AM	0	0	45	1	0	3	63	0	0	2	0	4	0	0	0	0	118	431	1	0	0	0
8:15 AM	0	0	29	1	0	4	66	0	0	3	0	5	0	0	0	0	108		0	0	0	0
8:30 AM	0	0	49	0	1	4	55	0	0	3	0	5	0	0	0	0	117		0	1	0	0
8:45 AM	0	0	24	0	0	5	55	0	0	1	0	3	0	0	0	0	88		0	2	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
Lights	0	0	159	1	0	8	247	0	0	9	0	24	0	0	0	0	448
Mediums	0	0	14	0	0	1	9	0	0	2	0	0	0	0	0	0	26
Total	0	0	173	1	0	9	258	0	0	11	0	24	0	0	0	0	476

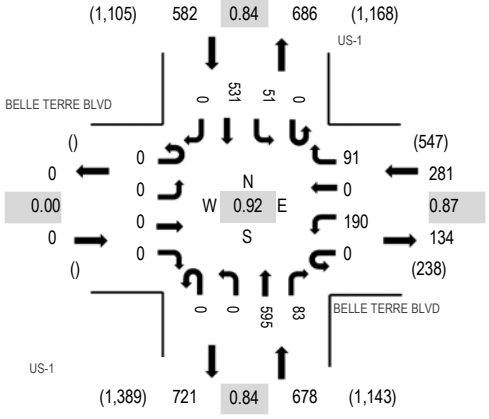
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		8.0%				4.5%				5.7%				0.0%			5.9%
Heavy Vehicle %	0.0%	0.0%	8.1%	0.0%	0.0%	11.1%	4.3%	0.0%	0.0%	18.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.9%
Peak Hour Factor		0.85				0.91				0.73				0.00			0.92
Peak Hour Factor	0.00	0.00	0.84	0.50	0.25	0.80	0.91	0.00	0.00	0.46	0.00	0.75	0.00	0.00	0.00	0.00	0.92

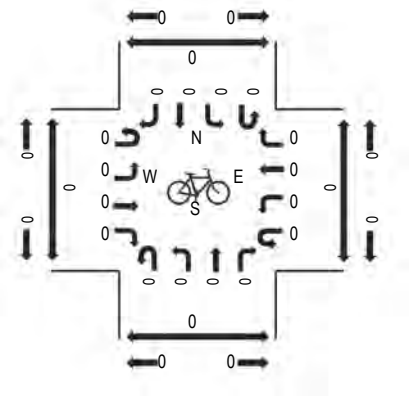
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 US-1 & BELLE TERRE BLVD AM
Date: Tuesday, October 14, 2025
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

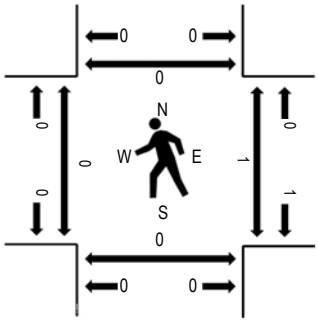
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BELLE TERRE BLVD Eastbound				BELLE TERRE BLVD Westbound				US-1 Northbound				US-1 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	46	0	17	0	0	74	14	0	6	144	0	301	1,389	0	0	0	0
7:15 AM	0	0	0	0	0	61	0	24	0	0	78	19	0	5	118	0	305	1,488	0	0	0	0
7:30 AM	0	0	0	0	0	49	0	17	0	0	133	19	0	13	133	0	364	1,541	0	0	0	0
7:45 AM	0	0	0	0	0	54	0	23	0	0	176	26	0	12	128	0	419	1,529	0	0	0	0
8:00 AM	0	0	0	0	0	45	0	24	0	0	136	22	0	20	153	0	400	1,406	0	0	0	0
8:15 AM	0	0	0	0	0	42	0	27	0	0	150	16	0	6	117	0	358		0	1	0	0
8:30 AM	0	0	0	0	0	39	0	24	0	0	131	19	0	18	121	0	352		0	0	0	0
8:45 AM	0	0	0	0	0	36	0	19	0	0	115	15	0	8	103	0	296		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	16	1	0	0	12	0	31
Lights	0	0	0	0	0	183	0	81	0	0	547	77	0	39	496	0	1,423
Mediums	0	0	0	0	0	6	0	9	0	0	32	5	0	12	23	0	87
Total	0	0	0	0	0	190	0	91	0	0	595	83	0	51	531	0	1,541

Heavy Vehicle Percentage and Peak Hour Factor

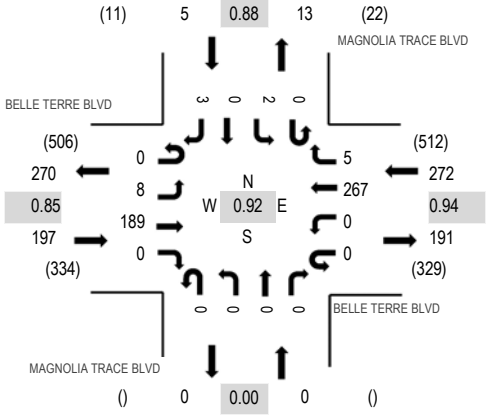
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				6.0%				8.0%				8.1%			7.7%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	3.7%	0.0%	11.0%	0.0%	0.0%	8.1%	7.2%	0.0%	23.5%	6.6%	0.0%	7.7%
Peak Hour Factor		0.00				0.87				0.84				0.84			0.92
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.86	0.00	0.91	0.00	0.00	0.85	0.83	0.00	0.70	0.87	0.00	0.92

ALL TRAFFIC DATA SERVICES

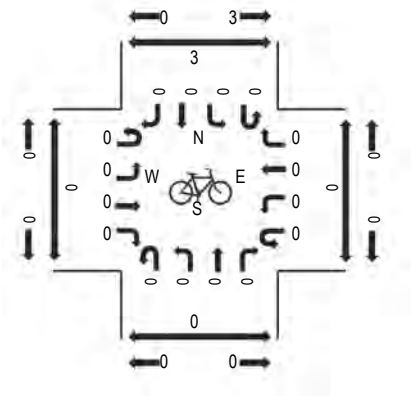
(303) 216-2439
www.alltrafficdata.net

Location: 5 MAGNOLIA TRACE BLVD & BELLE TERRE BLVD AM
Date: Tuesday, October 14, 2025
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

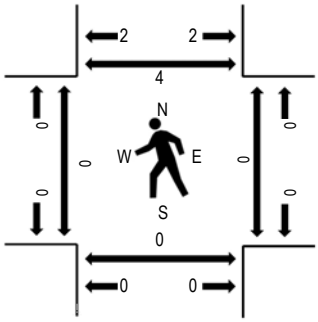
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BELLE TERRE BLVD Eastbound				BELLE TERRE BLVD Westbound				MAGNOLIA TRACE BLVD Northbound				MAGNOLIA TRACE BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	1	24	0	0	0	48	2	0	0	0	0	0	0	0	0	75	426	0	0	0	1
7:15 AM	0	2	34	0	0	0	73	1	0	0	0	0	0	3	0	1	114	466	0	0	0	1
7:30 AM	0	0	51	0	0	0	57	0	0	0	0	0	0	0	0	0	108	466	0	0	0	0
7:45 AM	0	2	56	0	0	0	70	1	0	0	0	0	0	0	0	0	129	474	0	0	0	0
8:00 AM	0	1	45	0	0	0	65	3	0	0	0	0	0	0	0	1	115	431	0	0	0	0
8:15 AM	0	0	40	0	0	0	71	1	0	0	0	0	0	1	0	1	114		0	0	0	2
8:30 AM	0	5	48	0	0	0	61	0	0	0	0	0	0	1	0	1	116		0	0	0	2
8:45 AM	0	1	24	0	0	0	57	2	0	0	0	0	0	2	0	0	86		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
Lights	0	7	177	0	0	0	253	5	0	0	0	0	0	2	0	2	446
Mediums	0	1	10	0	0	0	13	0	0	0	0	0	0	0	0	1	25
Total	0	8	189	0	0	0	267	5	0	0	0	0	0	2	0	3	474

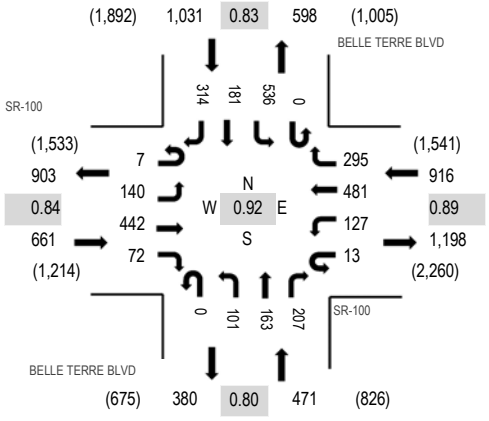
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		6.6%				5.1%				0.0%				20.0%			5.9%
Heavy Vehicle %	0.0%	12.5%	6.3%	0.0%	0.0%	0.0%	5.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	5.9%
Peak Hour Factor		0.85				0.94				0.00				0.88			0.92
Peak Hour Factor	0.00	0.40	0.86	0.00	0.00	0.00	0.94	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.75	0.92

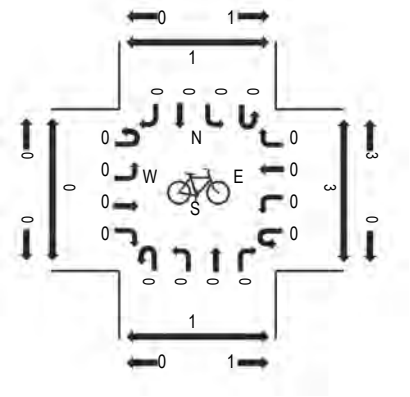
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 BELLE TERRE BLVD & SR-100 AM
Date: Tuesday, October 14, 2025
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

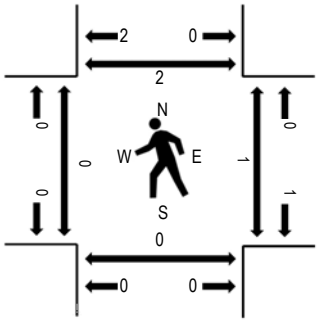
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SR-100 Eastbound				SR-100 Westbound				BELLE TERRE BLVD Northbound				BELLE TERRE BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	21	66	11	3	17	57	43	0	9	33	32	0	90	28	27	437	2,507	0	0	0	0
7:15 AM	1	20	73	13	1	18	81	35	0	16	18	39	0	145	49	49	558	2,831	0	2	2	0
7:30 AM	0	23	158	9	2	23	87	39	0	21	32	56	0	123	45	57	675	3,004	0	0	1	2
7:45 AM	0	28	122	12	1	32	116	64	0	28	41	79	0	174	54	86	837	3,079	0	0	0	0
8:00 AM	3	33	101	19	1	29	132	96	0	28	39	40	0	130	46	64	761	2,966	0	0	0	0
8:15 AM	3	27	93	23	4	34	101	83	0	19	45	40	0	121	49	89	731		0	1	0	1
8:30 AM	1	52	126	18	7	32	132	52	0	26	38	48	0	111	32	75	750		0	0	0	1
8:45 AM	0	34	109	15	6	27	116	70	0	34	39	26	0	133	40	75	724		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	7	1	0	1	1	3	0	0	1	2	0	0	1	0	18
Lights	7	133	422	67	13	124	459	288	0	101	160	203	0	527	175	310	2,989
Mediums	0	6	13	4	0	2	21	4	0	0	2	2	0	9	5	4	72
Total	7	140	442	72	13	127	481	295	0	101	163	207	0	536	181	314	3,079

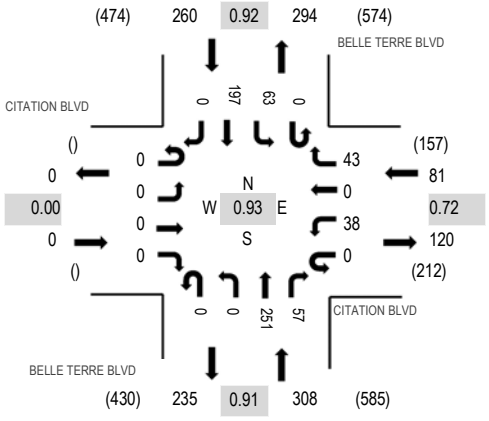
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		4.8%				3.5%				1.5%				1.8%			2.9%
Heavy Vehicle %	0.0%	5.0%	4.5%	6.9%	0.0%	2.4%	4.6%	2.4%	0.0%	0.0%	1.8%	1.9%	0.0%	1.7%	3.3%	1.3%	2.9%
Peak Hour Factor		0.84				0.89				0.80				0.83			0.92
Peak Hour Factor	0.58	0.70	0.75	0.82	0.64	0.93	0.91	0.78	0.00	0.79	0.91	0.68	0.00	0.82	0.90	0.88	0.92

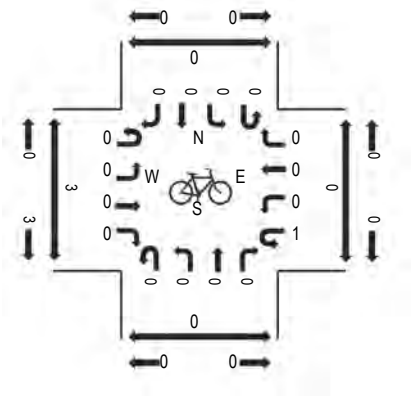
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 BELLE TERRE BLVD & CITATION BLVD PM
Date: Tuesday, October 14, 2025
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

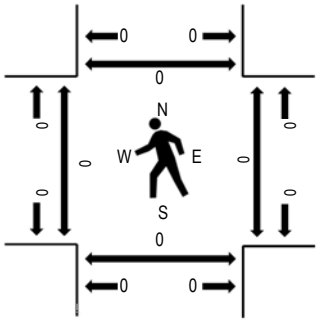
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CITATION BLVD Eastbound				CITATION BLVD Westbound				BELLE TERRE BLVD Northbound				BELLE TERRE BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	6	0	10	0	0	54	14	0	11	40	0	135	610	0	0	0	0
4:15 PM	0	0	0	0	0	10	0	14	0	0	62	15	0	17	49	0	167	649	0	0	0	0
4:30 PM	0	0	0	0	0	8	0	8	0	0	74	11	0	20	51	0	172	625	0	0	0	0
4:45 PM	0	0	0	0	0	10	0	8	0	0	51	15	0	8	44	0	136	585	0	0	0	0
5:00 PM	0	0	0	0	0	10	0	13	0	0	64	16	0	18	53	0	174	606	0	0	0	0
5:15 PM	0	0	0	0	0	9	0	9	0	0	56	7	0	9	53	0	143		0	0	0	0
5:30 PM	0	0	0	0	0	3	0	10	0	0	57	11	0	14	37	0	132		0	0	0	0
5:45 PM	0	0	0	0	0	9	0	20	0	0	64	14	0	12	38	0	157		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Lights	0	0	0	0	0	37	0	40	0	0	247	57	0	61	193	0	635
Mediums	0	0	0	0	0	1	0	2	0	0	3	0	0	2	4	0	12
Total	0	0	0	0	0	38	0	43	0	0	251	57	0	63	197	0	649

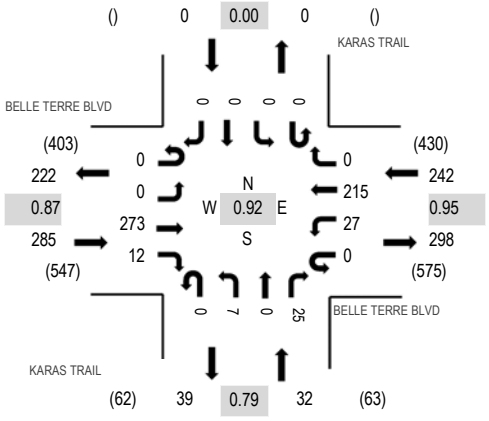
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				4.9%				1.3%				2.3%			2.2%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	0.0%	7.0%	0.0%	0.0%	1.6%	0.0%	0.0%	3.2%	2.0%	0.0%	2.2%
Peak Hour Factor		0.00				0.72				0.91				0.92			0.93
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.95	0.00	0.65	0.00	0.00	0.85	0.89	0.00	0.79	0.95	0.00	0.93

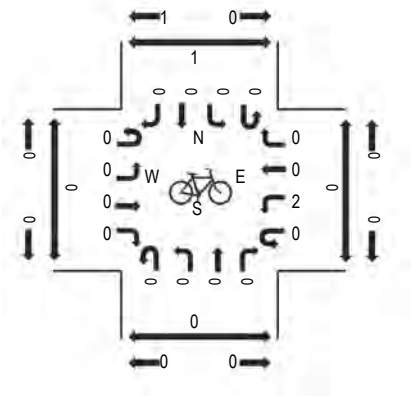
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 KARAS TRAIL & BELLE TERRE BLVD PM
Date: Tuesday, October 14, 2025
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

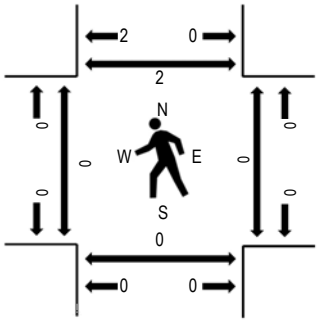
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BELLE TERRE BLVD Eastbound				BELLE TERRE BLVD Westbound				KARAS TRAIL Northbound				KARAS TRAIL Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	65	1	0	3	39	0	0	2	0	2	0	0	0	0	112	528	0	0	0	2
4:15 PM	0	0	73	3	0	8	55	0	0	2	0	2	0	0	0	0	143	559	0	0	0	2
4:30 PM	0	0	79	3	0	5	57	0	0	2	0	6	0	0	0	0	152	546	0	0	0	0
4:45 PM	0	0	58	1	0	6	47	0	0	3	0	6	0	0	0	0	121	505	0	0	0	0
5:00 PM	0	0	63	5	0	8	56	0	0	0	0	11	0	0	0	0	143	512	0	0	0	0
5:15 PM	0	0	56	3	0	10	48	0	0	4	0	9	0	0	0	0	130		0	0	0	0
5:30 PM	0	0	61	1	0	2	40	0	0	2	0	5	0	0	0	0	111		0	0	0	0
5:45 PM	0	0	74	1	0	2	44	0	0	2	0	5	0	0	0	0	128		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	0	269	12	0	26	211	0	0	7	0	25	0	0	0	0	550
Mediums	0	0	3	0	0	1	4	0	0	0	0	0	0	0	0	0	8
Total	0	0	273	12	0	27	215	0	0	7	0	25	0	0	0	0	559

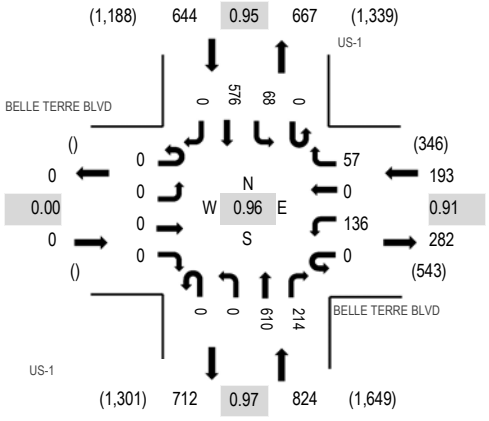
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.4%				2.1%				0.0%				0.0%			1.6%
Heavy Vehicle %	0.0%	0.0%	1.5%	0.0%	0.0%	3.7%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%
Peak Hour Factor		0.87				0.95				0.79				0.00			0.92
Peak Hour Factor	0.00	0.00	0.87	0.60	0.00	0.73	0.94	0.00	0.00	0.56	0.00	0.73	0.00	0.00	0.00	0.00	0.92

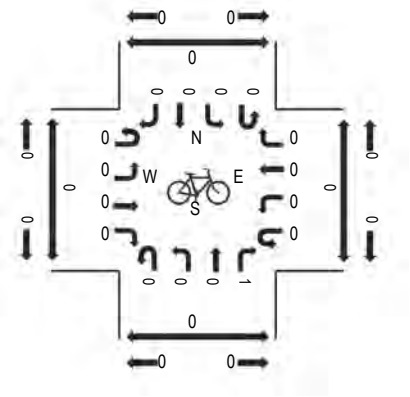
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 US-1 & BELLE TERRE BLVD PM
Date: Tuesday, October 14, 2025
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

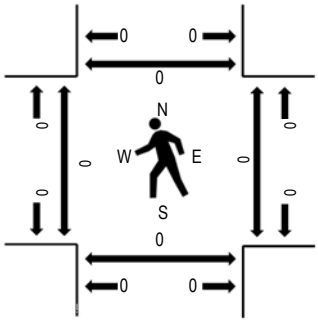
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BELLE TERRE BLVD Eastbound				BELLE TERRE BLVD Westbound				US-1 Northbound				US-1 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	18	0	11	0	0	143	45	0	26	144	0	387	1,634	0	0	0	0
4:15 PM	0	0	0	0	0	38	0	15	0	0	141	57	0	16	148	0	415	1,661	0	0	0	0
4:30 PM	0	0	0	0	0	34	0	18	0	0	157	54	0	17	153	0	433	1,650	0	0	0	0
4:45 PM	0	0	0	0	0	26	0	15	0	0	167	51	0	15	125	0	399	1,599	0	0	0	0
5:00 PM	0	0	0	0	0	38	0	9	0	0	145	52	0	20	150	0	414	1,549	0	0	0	0
5:15 PM	0	0	0	0	0	36	0	13	0	0	175	39	0	14	127	0	404		0	0	0	0
5:30 PM	0	0	0	0	0	26	0	12	0	0	162	55	0	9	118	0	382		0	0	0	0
5:45 PM	0	0	0	0	0	27	0	10	0	0	146	60	0	13	93	0	349		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	11	1	0	0	6	0	18
Lights	0	0	0	0	0	133	0	56	0	0	579	212	0	67	548	0	1,595
Mediums	0	0	0	0	0	3	0	1	0	0	20	1	0	1	22	0	48
Total	0	0	0	0	0	136	0	57	0	0	610	214	0	68	576	0	1,661

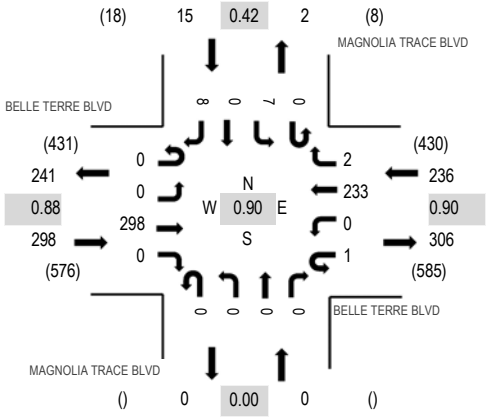
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				2.1%				4.0%				4.5%			4.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	2.2%	0.0%	1.8%	0.0%	0.0%	5.1%	0.9%	0.0%	1.5%	4.9%	0.0%	4.0%
Peak Hour Factor		0.00				0.91				0.97				0.95			0.96
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.89	0.00	0.82	0.00	0.00	0.93	0.94	0.00	0.71	0.94	0.00	0.96

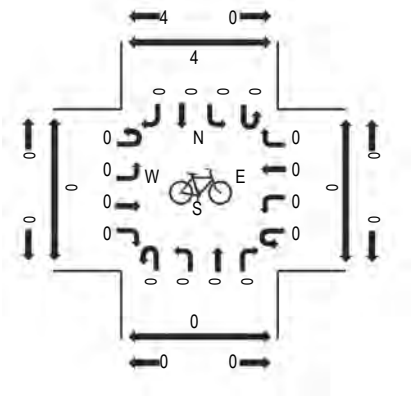
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 MAGNOLIA TRACE BLVD & BELLE TERRE BLVD PM
Date: Tuesday, October 14, 2025
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

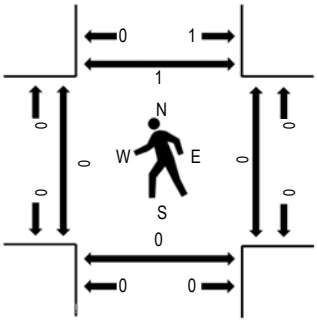
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BELLE TERRE BLVD Eastbound				BELLE TERRE BLVD Westbound				MAGNOLIA TRACE BLVD Northbound				MAGNOLIA TRACE BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	2	67	0	0	0	43	2	0	0	0	0	0	2	0	0	116	521	0	0	0	0
4:15 PM	0	0	74	0	0	0	60	0	0	0	0	0	0	2	0	2	138	549	0	0	0	1
4:30 PM	0	0	85	0	0	0	57	1	0	0	0	0	0	3	0	6	152	536	0	0	0	0
4:45 PM	0	0	63	0	0	0	52	0	0	0	0	0	0	0	0	0	115	492	0	0	0	0
5:00 PM	0	0	76	0	1	0	64	1	0	0	0	0	0	2	0	0	144	503	0	0	0	0
5:15 PM	0	0	64	0	0	0	60	1	0	0	0	0	0	0	0	0	125		0	0	0	0
5:30 PM	0	0	67	0	0	0	40	0	0	0	0	0	0	1	0	0	108		0	0	0	0
5:45 PM	0	0	78	0	0	0	47	1	0	0	0	0	0	0	0	0	126		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	0	294	0	1	0	228	2	0	0	0	0	0	7	0	8	540
Mediums	0	0	3	0	0	0	5	0	0	0	0	0	0	0	0	0	8
Total	0	0	298	0	1	0	233	2	0	0	0	0	0	7	0	8	549

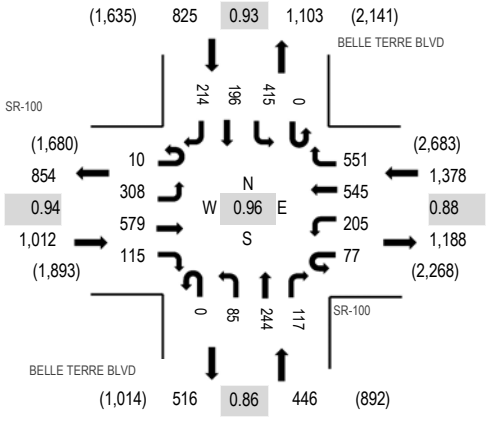
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			1.3%				2.1%				0.0%				0.0%		1.6%
Heavy Vehicle %	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%
Peak Hour Factor			0.88				0.90				0.00				0.42		0.90
Peak Hour Factor	0.00	0.25	0.88	0.00	0.25	0.00	0.91	0.38	0.00	0.00	0.00	0.00	0.00	0.58	0.00	0.33	0.90

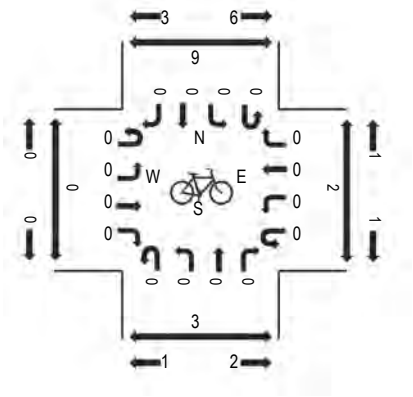
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 BELLE TERRE BLVD & SR-100 PM
Date: Tuesday, October 14, 2025
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

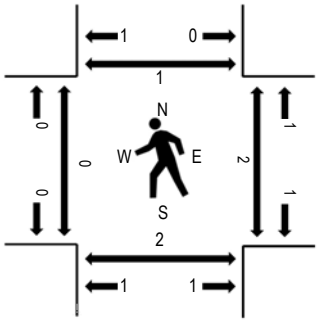
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SR-100 Eastbound				SR-100 Westbound				BELLE TERRE BLVD Northbound				BELLE TERRE BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	3	90	137	34	21	57	122	133	0	18	50	38	0	82	39	64	888	3,606	0	0	0	0
4:15 PM	1	95	120	23	27	64	125	112	0	31	50	34	0	117	42	69	910	3,614	0	0	0	0
4:30 PM	3	79	171	25	21	38	111	130	0	14	63	33	0	110	50	42	890	3,661	0	1	0	0
4:45 PM	0	69	161	32	23	44	139	161	0	16	58	21	0	93	40	61	918	3,628	0	0	1	0
5:00 PM	2	95	105	27	14	67	125	107	0	27	77	32	0	111	58	49	896	3,497	0	1	0	1
5:15 PM	5	65	142	31	19	56	170	153	0	28	46	31	0	101	48	62	957		0	0	1	0
5:30 PM	2	67	86	28	15	53	106	143	0	20	73	35	0	103	59	67	857		0	0	2	0
5:45 PM	3	66	111	15	22	55	132	118	0	19	41	37	0	95	29	44	787		0	0	1	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	2	0	0	0	1	1	0	0	0	1	0	0	0	1	7
Lights	10	307	569	113	77	202	540	547	0	83	243	113	0	401	192	210	3,607
Mediums	0	0	8	2	0	3	4	3	0	2	1	3	0	14	4	3	47
Total	10	308	579	115	77	205	545	551	0	85	244	117	0	415	196	214	3,661

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.3%				0.9%				1.6%				2.7%			1.5%
Heavy Vehicle %	0.0%	0.3%	1.7%	1.7%	0.0%	1.5%	0.9%	0.7%	0.0%	2.4%	0.4%	3.4%	0.0%	3.4%	2.0%	1.9%	1.5%
Peak Hour Factor		0.94				0.88				0.86				0.93			0.96
Peak Hour Factor	0.60	0.89	0.86	0.92	0.85	0.86	0.80	0.88	0.00	0.84	0.82	0.91	0.00	0.92	0.87	0.89	0.96

Appendix E

(SR-100 at Belle Terre Blvd Signal Timing Plan)

CITY OF PALM COAST SIGNAL TIMING SHEETS

LOCATION: SR 100 at Belle Terre Pkwy
Palm Coast

FREE: [ ]

DATE: 12/10/2025

SIGNAL #:

CO-ORD: [X]

Design By: Sean Castello

NETWORK #:

Controller Timing Chart

PHASE	1	2	3	4	5	6	7	8
DIRECTION	EBL	WB	SBL	NB	WBL	EB	NBL	SB
TURN TYPE	PROT	-	PROT		PROT	-	PROT	-
MIN GREEN	5	16	5	7	5	16	5	7
WALK		7		7		7		7
PED CLR		29		42		19		39
YELLOW	5.1	5.1	4.8	5.1	5.1	5.1	5.1	4.8
RED CLR	4.5	2.0	3.6	2.0	4.4	2.0	3.8	2.0
EXTENSION	3	3	3	3	3	3	3	3
MAX 1	46	100	45	32	46	100	32	30
MAX 2	20	80	30	25	33	80	25	30
MAX 3		-				-		
DYM MAX								
DYM STP								
RECALL		MIN				MIN		
DETECTOR	NON-LOCK	LOCK	NON-LOCK	NON-LOCK	NON-LOCK	LOCK	NON-LOCK	NON-LOCK
FLASH	RED	YELLOW	RED	RED	RED	YELLOW	RED	RED

COORDINATION TIMINGS

PATTERN	1	2	3	4	5	6	7	8
CYCLE	160	150	160	-	-	-	-	-
OFFSET	15	62	87	-	-	-	-	-

PHASE	1	2	3	4	5	6	7	8
PATTERN 1	27	57	34	42	32	52	26	50
PATTERN 2	33	53	35	29	35	51	26	38
PATTERN 3	40	58	30	32	45	53	24	38
PATTERN 4	-	-	-	-	-	-	-	-
PATTERN 5	-	-	-	-	-	-	-	-
PATTERN 6	-	-	-	-	-	-	-	-
PATTERN 7	-	-	-	-	-	-	-	-

Controller IP		Switch IP		Camera IP	
Controller Gateway		Switch Gateway		Camera Gateway	

REMARKS: Reference Phase

Beginning of Yellow

PATTERN 1,2 & 3

1	2	4	3
6	5	7	8

CITY OF PALM COAST SIGNAL TIMING SHEETS

LOCATION: SR 100 at Belle Terre Pkwy
Palm Coast

FREE:

DATE: 12/10/2025

SIGNAL #: 0

CO-ORD: X

Design By: Sean Castello

NETWORK #: 0

TIME OF DAY SCHEDULE

BASE DAY		1	2	3	4	5	6	7	Crosswalk Length
	TIME	00:00-6:30	06:30-9:30	09:30-15:00	15:00-18:30	18:30-21:00	21:00-0:00		
MON #1	PATTERN	FREE	PATTERN #1	PATTERN #2	PATTERN #3	PATTERN #2	FREE		P2
	TIME	00:00-6:30	06:30-9:30	09:30-15:00	15:00-18:30	18:30-21:00	21:00-0:00		
TUES #1	PATTERN	FREE	PATTERN #1	PATTERN #2	PATTERN #3	PATTERN #2	FREE		
	TIME	00:00-6:30	06:30-9:30	09:30-15:00	15:00-18:30	18:30-21:00	21:00-0:00		
WED #1	PATTERN	FREE	PATTERN #1	PATTERN #2	PATTERN #3	PATTERN #2	FREE		P4
	TIME	00:00-6:30	06:30-9:30	09:30-15:00	15:00-18:30	18:30-21:00	21:00-0:00		
THU #1	PATTERN	FREE	PATTERN #1	PATTERN #2	PATTERN #3	PATTERN #2	FREE		
	TIME	00:00-6:30	06:30-9:30	09:30-15:00	15:00-18:30	18:30-21:00	21:00-0:00		
FRI #1	PATTERN	FREE	PATTERN #1	PATTERN #2	PATTERN #3	PATTERN #2	FREE		P6
	TIME	00:00-10:00	10:00-21:00	21:00-0:00					
SAT #2	PATTERN	FREE	PATTERN #2	FREE					
	TIME	00:00-10:00	10:00-21:00	21:00-0:00					
SUN #2	PATTERN	FREE	PATTERN #2	FREE					P8

CONTROLLER TYPE		CONDITION OF OVERHEAD	GOOD	PROGRAM NUMBER	
		OVERHEAD STREET NAMES	NO		
PHASES:	8Φ	ILLUMINATED STREET NAMES	YES	32.67.20	SIGNAL OWNER
CABINET TYPE	VI	PRE-EMPTION	NO	Controller IP Address	State
CABINET DATE		PRE-EMPTION TYPE	N/A	0	LED YES

REMARKS:

PHASE	1	2	3	4	5	6	7	8
INITIAL	5	16	5	7	5	16	5	7
EXTENSION	3	3	3	3	3	3	3	3
YELLOW	5.1	5.1	4.8	5.1	5.1	5.1	5.1	4.8
RED	4.5	2	3.6	2	4.4	2	3.8	2
Pattern 1	27	57	34	42	32	52	26	50
Pattern 2	33	53	35	29	35	51	26	38
Pattern 3	40	58	30	32	45	53	24	38
Pattern 4	-	-	-	-	-	-	-	-
Pattern 5	-	-	-	-	-	-	-	-
Max split	40	58	35	42	45	53	26	50
GREEN	30.4	50.9	26.6	34.9	35.5	45.9	17.1	43.2
GREEN - Initial	22.4	-	18.6	24.9	27.5	-	9.1	33.2
MAX 2	55	117	26.6	54	69	116	17.1	52

Appendix F

(Seasonal Factor Report)

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 7300 FLAGLER COUNTYWIDE

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2024 - 01/06/2024	1.04	1.09
2	01/07/2024 - 01/13/2024	1.05	1.11
3	01/14/2024 - 01/20/2024	1.07	1.13
4	01/21/2024 - 01/27/2024	1.04	1.09
5	01/28/2024 - 02/03/2024	1.02	1.07
6	02/04/2024 - 02/10/2024	1.00	1.05
7	02/11/2024 - 02/17/2024	0.98	1.03
* 8	02/18/2024 - 02/24/2024	0.97	1.02
* 9	02/25/2024 - 03/02/2024	0.95	1.00
*10	03/03/2024 - 03/09/2024	0.94	0.99
*11	03/10/2024 - 03/16/2024	0.93	0.98
*12	03/17/2024 - 03/23/2024	0.94	0.99
*13	03/24/2024 - 03/30/2024	0.94	0.99
*14	03/31/2024 - 04/06/2024	0.95	1.00
*15	04/07/2024 - 04/13/2024	0.95	1.00
*16	04/14/2024 - 04/20/2024	0.96	1.01
*17	04/21/2024 - 04/27/2024	0.96	1.01
*18	04/28/2024 - 05/04/2024	0.97	1.02
*19	05/05/2024 - 05/11/2024	0.97	1.02
*20	05/12/2024 - 05/18/2024	0.98	1.03
21	05/19/2024 - 05/25/2024	0.99	1.04
22	05/26/2024 - 06/01/2024	0.99	1.04
23	06/02/2024 - 06/08/2024	1.00	1.05
24	06/09/2024 - 06/15/2024	1.01	1.06
25	06/16/2024 - 06/22/2024	1.01	1.06
26	06/23/2024 - 06/29/2024	1.01	1.06
27	06/30/2024 - 07/06/2024	1.01	1.06
28	07/07/2024 - 07/13/2024	1.02	1.07
29	07/14/2024 - 07/20/2024	1.02	1.07
30	07/21/2024 - 07/27/2024	1.02	1.07
31	07/28/2024 - 08/03/2024	1.02	1.07
32	08/04/2024 - 08/10/2024	1.02	1.07
33	08/11/2024 - 08/17/2024	1.02	1.07
34	08/18/2024 - 08/24/2024	1.02	1.07
35	08/25/2024 - 08/31/2024	1.03	1.08
36	09/01/2024 - 09/07/2024	1.03	1.08
37	09/08/2024 - 09/14/2024	1.04	1.09
38	09/15/2024 - 09/21/2024	1.05	1.11
39	09/22/2024 - 09/28/2024	1.03	1.08
40	09/29/2024 - 10/05/2024	1.02	1.07
41	10/06/2024 - 10/12/2024	1.00	1.05
42	10/13/2024 - 10/19/2024	0.99	1.04
43	10/20/2024 - 10/26/2024	0.99	1.04
44	10/27/2024 - 11/02/2024	1.00	1.05
45	11/03/2024 - 11/09/2024	1.00	1.05
46	11/10/2024 - 11/16/2024	1.00	1.05
47	11/17/2024 - 11/23/2024	1.01	1.06
48	11/24/2024 - 11/30/2024	1.02	1.07
49	12/01/2024 - 12/07/2024	1.03	1.08
50	12/08/2024 - 12/14/2024	1.03	1.08
51	12/15/2024 - 12/21/2024	1.04	1.09
52	12/22/2024 - 12/28/2024	1.05	1.11
53	12/29/2024 - 12/31/2024	1.07	1.13

* PEAK SEASON

Appendix G

(Intersection Volume Calculations)

Magnolia Trace
Intersection Volumes AM
22-233-02

Segment	1275	1270	1263	1260	SR-100 (EB)	SR-100 (WB)	US-1	Citation
AGR	4.32%	7.51%	2.47%	2.43%	1.52%	1.09%	1.70%	5.92%
GR Factor	1.2889	1.5442	1.1577	1.1549	1.0947	1.0672	1.1064	1.417

Note: Citation uses the average of Belle Terre Blvd approaches

Period
AM Peak

SF	Years
0.99	6

Trip Generation	
Enter	Exit
104	183

Pass-By		
Total	In	Out
54	27	27

Legend
Background + [Pass-by] + (Proj)= Total

Intersection: US-1 & Belle Terre Blvd (10/14/2025) # 1

Approach	Movement	Raw	FTO SF	Existing Adj	Growth Factor	Background	% PB Ent	% PB Ext	Pass-By	%Project In	%Project Out	Project Trips	Total	Background + [Pass-by] + (Proj)= Total
WB	L	190	0.99	**188**	1.2889	**242**			**0**		42.79%	**78**	**320**	242 + (78) = 320
	R	91	0.99	**90**	1.2889	**116**			**0**		9.48%	**17**	**133**	116 + (17) = 133
NB	T	595	0.99	**589**	1.1064	**652**			**0**			**0**	**652**	652
	R	83	0.99	**82**	1.1064	**91**			**0**	42.79%		**45**	**136**	91 + (45) = 136
SB	L	51	0.99	**50**	1.1064	**55**			**0**	9.48%		**10**	**65**	55 + (10) = 65
	T	531	0.99	**526**	1.1064	**582**			**0**			**0**	**582**	582

Growth Factor= 1.00 at minor streets

Intersection: Belle Terre Blvd & Karas Trail (10/14/2025) # 2

Approach	Movement	Raw	FTO SF	Existing Adj	Growth Factor	Background	% PB Ent	% PB Ext	Pass-By	%Project In	%Project Out	Project Trips	Total	Background + [Pass-by] + (Proj)= Total
EB	L	0	0.99	**0**	1.0000	**0**	20.00%		**5**	54.55%		**57**	**62**	[5] + (57) = 62
	T	173	0.99	**171**	1.2889	**220**	-20.00%		**-5**			**0**	**215**	220 + [-5] = 215
	R	1	0.99	**1**	1.0000	**1**			**0**			**0**	**1**	1
WB	L	9	0.99	**9**	1.0000	**9**			**0**			**0**	**9**	9
	T	258	0.99	**255**	1.2889	**329**	-20.00%		**-5**			**0**	**324**	329 + [-5] = 324
	R	0	0.99	**0**	1.0000	**0**	20.00%		**5**	36.36%		**38**	**43**	[5] + (38) = 43
NB	L	11	0.99	**11**	1.0000	**11**			**0**			**0**	**11**	11
	T	0	0.99	**0**	1.0000	**0**			**0**	0.13%		**0**	**0**	
	R	24	0.99	**24**	1.0000	**24**			**0**			**0**	**24**	24
SB	L	0	0.99	**0**	1.0000	**0**		20.00%	**5**		36.36%	**67**	**72**	[5] + (67) = 72
	T	0	0.99	**0**	1.0000	**0**			**0**		0.13%	**0**	**0**	
	R	0	0.99	**0**	1.0000	**0**		20.00%	**5**		54.55%	**100**	**105**	[5] + (100) = 105

Growth Factor= 1.00 at minor streets

Intersection: Belle Terre Blvd & Magnolia Trace Blvd (10/14/2025) # 3

Approach	Movement	Raw	FTO SF	Existing Adj	Growth Factor	Background	% PB Ent	% PB Ext	Pass-By	%Project In	%Project Out	Project Trips	Total	Background + [Pass-by] + (Proj)= Total
EB	L	8	0.99	**8**	1.0000	**8**	30.00%		**8**			**0**	**16**	8 + [8] = 16
	T	189	0.99	**187**	1.2889	**241**	-30.00%		**-8**		36.36%	**67**	**300**	241 + [-8] + (67) = 300
WB	T	267	0.99	**264**	1.2889	**340**	-30.00%		**-8**	36.36%		**38**	**370**	340 + [-8] + (38) = 370
	R	5	0.99	**5**	1.0000	**5**	30.00%		**8**	9.09%		**9**	**22**	5 + [8] + (9) = 22
SB	L	2	0.99	**2**	1.0000	**2**		30.00%	**8**		9.09%	**17**	**27**	2 + [8] + (17) = 27
	R	3	0.99	**3**	1.0000	**3**		30.00%	**8**			**0**	**11**	3 + [8] = 11

Growth Factor= 1.00 at minor streets

Magnolia Trace
Intersection Volumes AM
22-233-02

Segment	1275	1270	1263	1260	SR-100 (EB)	SR-100 (WB)	US-1	Citation
AGR	4.32%	7.51%	2.47%	2.43%	1.52%	1.09%	1.70%	5.92%
GR Factor	1.2889	1.5442	1.1577	1.1549	1.0947	1.0672	1.1064	1.417

Note: Citation uses the average of Belle Terre Blvd approaches

Period
AM Peak

SF	Years
0.99	6

Trip Generation	
Enter	Exit
104	183

Pass-By		
Total	In	Out
54	27	27

Legend
Background + [Pass-by] + (Proj)= Total

Intersection: Belle Terre Blvd & Citation Blvd (10/14/2025) # 4

Approach	Movement	Raw	FTO SF	Existing Adj	Growth Factor	Background	% PB Ent	% PB Ext	Pass-By	%Project In	%Project Out	Project Trips	Total	Background + [Pass-by] + (Proj)= Total
WB	L	72	0.99	**71**	1.4166	**101**			**0**	2.14%		**2**	**103**	101 + (2) = 103
	R	52	0.99	**51**	1.4166	**72**			**0**			**0**	**72**	72
NB	T	151	0.99	**149**	1.2889	**192**			**0**		43.31%	**79**	**271**	192 + (79) = 271
	R	41	0.99	**41**	1.2889	**53**			**0**		2.14%	**4**	**57**	53 + (4) = 57
SB	L	38	0.99	**38**	1.5442	**59**			**0**			**0**	**59**	59
	T	198	0.99	**196**	1.5442	**303**			**0**	43.31%		**45**	**348**	303 + (45) = 348

Growth Factor= 1.00 at minor streets

Intersection: SR-100 & Belle Terre Blvd (10/14/2025) # 5

Approach	Movement	Raw	FTO SF	Existing Adj	Growth Factor	Background	% PB Ent	% PB Ext	Pass-By	%Project In	%Project Out	Project Trips	Total	Background + [Pass-by] + (Proj)= Total
EB	UT	7	0.99	**7**	1.0000	**7**			**0**			**0**	**7**	7
	L	140	0.99	**139**	1.0947	**152**			**0**			**0**	**152**	152
	T	442	0.99	**438**	1.0947	**479**			**0**			**0**	**479**	479
	R	72	0.99	**71**	1.0947	**78**			**0**	1.68%		**2**	**80**	78 + (2) = 80
WB	UT	13	0.99	**13**	1.0000	**13**			**0**			**0**	**13**	13
	L	127	0.99	**126**	1.0672	**134**			**0**	20.67%		**21**	**155**	134 + (21) = 155
	T	481	0.99	**476**	1.0672	**508**			**0**			**0**	**508**	508
	R	295	0.99	**292**	1.0672	**312**			**0**			**0**	**312**	312
NB	L	101	0.99	**100**	1.1577	**116**			**0**		1.68%	**3**	**119**	116 + (3) = 119
	T	163	0.99	**161**	1.1577	**186**			**0**		21.40%	**39**	**225**	186 + (39) = 225
	R	207	0.99	**205**	1.1577	**237**			**0**		20.67%	**38**	**275**	237 + (38) = 275
SB	L	536	0.99	**531**	1.1549	**613**			**0**			**0**	**613**	613
	T	181	0.99	**179**	1.1549	**207**			**0**	21.40%		**22**	**229**	207 + (22) = 229
	R	314	0.99	**311**	1.1549	**359**			**0**			**0**	**359**	359

Growth Factor= 1.00 at minor streets

Magnolia Trace
Intersection Volumes PM
22-233-02

Segment	1275	1270	1263	1260	SR-100 (EB)	SR-100 (WB)	US-1	Citation
AGR	4.32%	7.51%	2.47%	2.43%	1.52%	1.09%	1.70%	5.92%
GR Factor	1.2889	1.5442	1.1577	1.1549	1.0947	1.0672	1.1064	1.417

Note: Citation uses the average of Belle Terre Blvd approaches

Period
PM Peak

SF	Years
0.99	6

Trip Generation	
Enter	Exit
184	131

Pass-By		
Total	In	Out
59	30	29

Legend
Background + [Pass-by] + (Proj)= Total

Intersection: US-1 & Belle Terre Blvd (10/14/2025) # 1

Approach	Movement	Raw	FTO SF	Existing Adj	Growth Factor	Background	% PB Ent	% PB Ext	Pass-By	%Project In	%Project Out	Project Trips	Total	Background + [Pass-by] + (Proj)= Total
WB	L	136	0.99	**135**	1.2889	**174**			**0**		42.79%	**56**	**230**	174 + (56) = 230
	R	57	0.99	**56**	1.2889	**72**			**0**		9.48%	**12**	**84**	72 + (12) = 84
NB	T	610	0.99	**604**	1.1064	**668**			**0**			**0**	**668**	668
	R	214	0.99	**212**	1.1064	**235**			**0**	42.79%		**79**	**314**	235 + (79) = 314
SB	L	68	0.99	**67**	1.1064	**74**			**0**	9.48%		**17**	**91**	74 + (17) = 91
	T	576	0.99	**570**	1.1064	**631**			**0**			**0**	**631**	631

Growth Factor= 1.00 at minor streets

Intersection: Belle Terre Blvd & Karas Trail (10/14/2025) # 2

Approach	Movement	Raw	FTO SF	Existing Adj	Growth Factor	Background	% PB Ent	% PB Ext	Pass-By	%Project In	%Project Out	Project Trips	Total	Background + [Pass-by] + (Proj)= Total
EB	L	0	0.99	**0**	1.0000	**0**	20.00%		**6**	54.55%		**100**	**106**	[6] + (100) = 106
	T	273	0.99	**270**	1.2889	**348**	-20.00%		**-6**			**0**	**342**	348 + [-6] = 342
	R	12	0.99	**12**	1.0000	**12**			**0**			**0**	**12**	12
WB	L	27	0.99	**27**	1.0000	**27**			**0**			**0**	**27**	27
	T	215	0.99	**213**	1.2889	**275**	-20.00%		**-6**			**0**	**269**	275 + [-6] = 269
	R	0	0.99	**0**	1.0000	**0**	20.00%		**6**	36.36%		**67**	**73**	[6] + (67) = 73
NB	L	7	0.99	**7**	1.0000	**7**			**0**			**0**	**7**	7
	T	0	0.99	**0**	1.0000	**0**			**0**	0.13%		**0**	**0**	
	R	25	0.99	**25**	1.0000	**25**			**0**			**0**	**25**	25
SB	L	0	0.99	**0**	1.0000	**0**		20.00%	**6**		36.36%	**48**	**54**	[6] + (48) = 54
	T	0	0.99	**0**	1.0000	**0**			**0**		0.13%	**0**	**0**	
	R	0	0.99	**0**	1.0000	**0**		20.00%	**6**		54.55%	**71**	**77**	[6] + (71) = 77

Growth Factor= 1.00 at minor streets

Intersection: Belle Terre Blvd & Magnolia Trace Blvd (10/14/2025) # 3

Approach	Movement	Raw	FTO SF	Existing Adj	Growth Factor	Background	% PB Ent	% PB Ext	Pass-By	%Project In	%Project Out	Project Trips	Total	Background + [Pass-by] + (Proj)= Total
EB	L	0	0.99	**0**	1.0000	**0**	30.00%		**9**			**0**	**9**	[9]
	T	298	0.99	**295**	1.2889	**380**	-30.00%		**-9**		36.36%	**48**	**419**	380 + [-9] + (48) = 419
WB	T	233	0.99	**231**	1.2889	**298**	-30.00%		**-9**	36.36%		**67**	**356**	298 + [-9] + (67) = 356
	R	2	0.99	**2**	1.0000	**2**	30.00%		**9**	9.09%		**17**	**28**	2 + [9] + (17) = 28
SB	L	7	0.99	**7**	1.0000	**7**		30.00%	**9**		9.09%	**12**	**28**	7 + [9] + (12) = 28
	R	8	0.99	**8**	1.0000	**8**		30.00%	**9**			**0**	**17**	8 + [9] = 17

Growth Factor= 1.00 at minor streets

Magnolia Trace
Intersection Volumes PM
22-233-02

Segment	1275	1270	1263	1260	SR-100 (EB)	SR-100 (WB)	US-1	Citation
AGR	4.32%	7.51%	2.47%	2.43%	1.52%	1.09%	1.70%	5.92%
GR Factor	1.2889	1.5442	1.1577	1.1549	1.0947	1.0672	1.1064	1.417

Note: Citation uses the average of Belle Terre Blvd approaches

Period
PM Peak

SF	Years
0.99	6

Trip Generation	
Enter	Exit
184	131

Pass-By		
Total	In	Out
59	30	29

Legend
Background + [Pass-by] + (Proj)= Total

Intersection: Belle Terre Blvd & Citation Blvd (10/14/2025) # 4

Approach	Movement	Raw	FTO SF	Existing Adj	Growth Factor	Background	% PB Ent	% PB Ext	Pass-By	%Project In	%Project Out	Project Trips	Total	Background + [Pass-by] + (Proj)= Total
WB	L	38	0.99	**38**	1.4166	**54**			**0**	2.14%		**4**	**58**	54 + (4) = 58
	R	43	0.99	**43**	1.4166	**61**			**0**			**0**	**61**	61
NB	T	251	0.99	**248**	1.2889	**320**			**0**		43.31%	**57**	**377**	320 + (57) = 377
	R	57	0.99	**56**	1.2889	**72**			**0**		2.14%	**3**	**75**	72 + (3) = 75
SB	L	63	0.99	**62**	1.5442	**96**			**0**			**0**	**96**	96
	T	197	0.99	**195**	1.5442	**301**			**0**	43.31%		**80**	**381**	301 + (80) = 381

Growth Factor= 1.00 at minor streets

Intersection: SR-100 & Belle Terre Blvd (10/14/2025) # 5

Approach	Movement	Raw	FTO SF	Existing Adj	Growth Factor	Background	% PB Ent	% PB Ext	Pass-By	%Project In	%Project Out	Project Trips	Total	Background + [Pass-by] + (Proj)= Total
EB	UT	10	0.99	**10**	1.0000	**10**			**0**			**0**	**10**	10
	L	305	0.99	**302**	1.0947	**331**			**0**			**0**	**331**	331
	T	573	0.99	**567**	1.0947	**621**			**0**			**0**	**621**	621
	R	114	0.99	**113**	1.0947	**124**			**0**	1.68%		**3**	**127**	124 + (3) = 127
WB	UT	76	0.99	**75**	1.0000	**75**			**0**			**0**	**75**	75
	L	203	0.99	**201**	1.0672	**215**			**0**	20.67%		**38**	**253**	215 + (38) = 253
	T	540	0.99	**535**	1.0672	**571**			**0**			**0**	**571**	571
	R	545	0.99	**540**	1.0672	**576**			**0**			**0**	**576**	576
NB	L	84	0.99	**83**	1.1577	**96**			**0**		1.68%	**2**	**98**	96 + (2) = 98
	T	242	0.99	**240**	1.1577	**278**			**0**		21.40%	**28**	**306**	278 + (28) = 306
	R	116	0.99	**115**	1.1577	**133**			**0**		20.67%	**27**	**160**	133 + (27) = 160
SB	L	411	0.99	**407**	1.1549	**470**			**0**			**0**	**470**	470
	T	194	0.99	**192**	1.1549	**222**			**0**	21.40%		**39**	**261**	222 + (39) = 261
	R	212	0.99	**210**	1.1549	**243**			**0**			**0**	**243**	243

Growth Factor= 1.00 at minor streets

Appendix H

(Existing Traffic Conditions – Synchro Printouts)

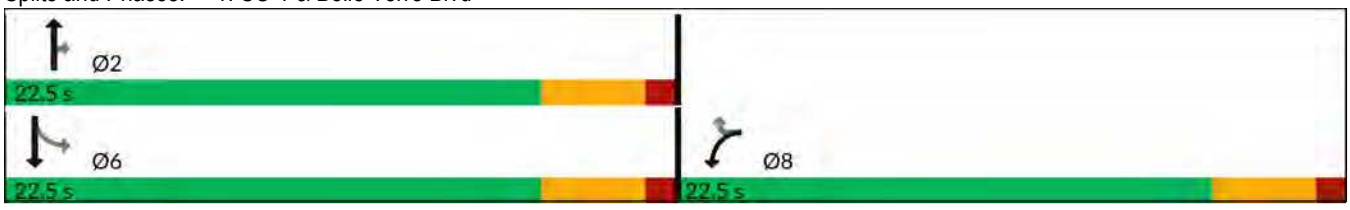


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	188	90	589	82	50	526
Future Volume (vph)	188	90	589	82	50	526
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	470		370	500	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.388	
Satd. Flow (perm)	1770	1583	3539	1583	723	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		99		99		
Link Speed (mph)	50		60			60
Link Distance (ft)	1678		985			1023
Travel Time (s)	22.9		11.2			11.6
Peak Hour Factor	0.86	0.91	0.85	0.83	0.70	0.87
Adj. Flow (vph)	219	99	693	99	71	605
Shared Lane Traffic (%)						
Lane Group Flow (vph)	219	99	693	99	71	605
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	8	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Flash Don't Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	9.8	9.8	22.0	22.0	22.0	22.0
Actuated g/C Ratio	0.26	0.26	0.58	0.58	0.58	0.58
v/c Ratio	0.48	0.20	0.34	0.10	0.17	0.29
Control Delay (s/veh)	15.1	4.2	6.7	2.4	7.7	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.1	4.2	6.7	2.4	7.7	6.4
LOS	B	A	A	A	A	A
Approach Delay (s/veh)	11.7		6.1			6.6
Approach LOS	B		A			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 45			
Actuated Cycle Length: 37.7			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay (s/veh): 7.3		Intersection LOS: A	
Intersection Capacity Utilization 42.1%		ICU Level of Service A	
Analysis Period (min) 15			

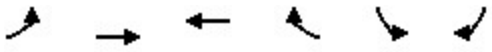
Splits and Phases: 1: US-1 & Belle Terre Blvd





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	171	1	9	255	11	24
Future Volume (vph)	171	1	9	255	11	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999				0.908	
Flt Protected				0.998	0.984	
Satd. Flow (prot)	1861	0	0	1859	1664	0
Flt Permitted				0.998	0.984	
Satd. Flow (perm)	1861	0	0	1859	1664	0
Link Speed (mph)	50			50	30	
Link Distance (ft)	1094			1500	670	
Travel Time (s)	14.9			20.5	15.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	186	1	10	277	12	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	187	0	0	287	38	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.7%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	8	187	264	5	2	3
Future Volume (vph)	8	187	264	5	2	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500			350	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.919	
Flt Protected	0.950				0.980	
Satd. Flow (prot)	1770	1863	1863	1583	1678	0
Flt Permitted	0.950				0.980	
Satd. Flow (perm)	1770	1863	1863	1583	1678	0
Link Speed (mph)		50	50		25	
Link Distance (ft)		1500	638		1324	
Travel Time (s)		20.5	8.7		36.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	203	287	5	2	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	203	287	5	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.9%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	71	51	149	41	38	196
Future Volume (vph)	71	51	149	41	38	196
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.944		0.971			
Flt Protected	0.972					0.992
Satd. Flow (prot)	1709	0	1809	0	0	1848
Flt Permitted	0.972					0.992
Satd. Flow (perm)	1709	0	1809	0	0	1848
Link Speed (mph)	30		50			50
Link Distance (ft)	1865		625			1004
Travel Time (s)	42.4		8.5			13.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	77	55	162	45	41	213
Shared Lane Traffic (%)						
Lane Group Flow (vph)	132	0	207	0	0	254
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.8%		ICU Level of Service A	
Analysis Period (min) 15			

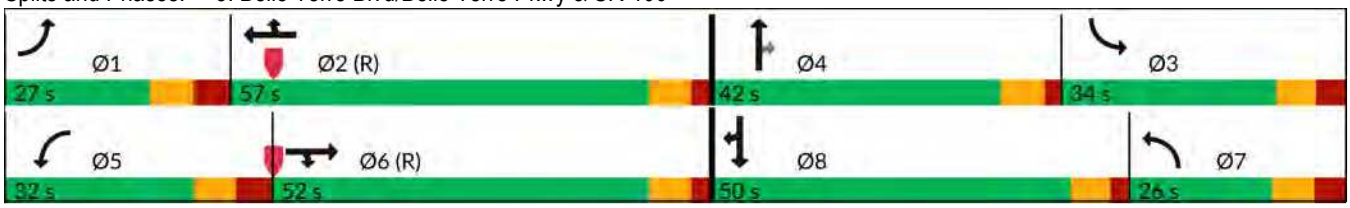
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	146	438	71	139	476	292	100	161	205	531	179	311
Future Volume (vph)	146	438	71	139	476	292	100	161	205	531	179	311
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		530	530		530	330		230	350		0
Storage Lanes	2		1	1		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	1770	3539	1583	1770	1863	1583	3433	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	1770	3539	1583	1770	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			200			*156			274			353
Link Speed (mph)		50			50			50			45	
Link Distance (ft)		1355			1417			1110			1491	
Travel Time (s)		18.5			19.3			15.1			22.6	
Peak Hour Factor	0.70	0.75	0.82	0.93	0.91	0.78	0.79	0.91	0.68	0.82	0.90	0.88
Adj. Flow (vph)	209	584	87	149	523	374	127	177	301	648	199	353
Shared Lane Traffic (%)												
Lane Group Flow (vph)	209	584	87	149	523	374	127	177	301	648	199	353
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	custom	Prot	NA	custom	Prot	NA	Perm	Prot	NA	custom
Protected Phases	1	6	6	5	2	2	7	4		3	8	8
Permitted Phases			6			2			4			8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	16.0	16.0	5.0	16.0	16.0	5.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	14.6	23.1	23.1	14.5	23.1	23.1	13.9	14.1	14.1	13.4	13.8	13.8
Total Split (s)	27.0	52.0	52.0	32.0	57.0	57.0	26.0	42.0	42.0	34.0	50.0	50.0
Total Split (%)	16.9%	32.5%	32.5%	20.0%	35.6%	35.6%	16.3%	26.3%	26.3%	21.3%	31.3%	31.3%
Maximum Green (s)	17.4	44.9	44.9	22.5	49.9	49.9	17.1	34.9	34.9	25.6	43.2	43.2
Yellow Time (s)	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1	4.8	4.8	4.8
All-Red Time (s)	4.5	2.0	2.0	4.4	2.0	2.0	3.8	2.0	2.0	3.6	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.6	7.1	7.1	9.5	7.1	7.1	8.9	7.1	7.1	8.4	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	14.7	46.5	46.5	18.1	49.8	49.8	39.9	20.7	20.7	42.6	23.2	23.2
Actuated g/C Ratio	0.09	0.29	0.29	0.11	0.31	0.31	0.25	0.13	0.13	0.27	0.15	0.15
v/c Ratio	0.66	0.57	0.14	0.75	0.48	0.62	0.29	0.74	0.68	0.71	0.74	0.66
Control Delay (s/veh)	80.5	51.5	0.5	90.3	46.6	32.1	52.8	84.4	17.5	59.0	81.0	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	80.5	51.5	0.5	90.3	46.6	32.1	52.8	84.4	17.5	59.0	81.0	11.7
LOS	F	D	A	F	D	C	D	F	B	E	F	B
Approach Delay (s/veh)		53.3			47.7			44.5			48.7	
Approach LOS		D			D			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay (s/veh): 48.8		Intersection LOS: D	
Intersection Capacity Utilization 70.1%		ICU Level of Service C	
Analysis Period (min) 15			

* User Entered Value

Splits and Phases: 5: Belle Terre Blvd/Belle Terre Pkwy & SR-100



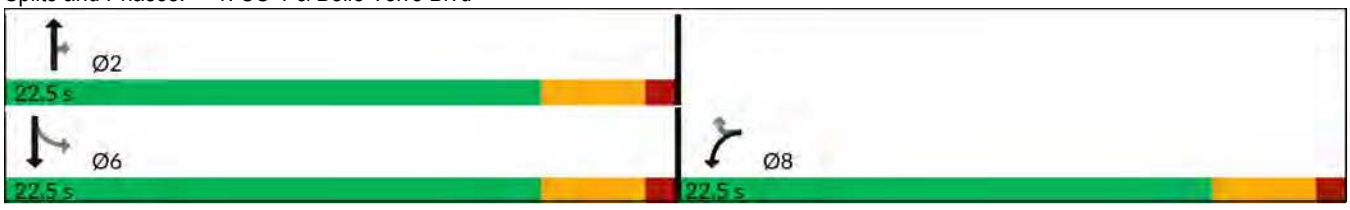


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	135	56	604	212	67	570
Future Volume (vph)	135	56	604	212	67	570
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	470		370	500	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.405	
Satd. Flow (perm)	1770	1583	3539	1583	754	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		68		226		
Link Speed (mph)	50		60			60
Link Distance (ft)	1678		985			1023
Travel Time (s)	22.9		11.2			11.6
Peak Hour Factor	0.89	0.82	0.93	0.94	0.71	0.94
Adj. Flow (vph)	152	68	649	226	94	606
Shared Lane Traffic (%)						
Lane Group Flow (vph)	152	68	649	226	94	606
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	8	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Flash Don't Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	8.5	8.5	23.5	23.5	23.5	23.5
Actuated g/C Ratio	0.22	0.22	0.62	0.62	0.62	0.62
v/c Ratio	0.38	0.17	0.30	0.21	0.20	0.28
Control Delay (s/veh)	14.7	4.8	5.6	1.8	7.0	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.7	4.8	5.6	1.8	7.0	5.5
LOS	B	A	A	A	A	A
Approach Delay (s/veh)	11.6		4.6			5.7
Approach LOS	B		A			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 45			
Actuated Cycle Length: 38.1			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.38			
Intersection Signal Delay (s/veh): 5.9		Intersection LOS: A	
Intersection Capacity Utilization 39.6%		ICU Level of Service A	
Analysis Period (min) 15			

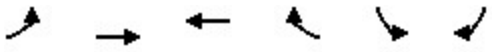
Splits and Phases: 1: US-1 & Belle Terre Blvd





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	270	12	27	213	7	25
Future Volume (vph)	270	12	27	213	7	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.994				0.896	
Flt Protected				0.994	0.989	
Satd. Flow (prot)	1852	0	0	1852	1651	0
Flt Permitted				0.994	0.989	
Satd. Flow (perm)	1852	0	0	1852	1651	0
Link Speed (mph)	50			50	30	
Link Distance (ft)	1094			1500	670	
Travel Time (s)	14.9			20.5	15.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	293	13	29	232	8	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	306	0	0	261	35	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	41.0%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	295	231	2	7	8
Future Volume (vph)	0	295	231	2	7	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500			350	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.929	
Flt Protected					0.977	
Satd. Flow (prot)	1863	1863	1863	1583	1691	0
Flt Permitted					0.977	
Satd. Flow (perm)	1863	1863	1863	1583	1691	0
Link Speed (mph)		50	50		25	
Link Distance (ft)		1500	638		1324	
Travel Time (s)		20.5	8.7		36.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	321	251	2	8	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	321	251	2	17	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 25.5%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	38	43	248	56	62	195
Future Volume (vph)	38	43	248	56	62	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.928		0.975			
Flt Protected	0.977					0.988
Satd. Flow (prot)	1689	0	1816	0	0	1840
Flt Permitted	0.977					0.988
Satd. Flow (perm)	1689	0	1816	0	0	1840
Link Speed (mph)	30		50			50
Link Distance (ft)	1865		625			1004
Travel Time (s)	42.4		8.5			13.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	41	47	270	61	67	212
Shared Lane Traffic (%)						
Lane Group Flow (vph)	88	0	331	0	0	279
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.9%		ICU Level of Service A	
Analysis Period (min) 15			

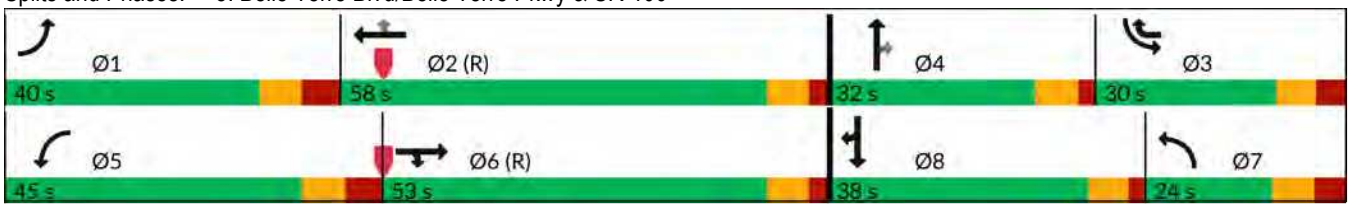
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	312	567	113	276	535	540	83	240	115	407	192	210
Future Volume (vph)	312	567	113	276	535	540	83	240	115	407	192	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		530	530		530	330		230	350		0
Storage Lanes	2		1	1		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	1770	3539	1583	1770	1863	1583	3433	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	1770	3539	1583	1770	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			154			*270			154			239
Link Speed (mph)		50			50			50			45	
Link Distance (ft)		1355			1417			1110			1491	
Travel Time (s)		18.5			19.3			15.1			22.6	
Peak Hour Factor	0.92	0.90	0.91	0.84	0.95	0.81	0.90	0.89	0.94	0.82	0.85	0.88
Adj. Flow (vph)	339	630	124	329	563	667	92	270	122	496	226	239
Shared Lane Traffic (%)												
Lane Group Flow (vph)	339	630	124	329	563	667	92	270	122	496	226	239
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	custom	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	custom
Protected Phases	1	6	6	5	2	3	7	4		3	8	8
Permitted Phases			6			2			4			8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	6	5	2	3	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	16.0	16.0	5.0	16.0	5.0	5.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	14.6	23.1	23.1	14.5	23.1	13.4	13.9	14.1	14.1	13.4	13.8	13.8
Total Split (s)	40.0	53.0	53.0	45.0	58.0	30.0	24.0	32.0	32.0	30.0	38.0	38.0
Total Split (%)	25.0%	33.1%	33.1%	28.1%	36.3%	18.8%	15.0%	20.0%	20.0%	18.8%	23.8%	23.8%
Maximum Green (s)	30.4	45.9	45.9	35.5	50.9	21.6	15.1	24.9	24.9	21.6	31.2	31.2
Yellow Time (s)	5.1	5.1	5.1	5.1	5.1	4.8	5.1	5.1	5.1	4.8	4.8	4.8
All-Red Time (s)	4.5	2.0	2.0	4.4	2.0	3.6	3.8	2.0	2.0	3.6	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.6	7.1	7.1	9.5	7.1	8.4	8.9	7.1	7.1	8.4	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None	None	None	None
Act Effct Green (s)	21.1	38.8	38.8	32.9	50.5	76.8	31.3	28.6	28.6	27.6	24.7	24.7
Actuated g/C Ratio	0.13	0.24	0.24	0.21	0.32	0.48	0.20	0.18	0.18	0.17	0.15	0.15
v/c Ratio	0.75	0.73	0.25	0.91	0.50	0.74	0.27	0.81	0.30	0.84	0.79	0.54
Control Delay (s/veh)	77.4	61.8	3.9	90.1	46.5	17.2	60.8	81.6	5.1	76.6	83.5	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	77.4	61.8	3.9	90.1	46.5	17.2	60.8	81.6	5.1	76.6	83.5	10.6
LOS	E	E	A	F	D	B	E	F	A	E	F	B
Approach Delay (s/veh)		60.1			43.2			58.4			61.8	
Approach LOS		E			D			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay (s/veh): 53.8		Intersection LOS: D	
Intersection Capacity Utilization 78.6%		ICU Level of Service D	
Analysis Period (min) 15			

* User Entered Value

Splits and Phases: 5: Belle Terre Blvd/Belle Terre Pkwy & SR-100



Appendix I

(Growth Rate Calculations and Corresponding AADT Sheets)

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 73 - FLAGLER

SITE: 0101 - ON SR-5 (US-1), 1.05 MI. S OF SR-11 (RCLP)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	13400 S	N 6700	S 6700	9.00	56.40	13.90
2023	13000 F	N 6500	S 6500	9.00	58.90	13.90
2022	12400 C	N 6200	S 6200	9.00	58.70	13.90
2021	11600 S	N 5800	S 5800	9.00	58.50	10.70
2020	11600 F	N 5800	S 5800	9.00	60.10	10.70
2019	11800 C	N 5900	S 5900	9.00	60.70	10.70
2018	12100 C	N 6100	S 6000	9.00	59.70	12.00
2017	11400 C	N 5700	S 5700	9.00	59.80	10.10
2016	10800 C	N 5300	S 5500	9.00	60.00	10.00
2015	11000 C	N 5700	S 5300	9.00	60.00	10.70
2014	9700 C	N 4900	S 4800	9.00	62.50	9.60
2013	9700 C	N 4900	S 4800	9.00	60.70	7.70
2012	9600 C	N 4900	S 4700	9.00	60.90	9.10
2011	10200 C	N 5100	S 5100	9.00	61.50	9.30
2010	10000 F	N 5200	S 4800	9.79	57.48	10.00
2009	10400 C	N 5400	S 5000	10.15	58.20	10.00

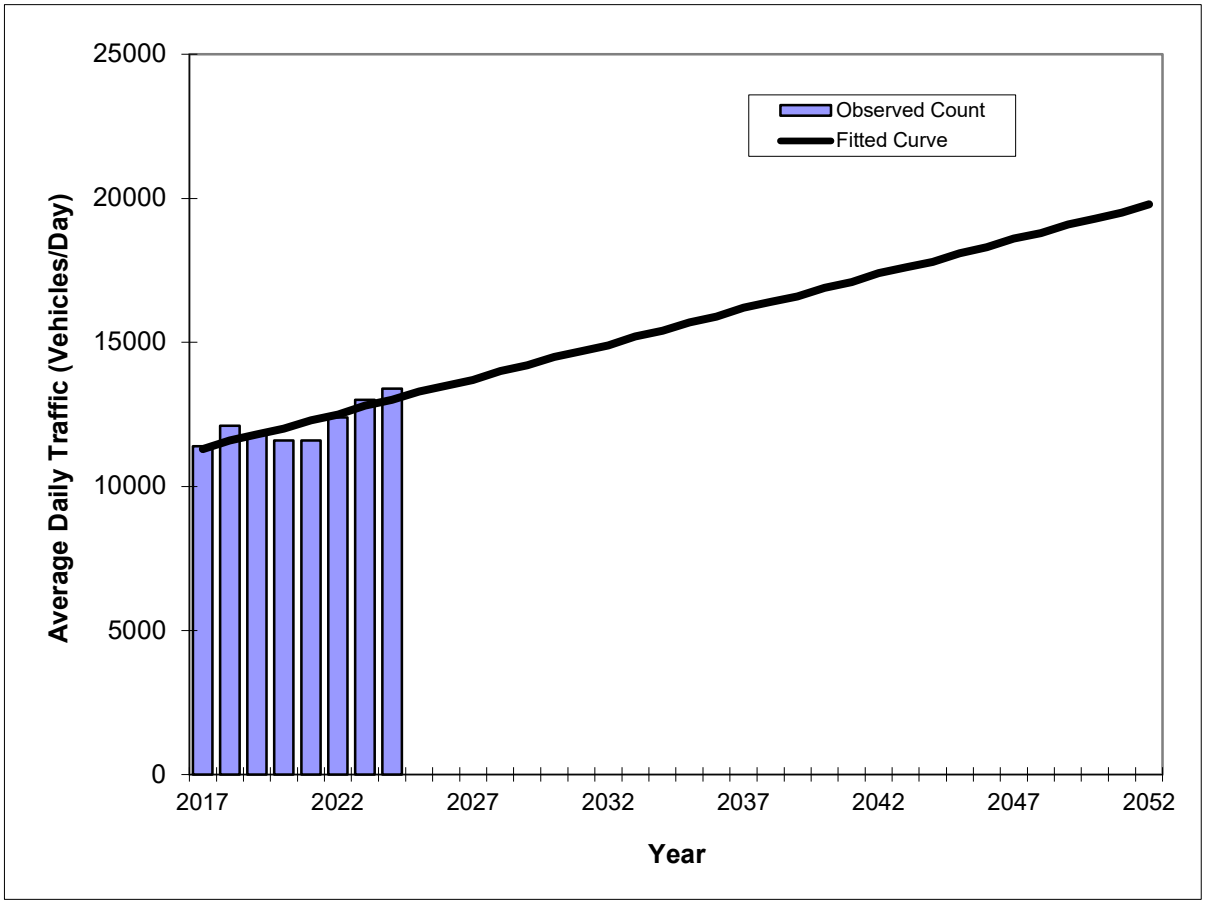
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

US-1/SR-5 -- S of SR-100

FIN#	0
Location	1

County:	Flagler (73)
Station #:	0101
Highway:	US-1/SR-5



Year	Traffic (ADT/AADT) Count*	Trend**
2017	11400	11300
2018	12100	11600
2019	11800	11800
2020	11600	12000
2021	11600	12300
2022	12400	12500
2023	13000	12800
2024	13400	13000
2032 Opening Year Trend		
2032	N/A	14900
2033 Mid-Year Trend		
2033	N/A	15200
2043 Design Year Trend		
2043	N/A	17600
TRANPLAN Forecasts/Trends		
2032	0	14900
2042	0	17400
2052	0	19800

*Axle-Adjusted

**** Annual Trend Increase:**	242
Trend R-squared:	67.41%
Trend Annual Historic Growth Rate:	2.21%
Trend Growth Rate (2024 to Design Year):	1.70%
Printed:	27-Apr-26

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 73 - FLAGLER

SITE: 0054 - ON SR-100, 1.94 MI. NE OF SR-5 (RV)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	16600 S	E 8400	W 8200	9.00	56.40	6.10
2023	16200 F	E 8200	W 8000	9.00	58.90	5.80
2022	15400 C	E 7800	W 7600	9.00	58.70	10.40
2021	12400 S	E 6400	W 6000	9.00	58.50	5.00
2020	12400 F	E 6400	W 6000	9.00	60.10	4.70
2019	12600 C	E 6500	W 6100	9.00	60.70	13.30
2018	15000 C	E 7600	W 7400	9.00	59.70	12.30
2017	15700 F	E 8000	W 7700	9.00	59.80	10.90
2016	15100 C	E 7700	W 7400	9.00	60.00	11.80
2015	7000 C	E 3800	W 3200	9.00	60.00	8.70
2014	13900 C	E 7100	W 6800	9.00	62.50	9.50
2013	13700 C	E 6900	W 6800	9.00	60.70	11.00
2012	13800 C	E 7000	W 6800	9.00	60.90	10.20
2011	13000 C	E 6600	W 6400	9.00	61.50	11.70
2010	13700 C	E 6900	W 6800	9.79	57.48	7.90
2009	12600 C	E 6300	W 6300	10.15	58.20	9.20

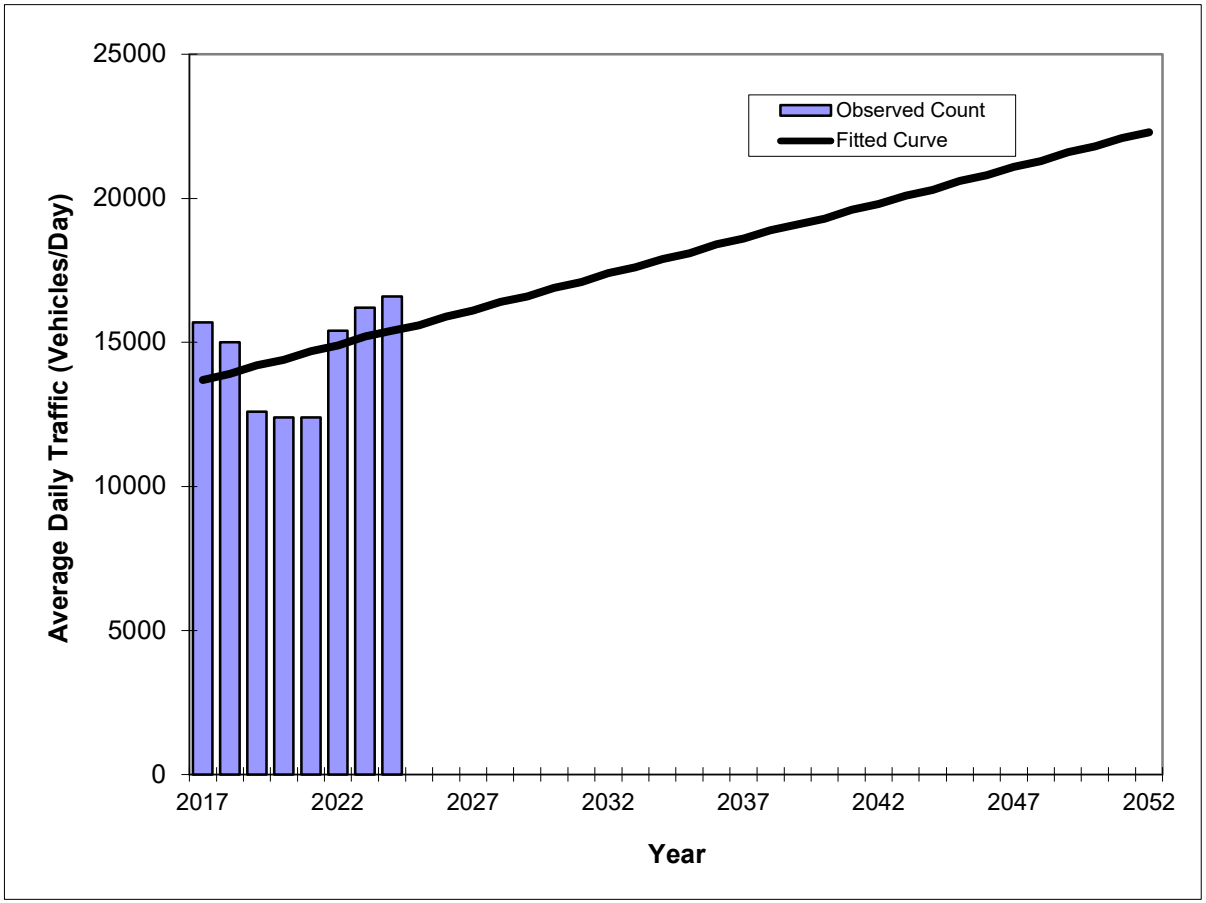
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SR-100 -- W of Belle Terre Blvd

FIN#	0
Location	3

County:	Flagler (73)
Station #:	0054
Highway:	SR-100



Year	Traffic (ADT/AADT) Count*	Trend**
2017	15700	13700
2018	15000	13900
2019	12600	14200
2020	12400	14400
2021	12400	14700
2022	15400	14900
2023	16200	15200
2024	16600	15400
2032 Opening Year Trend		
2032	N/A	17400
2033 Mid-Year Trend		
2033	N/A	17600
2043 Design Year Trend		
2043	N/A	20100
TRANPLAN Forecasts/Trends		
2032	0	17400
2042	0	19800
2052	0	22300

*Axle-Adjusted

**** Annual Trend Increase:**	246
Trend R-squared:	11.48%
Trend Annual Historic Growth Rate:	1.73%
Trend Growth Rate (2024 to Design Year):	1.52%
Printed:	27-Apr-26

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 73 - FLAGLER

SITE: 0002 - ON SR-100, 0.3 MI. E OF BELLE TERRE PKWY (UCLP)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	24000 F	E 13000	W 11000	9.00	56.40	15.00
2023	23000 C	E 12500	W 10500	9.00	58.90	15.00
2022	20300 S	E 10500	W 9800	9.00	58.70	5.60
2021	20200 F	E 10500	W 9700	9.00	58.50	5.60
2020	20100 C	E 10500	W 9600	9.00	60.10	5.60
2019	21500 F	E 11500	W 10000	9.00	60.70	7.90
2018	21500 C	E 11500	W 10000	9.00	59.70	7.90
2017	21400 C	E 11500	W 9900	9.00	59.80	5.10
2016	20100 C	E 10500	W 9600	9.00	60.00	5.70
2015	18900 C	E 10000	W 8900	9.00	60.00	7.80
2014	19600 C	E 10500	W 9100	9.00	62.50	7.80
2013	18600 C	E 9700	W 8900	9.00	60.70	7.30
2012	19100 C	E 9800	W 9300	9.00	60.90	6.00
2011	19900 C	E 10500	W 9400	9.00	61.50	6.70
2010	20200 C	E 10500	W 9700	9.79	57.48	6.60
2009	20300 C	E 11000	W 9300	10.15	58.20	5.40

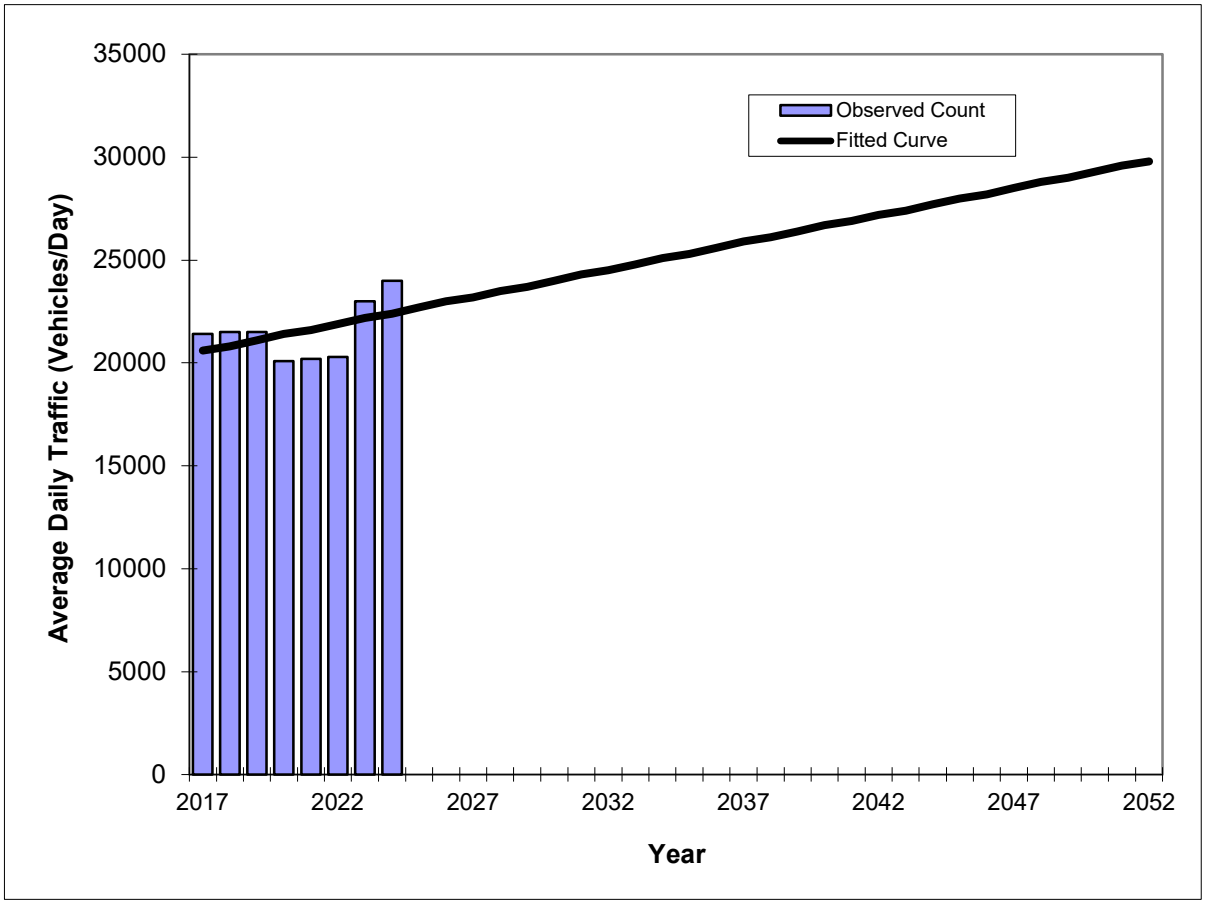
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SR-100 -- E of Belle Terre Blvd

FIN#	0
Location	3

County:	Flagler (73)
Station #:	0002
Highway:	SR-100



Year	Traffic (ADT/AADT) Count*	Trend**
2017	21400	20600
2018	21500	20800
2019	21500	21100
2020	20100	21400
2021	20200	21600
2022	20300	21900
2023	23000	22200
2024	24000	22400
2032 Opening Year Trend		
2032	N/A	24500
2033 Mid-Year Trend		
2033	N/A	24800
2043 Design Year Trend		
2043	N/A	27400
TRANPLAN Forecasts/Trends		
2032	0	24500
2042	0	27200
2052	0	29800

*Axle-Adjusted

**** Annual Trend Increase:**	264
Trend R-squared:	21.57%
Trend Annual Historic Growth Rate:	1.27%
Trend Growth Rate (2024 to Design Year):	1.09%
Printed:	27-Apr-26

Straight Line Growth Option

Transportation Facility Status Report

Citywide Traffic Counts Fall 2023 - December 31, 2023

Link	Facility	Facility Type	Classification	Length (miles)	Number of Lanes	Divided	Turn Lanes		Signals	Signals / Mile	Speed Limit	2023 AADT	K (actual)	PMPH Trips	PMPH Vested Trips	Total PMPH Trips	FDOT Current Service Volumes (2012)					Adopted LOS	LOS w/o Vested Trips	LOS with Vested Trips
							Left	Right									A	B	C	D	E			
	Belle Terre Pkwy																							
1200 Belle Terre Pkwy	Matanzas Woods Parkway to Bird of Paradise Drive	Arterial	Class 1	1.86	4	Yes	Yes	Yes	5	1.28	45	7,814	0.1029	804	367	1,171	*	**	3,420	3,580	***	D	C	C
1205 Belle Terre Pkwy	Bird of Paradise Drive to Pine Lakes Parkway (North)			0.71								16,208	0.0908	1,472	367	1,839							C	C
1210 Belle Terre Pkwy	Pine Lakes Parkway (North) to Bellaire Drive			0.85								14,871	0.0955	1,420	252	1,672							C	C
1215 Belle Terre Pkwy	Bellaire Drive to Palm Coast Parkway(WB)			0.48								18,724	0.0897	1,680	314	1,994							C	C
		Segment Length:		3.90																				
1220 Belle Terre Pkwy	Palm Coast Parkway (WB) to Palm Coast Parkway (EB)		Class 1	0.22	4	Yes	Yes	Yes	5	8.06	45	22,150	0.0878	1,945	271	2,216	*	**	3,420	3,580	***	D	C	C
1225 Belle Terre Pkwy	Palm Coast Parkway (EB) to Cypress Point Parkway			0.13								21,694	0.0826	1,792	363	2,155							C	C
1230 Belle Terre Pkwy	Cypress Point Parkway to Pine Lakes Parkway (South)			0.27								35,119	0.083	2,897	378	3,275							C	C
		Segment Length:		0.62																				
1240 Belle Terre Pkwy	Pine Lakes Parkway (South) to Parkview Drive	Arterial	Class 1	1.03	4	Yes	Yes	Yes	7	1.38	45	31,904	0.0841	2,683	353	3,036	*	**	3,420	3,580	***	D	C	C
1245 Belle Terre Pkwy	Parkview Drive to White View Parkway			1.02								27,740	0.0855	2,372	375	2,747							C	C
1250 Belle Terre Pkwy	White View Parkway to Rymfire Drive			0.92								28,101	0.0894	2,512	428	2,940							C	C
1252 Belle Terre Pkwy	Rymfire Drive to Royal Palms Parkway			0.53								30,109	0.0942	2,836	412	3,248							C	C
1254 Belle Terre Pkwy	Royal Palms Parkway to East Hampton Boulevard			0.52								30,628	0.0908	2,781	384	3,165							C	C
1260 Belle Terre Pkwy	East Hampton Boulevard to SR 100			1.04								25,394	0.0873	2,217	269	2,486							C	C
		Segment Length:		5.06																				
	Belle Terre Blvd																							
1263 Belle Terre Blvd	SR 100 to Zebulas Trl	Arterial	UFH	0.21	2	No	n.a.	n.a.	n.a.	n.a.	50	9,353	0.0898	840	179	1,019	*	770	1,530	2,170	2,990	D	C	C
1265 Belle Terre Blvd	Zebulas Trail to Zaun Trail			0.84								7,688	0.0879	676	167	843							B	C
1270 Belle Terre Blvd	Zaun Trail to Citation Pkwy			1.37								5,297	0.0967	512	167	679							B	B
1275 Belle Terre Blvd	Citation Pkwy to US 1			1.31								4,301	0.106	456	184	640							B	B
		Segment Length:		3.73																				

Transportation Facility Status Report

Published ??? 2026

Citywide Traffic Counts Fall 2023 / Vested trips through December 31, 2023

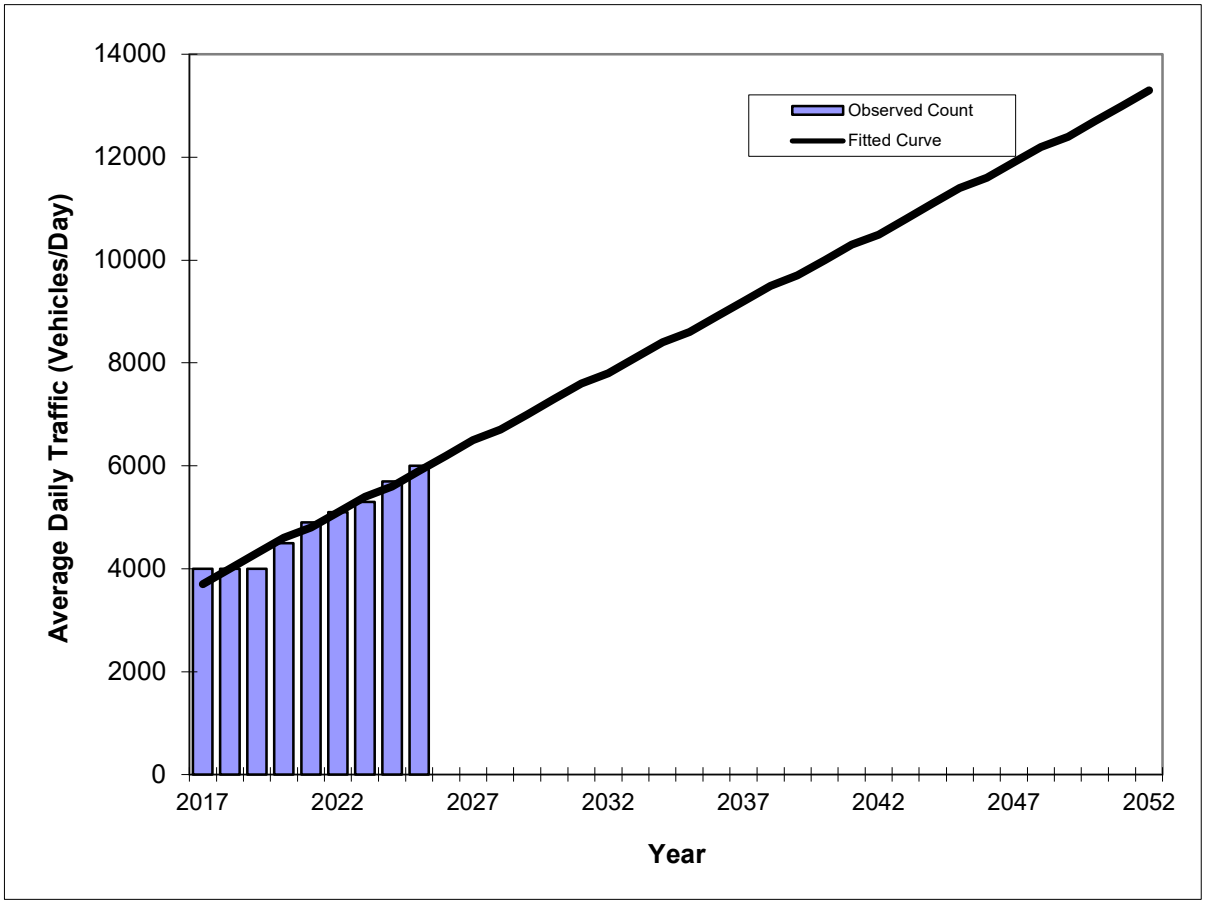
Link	Facility	Facility Type	Classification	Length (miles)	Number of Lanes	Divided	Turn Lanes Left	Turn Lanes Right	Signals	Signals / Mile	Speed Limit	2025 AADT
	Belle Terre Parkway											
1200	Matanzas Woods Parkway to Bird of Paradise Drive	Arterial	Class 1	1.86	4	Yes	Yes	Yes	5	1.28	45	8,819
1205	Bird of Paradise Drive to Pine Lakes Parkway (North)			0.71								17,123
1210	Pine Lakes Parkway (North) to Bellaire Drive			0.85								17,530
1215	Bellaire Drive to Palm Coast Parkway(WB)			0.48								19,511
		Segment Length:		3.90								
1220	Palm Coast Parkway (WB) to Palm Coast Parkway (EB)		Class 1	0.22	4	Yes	Yes	Yes	5	8.06	45	28,764
1225	Palm Coast Parkway (EB) to Cypress Point Parkway			0.13								22,605
1230	Cypress Point Parkway to Pine Lakes Parkway (South)			0.27								38,203
		Segment Length:		0.62								
1240	Pine Lakes Parkway (South) to Parkview Drive	Arterial	Class 1	1.03	4	Yes	Yes	Yes	7	1.38	45	29,624
1245	Parkview Drive to White View Parkway			1.02								26,038
1250	White View Parkway to Rymfire Drive			0.92								26,705
1252	Rymfire Drive to Royal Palms Parkway			0.53								31,551
1254	Royal Palms Parkway to East Hampton Boulevard			0.52								28,770
1260	East Hampton Boulevard to SR 100			1.04								27,655
		Segment Length:		5.06								
	Belle Terre Blvd.											
1263	SR 100 to Zebulas Trail	Arterial	UFH	0.21	2	No	n.a.	n.a.	n.a.	n.a.	50	9,846
1265	Zebulas Trail to Zaun Trail			0.84								8,268
1270	Zaun Trail to Citation Parkway			1.37								6,044
1275	Citation Parkway to US 1			1.31								5,032
		Segment Length:		3.73								

Traffic Trends - V03.a

BELLE TERRE BLVD -- Zaun Trail to Citation Parkway

FIN#	0
Location	1

County:	Flagler (73)
Station #:	0
Highway:	BELLE TERRE BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2017	4000	3700
2018	4000	4000
2019	4000	4300
2020	4500	4600
2021	4900	4800
2022	5100	5100
2023	5300	5400
2024	5700	5600
2025	6000	5900
2032 Opening Year Trend		
2032	N/A	7800
2033 Mid-Year Trend		
2033	N/A	8100
2043 Design Year Trend		
2043	N/A	10800
TRANPLAN Forecasts/Trends		
2032	0	7800
2042	0	10500
2052	0	13300

*Axle-Adjusted

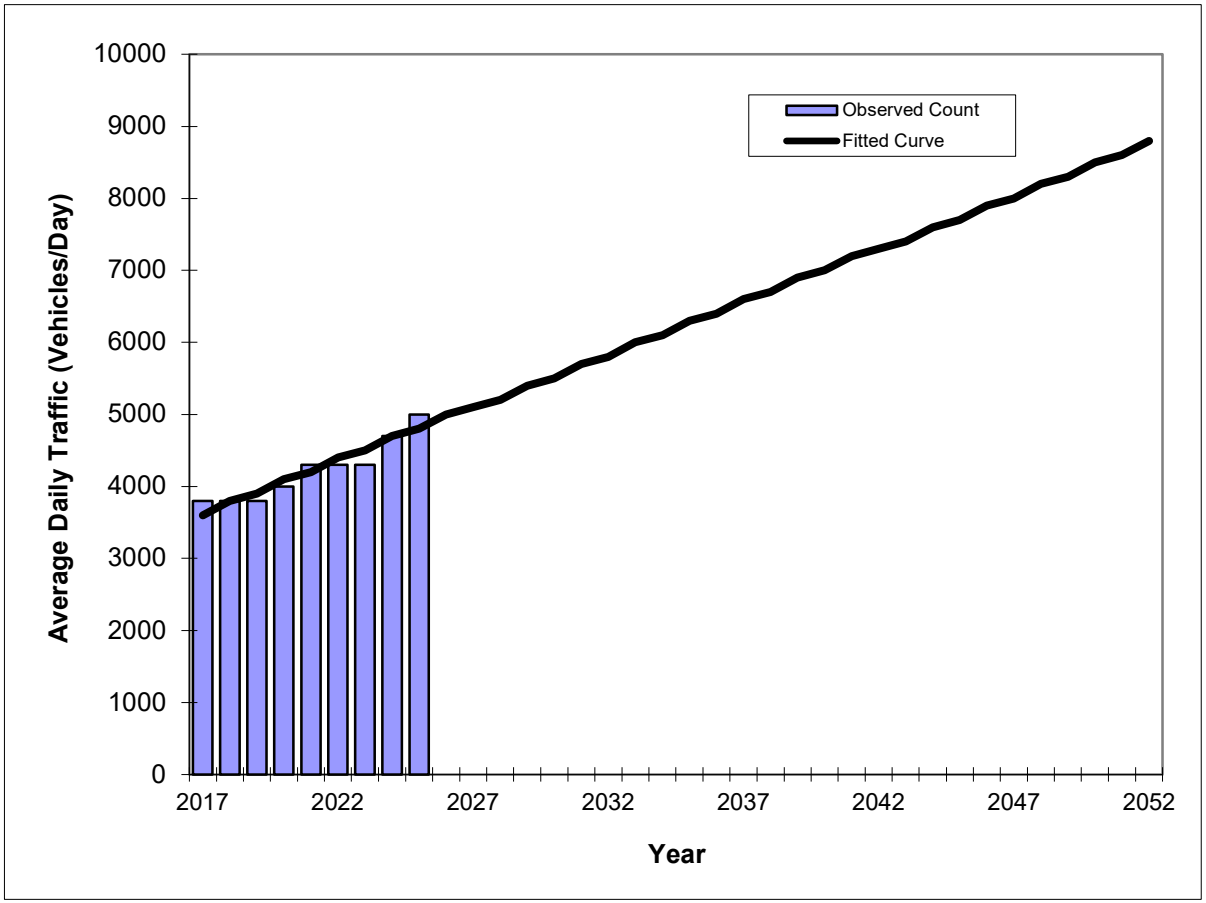
** Annual Trend Increase:	272
Trend R-squared:	96.26%
Trend Annual Historic Growth Rate:	7.51%
Trend Growth Rate (2025 to Design Year):	4.12%
Printed:	27-Apr-26
Straight Line Growth Option	

Traffic Trends - V03.a

BELLE TERRE BLVD -- Citation Parkway to US 1

FIN#	0
Location	1

County:	Flagler (73)
Station #:	0
Highway:	BELLE TERRE BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2017	3800	3600
2018	3800	3800
2019	3800	3900
2020	4000	4100
2021	4300	4200
2022	4300	4400
2023	4300	4500
2024	4700	4700
2025	5000	4800
2032 Opening Year Trend		
2032	N/A	5800
2033 Mid-Year Trend		
2033	N/A	6000
2043 Design Year Trend		
2043	N/A	7400
TRANPLAN Forecasts/Trends		
2032	0	5800
2042	0	7300
2052	0	8800

*Axle-Adjusted

** Annual Trend Increase:	147
Trend R-squared:	89.91%
Trend Annual Historic Growth Rate:	4.32%
Trend Growth Rate (2025 to Design Year):	2.67%
Printed:	27-Apr-26

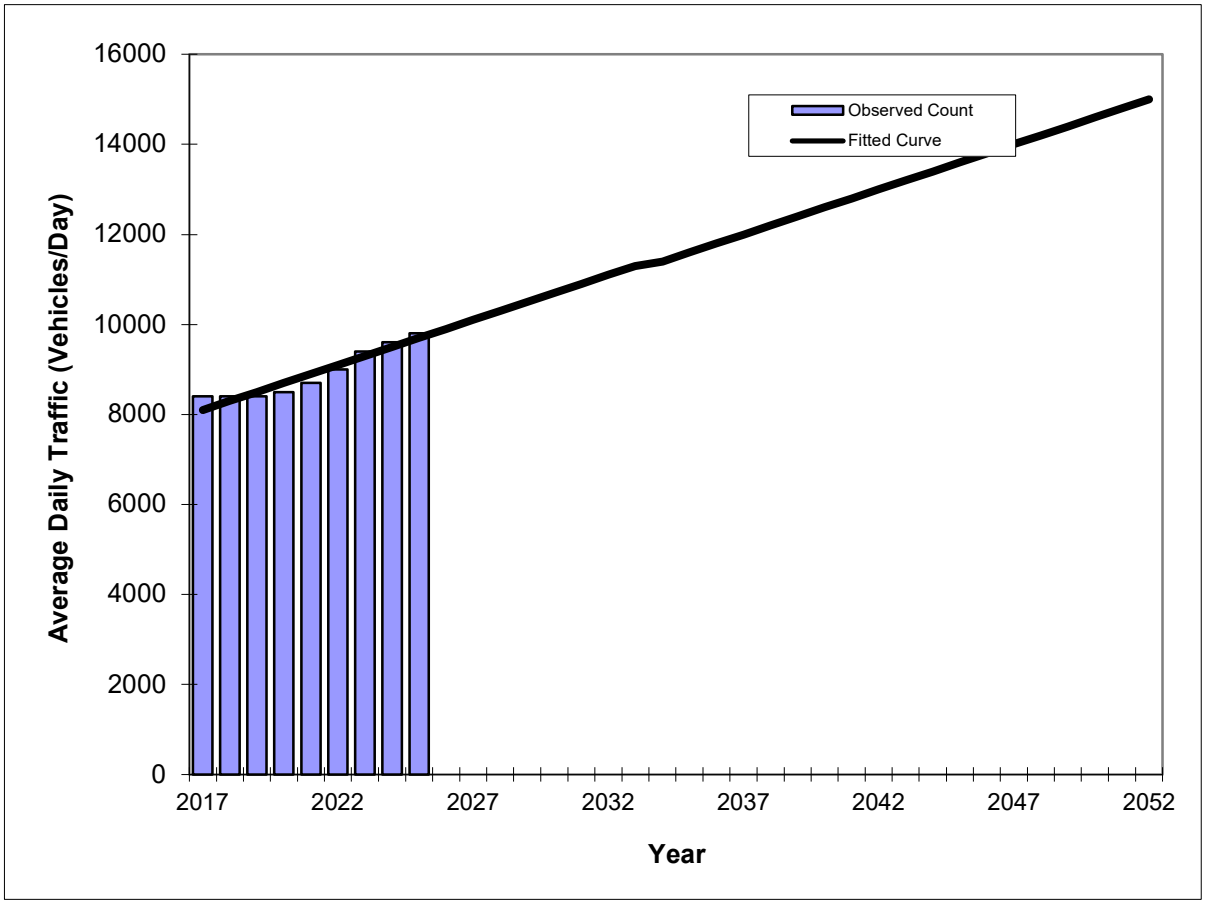
Straight Line Growth Option

Traffic Trends - V03.a

BELLE TERRE BLVD -- SR 100 to Zebulas Trail

FIN#	0
Location	1

County:	Flagler (73)
Station #:	0
Highway:	BELLE TERRE BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2017	8400	8100
2018	8400	8300
2019	8400	8500
2020	8500	8700
2021	8700	8900
2022	9000	9100
2023	9400	9300
2024	9600	9500
2025	9800	9700
2032 Opening Year Trend		
2032	N/A	11100
2033 Mid-Year Trend		
2033	N/A	11300
2043 Design Year Trend		
2043	N/A	13200
TRANPLAN Forecasts/Trends		
2032	0	11100
2042	0	13000
2052	0	15000

*Axle-Adjusted

**** Annual Trend Increase:**	195
Trend R-squared:	90.94%
Trend Annual Historic Growth Rate:	2.47%
Trend Growth Rate (2025 to Design Year):	1.85%
Printed:	27-Apr-26

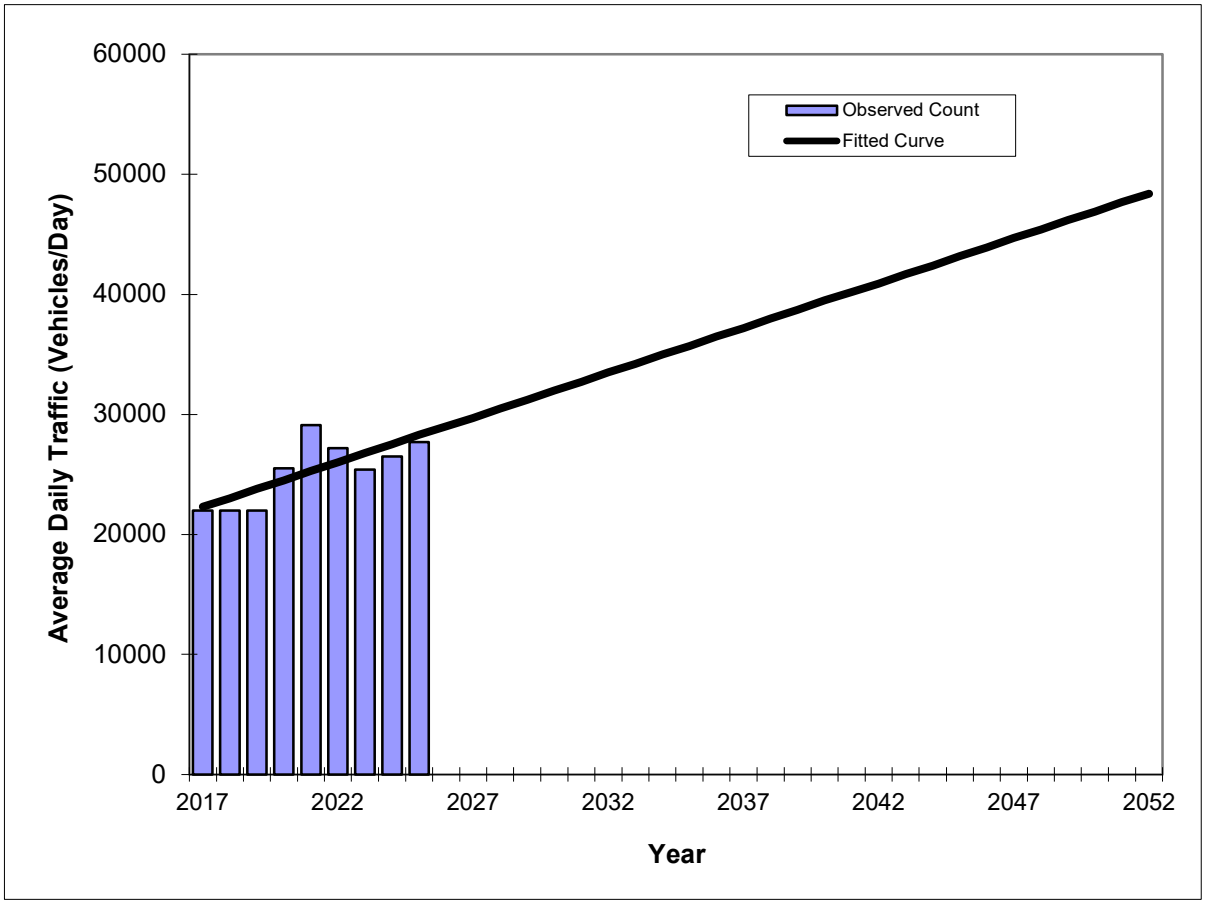
Straight Line Growth Option

Traffic Trends - V03.a

BELLE TERRE PKWY -- East Hampton Boulevard to SR 100

FIN#	0
Location	3

County:	Flagler (73)
Station #:	0
Highway:	BELLE TERRE PKWY



Year	Traffic (ADT/AADT) Count*	Trend**
2017	22000	22300
2018	22000	23000
2019	22000	23800
2020	25500	24500
2021	29100	25300
2022	27200	26000
2023	25400	26800
2024	26500	27500
2025	27700	28300
2032 Opening Year Trend		
2032	N/A	33500
2033 Mid-Year Trend		
2033	N/A	34200
2043 Design Year Trend		
2043	N/A	41700
TRANPLAN Forecasts/Trends		
2032	0	33500
2042	0	40900
2052	0	48400

*Axle-Adjusted

** Annual Trend Increase:	747
Trend R-squared:	57.71%
Trend Annual Historic Growth Rate:	3.34%
Trend Growth Rate (2025 to Design Year):	2.43%
Printed:	27-Apr-26

Straight Line Growth Option

Appendix J

(Background Traffic Conditions – Synchro Printouts)

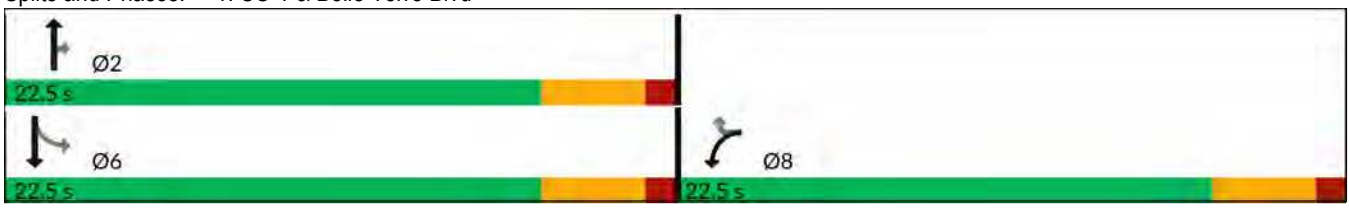


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	242	116	652	91	55	582
Future Volume (vph)	242	116	652	91	55	582
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	470		370	500	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.377	
Satd. Flow (perm)	1770	1583	3539	1583	702	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		104		99		
Link Speed (mph)	50		60			60
Link Distance (ft)	1678		985			1023
Travel Time (s)	22.9		11.2			11.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	263	126	709	99	60	633
Shared Lane Traffic (%)						
Lane Group Flow (vph)	263	126	709	99	60	633
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	8	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Flash Don't Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	10.8	10.8	22.1	22.1	22.1	22.1
Actuated g/C Ratio	0.28	0.28	0.57	0.57	0.57	0.57
v/c Ratio	0.53	0.24	0.35	0.10	0.15	0.31
Control Delay (s/veh)	15.6	5.0	7.3	2.5	8.2	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.6	5.0	7.3	2.5	8.2	7.1
LOS	B	A	A	A	A	A
Approach Delay (s/veh)	12.2		6.7			7.2
Approach LOS	B		A			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 45			
Actuated Cycle Length: 38.6			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay (s/veh): 8.0		Intersection LOS: A	
Intersection Capacity Utilization 46.8%		ICU Level of Service A	
Analysis Period (min) 15			

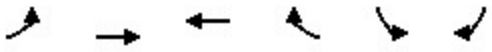
Splits and Phases: 1: US-1 & Belle Terre Blvd





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	220	1	9	329	11	24
Future Volume (vph)	220	1	9	329	11	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999				0.908	
Flt Protected				0.999	0.984	
Satd. Flow (prot)	1861	0	0	1861	1664	0
Flt Permitted				0.999	0.984	
Satd. Flow (perm)	1861	0	0	1861	1664	0
Link Speed (mph)	50			50	30	
Link Distance (ft)	1094			1500	670	
Travel Time (s)	14.9			20.5	15.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	239	1	10	358	12	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	240	0	0	368	38	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.6%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	8	241	340	5	2	3
Future Volume (vph)	8	241	340	5	2	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500			350	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.919	
Flt Protected	0.950				0.980	
Satd. Flow (prot)	1770	1863	1863	1583	1678	0
Flt Permitted	0.950				0.980	
Satd. Flow (perm)	1770	1863	1863	1583	1678	0
Link Speed (mph)		50	50		25	
Link Distance (ft)		1500	638		1324	
Travel Time (s)		20.5	8.7		36.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	262	370	5	2	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	262	370	5	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.9%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	101	72	192	53	59	303
Future Volume (vph)	101	72	192	53	59	303
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.944		0.971			
Flt Protected	0.972					0.992
Satd. Flow (prot)	1709	0	1809	0	0	1848
Flt Permitted	0.972					0.992
Satd. Flow (perm)	1709	0	1809	0	0	1848
Link Speed (mph)	30		50			50
Link Distance (ft)	1865		625			1004
Travel Time (s)	42.4		8.5			13.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	110	78	209	58	64	329
Shared Lane Traffic (%)						
Lane Group Flow (vph)	188	0	267	0	0	393
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

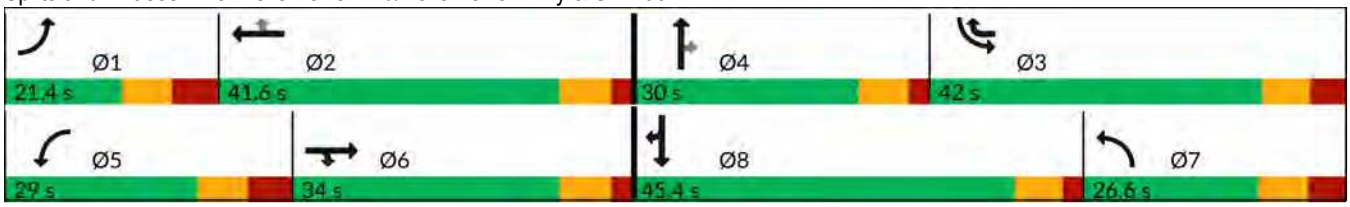
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.5%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	159	479	78	147	508	312	116	186	237	613	207	359
Future Volume (vph)	159	479	78	147	508	312	116	186	237	613	207	359
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		530	530		530	330		230	350		0
Storage Lanes	2		1	1		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	1770	3539	1583	1770	1863	1583	3433	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	1770	3539	1583	1770	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			238			*156			238			356
Link Speed (mph)		50			50			50			45	
Link Distance (ft)		1355			1417			1110			1491	
Travel Time (s)		18.5			19.3			15.1			22.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	173	521	85	160	552	339	126	202	258	666	225	390
Shared Lane Traffic (%)												
Lane Group Flow (vph)	173	521	85	160	552	339	126	202	258	666	225	390
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	custom	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	custom
Protected Phases	1	6	6	5	2	3	7	4		3	8	8
Permitted Phases			6			2			4			8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	6	5	2	3	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	14.6	26.0	26.0	14.5	26.0	13.7	13.9	26.0	26.0	13.7	26.0	26.0
Total Split (s)	21.4	34.0	34.0	29.0	41.6	42.0	26.6	30.0	30.0	42.0	45.4	45.4
Total Split (%)	15.9%	25.2%	25.2%	21.5%	30.8%	31.1%	19.7%	22.2%	22.2%	31.1%	33.6%	33.6%
Maximum Green (s)	11.8	26.9	26.9	19.5	34.5	33.6	17.7	22.9	22.9	33.6	38.6	38.6
Yellow Time (s)	5.1	5.1	5.1	5.1	5.1	4.8	5.1	5.1	5.1	4.8	4.8	4.8
All-Red Time (s)	4.5	2.0	2.0	4.4	2.0	3.6	3.8	2.0	2.0	3.6	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.6	7.1	7.1	9.5	7.1	8.4	8.9	7.1	7.1	8.4	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None	None	None
Act Effct Green (s)	10.6	22.3	22.3	15.4	27.0	53.4	24.7	17.7	17.7	27.8	20.5	20.5
Actuated g/C Ratio	0.09	0.19	0.19	0.13	0.23	0.46	0.21	0.15	0.15	0.24	0.18	0.18
v/c Ratio	0.55	0.77	0.17	0.68	0.67	0.42	0.34	0.71	0.58	0.81	0.69	0.68
Control Delay (s/veh)	61.2	54.4	0.8	66.5	45.9	7.0	44.9	63.8	13.9	51.8	57.6	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	61.2	54.4	0.8	66.5	45.9	7.0	44.9	63.8	13.9	51.8	57.6	13.4
LOS	E	D	A	E	D	A	D	E	B	D	E	B
Approach Delay (s/veh)		50.0			36.5			37.7			41.1	
Approach LOS		D			D			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 116.2			
Natural Cycle: 95			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 41.1		Intersection LOS: D	
Intersection Capacity Utilization 74.1%		ICU Level of Service D	
Analysis Period (min) 15			
* User Entered Value			

Splits and Phases: 5: Belle Terre Blvd/Belle Terre Pkwy & SR-100



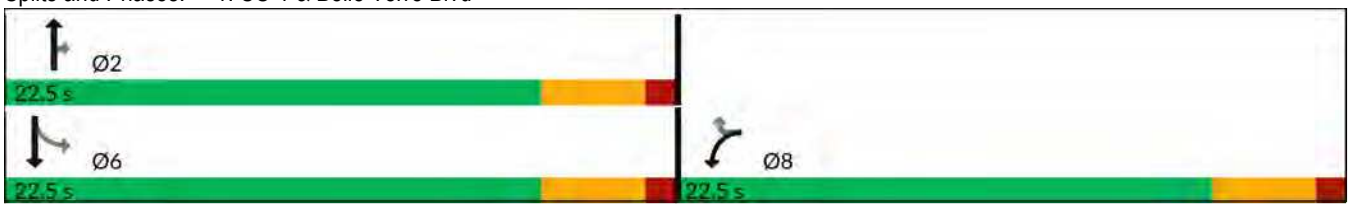


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	174	72	668	235	74	631
Future Volume (vph)	174	72	668	235	74	631
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	470		370	500	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.375	
Satd. Flow (perm)	1770	1583	3539	1583	699	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		78		255		
Link Speed (mph)	50		60			60
Link Distance (ft)	1678		985			1023
Travel Time (s)	22.9		11.2			11.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	189	78	726	255	80	686
Shared Lane Traffic (%)						
Lane Group Flow (vph)	189	78	726	255	80	686
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	8	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Flash Don't Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	9.2	9.2	22.7	22.7	22.7	22.7
Actuated g/C Ratio	0.24	0.24	0.60	0.60	0.60	0.60
v/c Ratio	0.44	0.18	0.34	0.24	0.19	0.32
Control Delay (s/veh)	14.9	4.4	6.3	1.9	7.6	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.9	4.4	6.3	1.9	7.6	6.2
LOS	B	A	A	A	A	A
Approach Delay (s/veh)	11.9		5.2			6.3
Approach LOS	B		A			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 45			
Actuated Cycle Length: 37.8			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.44			
Intersection Signal Delay (s/veh): 6.5		Intersection LOS: A	
Intersection Capacity Utilization 43.5%		ICU Level of Service A	
Analysis Period (min) 15			

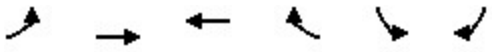
Splits and Phases: 1: US-1 & Belle Terre Blvd





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	348	12	27	275	7	25
Future Volume (vph)	348	12	27	275	7	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.996				0.896	
Flt Protected				0.996	0.989	
Satd. Flow (prot)	1855	0	0	1855	1651	0
Flt Permitted				0.996	0.989	
Satd. Flow (perm)	1855	0	0	1855	1651	0
Link Speed (mph)	50			50	30	
Link Distance (ft)	1094			1500	670	
Travel Time (s)	14.9			20.5	15.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	378	13	29	299	8	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	391	0	0	328	35	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	46.9%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	380	298	2	7	8
Future Volume (vph)	0	380	298	2	7	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500			350	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.929	
Flt Protected					0.977	
Satd. Flow (prot)	1863	1863	1863	1583	1691	0
Flt Permitted					0.977	
Satd. Flow (perm)	1863	1863	1863	1583	1691	0
Link Speed (mph)		50	50		25	
Link Distance (ft)		1500	638		1324	
Travel Time (s)		20.5	8.7		36.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	413	324	2	8	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	413	324	2	17	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.0%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	54	61	320	72	96	301
Future Volume (vph)	54	61	320	72	96	301
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.929		0.975			
Flt Protected	0.977					0.988
Satd. Flow (prot)	1691	0	1816	0	0	1840
Flt Permitted	0.977					0.988
Satd. Flow (perm)	1691	0	1816	0	0	1840
Link Speed (mph)	30		50			50
Link Distance (ft)	1865		625			1004
Travel Time (s)	42.4		8.5			13.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	59	66	348	78	104	327
Shared Lane Traffic (%)						
Lane Group Flow (vph)	125	0	426	0	0	431
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

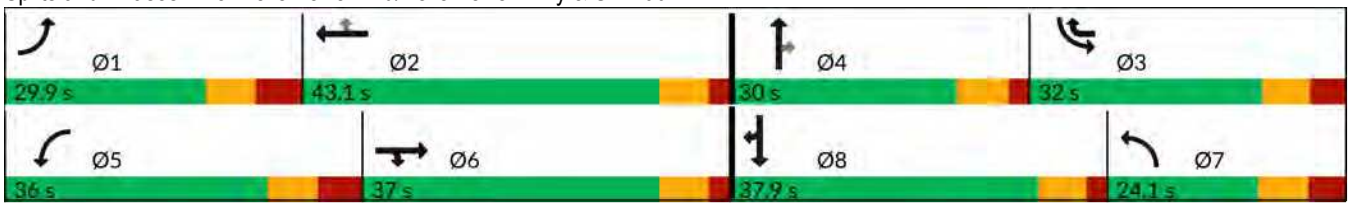
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.1%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	341	621	124	290	571	576	96	278	133	470	222	243
Future Volume (vph)	341	621	124	290	571	576	96	278	133	470	222	243
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		530	530		530	330		230	350		0
Storage Lanes	2		1	1		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	1770	3539	1583	1770	1863	1583	3433	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	1770	3539	1583	1770	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			238			*291			238			264
Link Speed (mph)		50			50			50			45	
Link Distance (ft)		1355			1417			1110			1491	
Travel Time (s)		18.5			19.3			15.1			22.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	371	675	135	315	621	626	104	302	145	511	241	264
Shared Lane Traffic (%)												
Lane Group Flow (vph)	371	675	135	315	621	626	104	302	145	511	241	264
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	custom	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	custom
Protected Phases	1	6	6	5	2	3	7	4		3	8	8
Permitted Phases			6			2			4			8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	6	5	2	3	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	14.6	26.0	26.0	14.5	26.0	13.7	13.9	26.0	26.0	13.7	26.0	26.0
Total Split (s)	29.9	37.0	37.0	36.0	43.1	32.0	24.1	30.0	30.0	32.0	37.9	37.9
Total Split (%)	22.1%	27.4%	27.4%	26.7%	31.9%	23.7%	17.9%	22.2%	22.2%	23.7%	28.1%	28.1%
Maximum Green (s)	20.3	29.9	29.9	26.5	36.0	23.6	15.2	22.9	22.9	23.6	31.1	31.1
Yellow Time (s)	5.1	5.1	5.1	5.1	5.1	4.8	5.1	5.1	5.1	4.8	4.8	4.8
All-Red Time (s)	4.5	2.0	2.0	4.4	2.0	3.6	3.8	2.0	2.0	3.6	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.6	7.1	7.1	9.5	7.1	8.4	8.9	7.1	7.1	8.4	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None	None	None
Act Effct Green (s)	18.3	28.3	28.3	25.4	35.3	56.7	22.6	22.7	22.7	22.7	22.6	22.6
Actuated g/C Ratio	0.14	0.22	0.22	0.19	0.27	0.43	0.17	0.17	0.17	0.17	0.17	0.17
v/c Ratio	0.78	0.89	0.26	0.92	0.65	0.74	0.34	0.94	0.31	0.86	0.75	0.54
Control Delay (s/veh)	66.9	64.6	1.2	84.8	46.7	13.9	54.8	91.1	1.7	68.5	66.6	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	66.9	64.6	1.2	84.8	46.7	13.9	54.8	91.1	1.7	68.5	66.6	9.3
LOS	E	E	A	F	D	B	D	F	A	E	E	A
Approach Delay (s/veh)		58.1			41.2			60.7			52.7	
Approach LOS		E			D			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 131.3			
Natural Cycle: 105			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay (s/veh): 51.0		Intersection LOS: D	
Intersection Capacity Utilization 84.7%		ICU Level of Service E	
Analysis Period (min) 15			
* User Entered Value			

Splits and Phases: 5: Belle Terre Blvd/Belle Terre Pkwy & SR-100



Appendix K

(Phase 1 Volume Calculations and Synchro Printouts)

Magnolia Trace
Intersection Volumes AM
22-233-02

Segment	1275	1270	1263	1260	SR-100 (EB)	SR-100 (WB)	US-1	Citation
AGR	4.32%	7.51%	2.47%	2.43%	1.52%	1.09%	1.70%	5.92%
GR Factor	1.2889	1.5442	1.1577	1.1549	1.0947	1.0672	1.1064	1.417

Note: Citation uses the average of Belle Terre Blvd approaches

Period
AM Peak
Phase 1

SF	Years
0.99	6

Trip Generation	
Enter	Exit
19	53

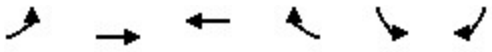
Pass-By		
Total	In	Out
0	0	0

Legend
Background + (Proj)= Total

Intersection: Belle Terre Blvd & Magnolia Trace Blvd (10/14/2025) # 3

Approach	Movement	Raw	FTO SF	Existing Adj	Growth Factor	Background	% PB Ent	% PB Ext	Pass-By	%Project In	%Project Out	Project Trips	Total	Background + (Proj)= Total
EB	L	8	0.99	**8**	1.0000	**8**			**0**	54.55%		**10**	**18**	8 + (10) = 18
	T	189	0.99	**187**	1.2889	**241**			**0**			**0**	**241**	241
WB	T	267	0.99	**264**	1.2889	**340**			**0**			**0**	**340**	340
	R	5	0.99	**5**	1.0000	**5**			**0**	45.45%		**9**	**14**	5 + (9) = 14
SB	L	2	0.99	**2**	1.0000	**2**			**0**		45.45%	**24**	**26**	2 + (24) = 26
	R	3	0.99	**3**	1.0000	**3**			**0**		54.55%	**29**	**32**	3 + (29) = 32

Growth Factor= 1.00 at minor streets



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	18	241	340	14	26	32
Future Volume (vph)	18	241	340	14	26	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500			350	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.925	
Flt Protected	0.950				0.978	
Satd. Flow (prot)	1770	1863	1863	1583	1685	0
Flt Permitted	0.950				0.978	
Satd. Flow (perm)	1770	1863	1863	1583	1685	0
Link Speed (mph)		50	50		25	
Link Distance (ft)		746	638		1324	
Travel Time (s)		10.2	8.7		36.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	20	262	370	15	28	35
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	262	370	15	63	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.0%		ICU Level of Service A	
Analysis Period (min) 15			

Magnolia Trace
Intersection Volumes PM
22-233-02

Segment	1275	1270	1263	1260	SR-100 (EB)	SR-100 (WB)	US-1	Citation
AGR	4.32%	7.51%	2.47%	2.43%	1.52%	1.09%	1.70%	5.92%
GR Factor	1.2889	1.5442	1.1577	1.1549	1.0947	1.0672	1.1064	1.417

Note: Citation uses the average of Belle Terre Blvd approaches

Period
PM Peak
Phase 1

SF	Years
0.99	6

Trip Generation	
Enter	Exit
59	36

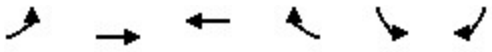
Pass-By		
Total	In	Out
0	0	0

Legend
Background + (Proj)= Total

Intersection: Belle Terre Blvd & Magnolia Trace Blvd (10/14/2025) # 3

Approach	Movement	Raw	FTO SF	Existing Adj	Growth Factor	Background	% PB Ent	% PB Ext	Pass-By	%Project In	%Project Out	Project Trips	Total	Background + (Proj)= Total
EB	L	0	0.99	**0**	1.0000	**0**			**0**	54.55%		**32**	**32**	(32) = 32
	T	298	0.99	**295**	1.2889	**380**			**0**			**0**	**380**	380
WB	T	233	0.99	**231**	1.2889	**298**			**0**			**0**	**298**	298
	R	2	0.99	**2**	1.0000	**2**			**0**	45.45%		**27**	**29**	2 + (27) = 29
SB	L	7	0.99	**7**	1.0000	**7**			**0**		45.45%	**16**	**23**	7 + (16) = 23
	R	8	0.99	**8**	1.0000	**8**			**0**		54.55%	**20**	**28**	8 + (20) = 28

Growth Factor= 1.00 at minor streets



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	32	380	298	29	23	28
Future Volume (vph)	32	380	298	29	23	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500			350	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.926	
Flt Protected	0.950				0.978	
Satd. Flow (prot)	1770	1863	1863	1583	1687	0
Flt Permitted	0.950				0.978	
Satd. Flow (perm)	1770	1863	1863	1583	1687	0
Link Speed (mph)		50	50		25	
Link Distance (ft)		746	638		1324	
Travel Time (s)		10.2	8.7		36.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	35	413	324	32	25	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	35	413	324	32	55	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.4%		ICU Level of Service A	
Analysis Period (min) 15			

Appendix L

(Total Buildout Traffic Conditions – Synchro Printouts)

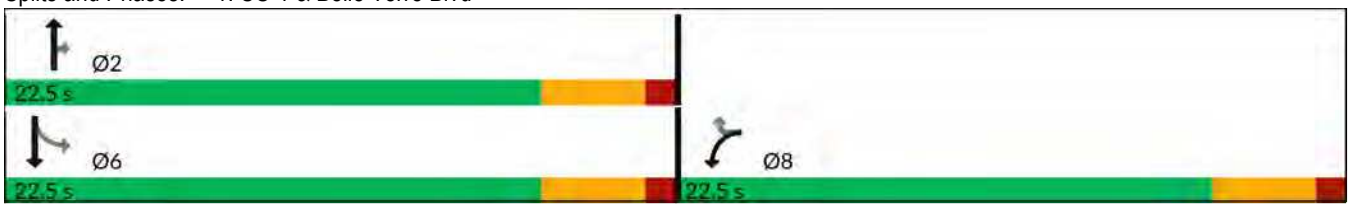


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	320	133	652	136	65	582
Future Volume (vph)	320	133	652	136	65	582
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	470		370	500	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.358	
Satd. Flow (perm)	1770	1583	3539	1583	667	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		104		148		
Link Speed (mph)	50		60			60
Link Distance (ft)	1678		985			1023
Travel Time (s)	22.9		11.2			11.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	348	145	709	148	71	633
Shared Lane Traffic (%)						
Lane Group Flow (vph)	348	145	709	148	71	633
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	8	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Flash Don't Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	12.8	12.8	19.2	19.2	19.2	19.2
Actuated g/C Ratio	0.31	0.31	0.47	0.47	0.47	0.47
v/c Ratio	0.63	0.26	0.43	0.18	0.23	0.38
Control Delay (s/veh)	17.2	5.2	9.1	2.8	10.5	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.2	5.2	9.1	2.8	10.5	8.8
LOS	B	A	A	A	B	A
Approach Delay (s/veh)	13.6		8.0			9.0
Approach LOS	B		A			A

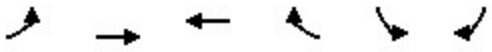
Intersection Summary			
Area Type:	Other		
Cycle Length: 45			
Actuated Cycle Length: 41.1			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 9.7		Intersection LOS: A	
Intersection Capacity Utilization 51.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: US-1 & Belle Terre Blvd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	215	1	9	324	43	11	0	24	72	0	105
Future Volume (vph)	62	215	1	9	324	43	11	0	24	72	0	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	0		100	0		0	0		0
Storage Lanes	1		0	0		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850		0.908			0.850	
Flt Protected	0.950				0.999			0.984		0.950		
Satd. Flow (prot)	1770	1861	0	0	1861	1583	0	1664	0	1770	1583	0
Flt Permitted	0.950				0.999			0.984		0.950		
Satd. Flow (perm)	1770	1861	0	0	1861	1583	0	1664	0	1770	1583	0
Link Speed (mph)		50			50			30			30	
Link Distance (ft)		1094			1500			670			1099	
Travel Time (s)		14.9			20.5			15.2			25.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	67	234	1	10	352	47	12	0	26	78	0	114
Shared Lane Traffic (%)												
Lane Group Flow (vph)	67	235	0	0	362	47	0	38	0	78	114	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	49.4%	ICU Level of Service	A
Analysis Period (min)	15		



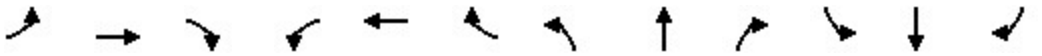
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	16	300	370	22	27	11
Future Volume (vph)	16	300	370	22	27	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500			350	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.960	
Flt Protected	0.950				0.966	
Satd. Flow (prot)	1770	1863	1863	1583	1727	0
Flt Permitted	0.950				0.966	
Satd. Flow (perm)	1770	1863	1863	1583	1727	0
Link Speed (mph)		50	50		25	
Link Distance (ft)		1500	638		1324	
Travel Time (s)		20.5	8.7		36.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	326	402	24	29	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	326	402	24	41	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.5%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	103	72	271	57	59	348
Future Volume (vph)	103	72	271	57	59	348
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.945		0.977			
Flt Protected	0.971					0.993
Satd. Flow (prot)	1709	0	1820	0	0	1850
Flt Permitted	0.971					0.993
Satd. Flow (perm)	1709	0	1820	0	0	1850
Link Speed (mph)	30		50			50
Link Distance (ft)	1865		625			1004
Travel Time (s)	42.4		8.5			13.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	112	78	295	62	64	378
Shared Lane Traffic (%)						
Lane Group Flow (vph)	190	0	357	0	0	442
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.4%		ICU Level of Service B	
Analysis Period (min) 15			

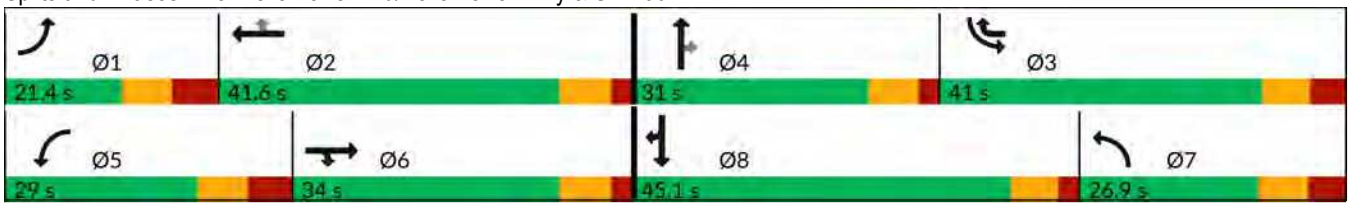


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	159	479	80	168	508	312	119	225	275	613	229	359
Future Volume (vph)	159	479	80	168	508	312	119	225	275	613	229	359
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		530	530		530	330		230	350		0
Storage Lanes	2		1	1		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	1770	3539	1583	1770	1863	1583	3433	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	1770	3539	1583	1770	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			238			*156			238			354
Link Speed (mph)		50			50			50			45	
Link Distance (ft)		1355			1417			1110			1491	
Travel Time (s)		18.5			19.3			15.1			22.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	173	521	87	183	552	339	129	245	299	666	249	390
Shared Lane Traffic (%)												
Lane Group Flow (vph)	173	521	87	183	552	339	129	245	299	666	249	390
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	custom	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	custom
Protected Phases	1	6	6	5	2	3	7	4		3	8	8
Permitted Phases			6			2			4			8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	6	5	2	3	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	14.6	26.0	26.0	14.5	26.0	13.7	13.9	26.0	26.0	13.7	26.0	26.0
Total Split (s)	21.4	34.0	34.0	29.0	41.6	41.0	26.9	31.0	31.0	41.0	45.1	45.1
Total Split (%)	15.9%	25.2%	25.2%	21.5%	30.8%	30.4%	19.9%	23.0%	23.0%	30.4%	33.4%	33.4%
Maximum Green (s)	11.8	26.9	26.9	19.5	34.5	32.6	18.0	23.9	23.9	32.6	38.3	38.3
Yellow Time (s)	5.1	5.1	5.1	5.1	5.1	4.8	5.1	5.1	5.1	4.8	4.8	4.8
All-Red Time (s)	4.5	2.0	2.0	4.4	2.0	3.6	3.8	2.0	2.0	3.6	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.6	7.1	7.1	9.5	7.1	8.4	8.9	7.1	7.1	8.4	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None	None	None
Act Effct Green (s)	10.7	22.7	22.7	16.7	28.6	55.4	25.6	20.2	20.2	28.1	22.5	22.5
Actuated g/C Ratio	0.09	0.19	0.19	0.14	0.24	0.46	0.21	0.17	0.17	0.23	0.19	0.19
v/c Ratio	0.57	0.78	0.18	0.75	0.66	0.42	0.34	0.79	0.65	0.83	0.72	0.67
Control Delay (s/veh)	63.5	56.8	0.8	71.6	46.4	7.2	46.7	68.4	18.9	55.1	59.2	13.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.5	56.8	0.8	71.6	46.4	7.2	46.7	68.4	18.9	55.1	59.2	13.0
LOS	E	E	A	E	D	A	D	E	B	E	E	B
Approach Delay (s/veh)		52.1			38.3			42.3			43.3	
Approach LOS		D			D			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 120.5			
Natural Cycle: 95			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay (s/veh): 43.5		Intersection LOS: D	
Intersection Capacity Utilization 77.3%		ICU Level of Service D	
Analysis Period (min) 15			
* User Entered Value			

Splits and Phases: 5: Belle Terre Blvd/Belle Terre Pkwy & SR-100



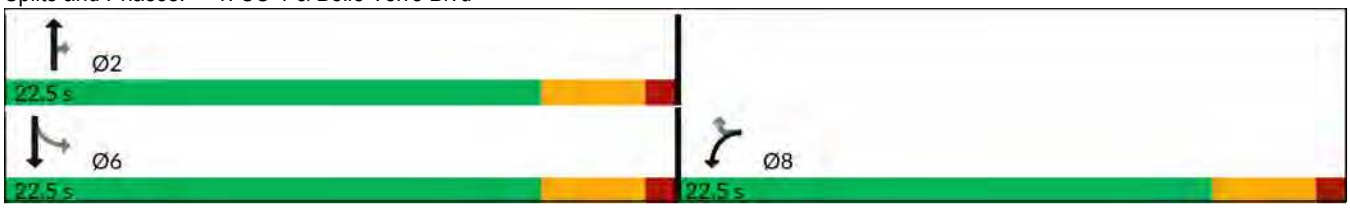


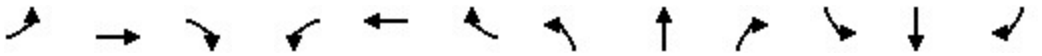
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	230	84	668	314	91	631
Future Volume (vph)	230	84	668	314	91	631
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	470		370	500	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Flt Permitted	0.950				0.369	
Satd. Flow (perm)	1770	1583	3539	1583	687	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		91		341		
Link Speed (mph)	50		60			60
Link Distance (ft)	1678		985			1023
Travel Time (s)	22.9		11.2			11.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	250	91	726	341	99	686
Shared Lane Traffic (%)						
Lane Group Flow (vph)	250	91	726	341	99	686
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	8	8	2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Flash Don't Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	10.5	10.5	22.0	22.0	22.0	22.0
Actuated g/C Ratio	0.27	0.27	0.57	0.57	0.57	0.57
v/c Ratio	0.52	0.18	0.36	0.32	0.25	0.34
Control Delay (s/veh)	15.4	4.0	7.2	2.2	9.4	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.4	4.0	7.2	2.2	9.4	7.1
LOS	B	A	A	A	A	A
Approach Delay (s/veh)	12.4		5.6			7.3
Approach LOS	B		A			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 45			
Actuated Cycle Length: 38.3			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay (s/veh): 7.3		Intersection LOS: A	
Intersection Capacity Utilization 47.5%		ICU Level of Service A	
Analysis Period (min) 15			

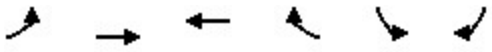
Splits and Phases: 1: US-1 & Belle Terre Blvd





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	342	12	27	269	73	7	0	25	54	0	77
Future Volume (vph)	106	342	12	27	269	73	7	0	25	54	0	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	0		100	0		0	0		0
Storage Lanes	1		0	0		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995				0.850		0.896			0.850	
Flt Protected	0.950				0.996			0.989		0.950		
Satd. Flow (prot)	1770	1853	0	0	1855	1583	0	1651	0	1770	1583	0
Flt Permitted	0.950				0.996			0.989		0.950		
Satd. Flow (perm)	1770	1853	0	0	1855	1583	0	1651	0	1770	1583	0
Link Speed (mph)		50			50			30			30	
Link Distance (ft)		1094			1500			670			1099	
Travel Time (s)		14.9			20.5			15.2			25.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	115	372	13	29	292	79	8	0	27	59	0	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	115	385	0	0	321	79	0	35	0	59	84	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.0%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	9	419	356	28	28	17
Future Volume (vph)	9	419	356	28	28	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500			350	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.949	
Flt Protected	0.950				0.970	
Satd. Flow (prot)	1770	1863	1863	1583	1715	0
Flt Permitted	0.950				0.970	
Satd. Flow (perm)	1770	1863	1863	1583	1715	0
Link Speed (mph)		50	50		25	
Link Distance (ft)		1500	638		1324	
Travel Time (s)		20.5	8.7		36.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	10	455	387	30	30	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	455	387	30	48	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.1%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	58	61	377	75	96	381
Future Volume (vph)	58	61	377	75	96	381
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.931		0.977			
Flt Protected	0.976					0.990
Satd. Flow (prot)	1693	0	1820	0	0	1844
Flt Permitted	0.976					0.990
Satd. Flow (perm)	1693	0	1820	0	0	1844
Link Speed (mph)	30		50			50
Link Distance (ft)	1865		625			1004
Travel Time (s)	42.4		8.5			13.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	63	66	410	82	104	414
Shared Lane Traffic (%)						
Lane Group Flow (vph)	129	0	492	0	0	518
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

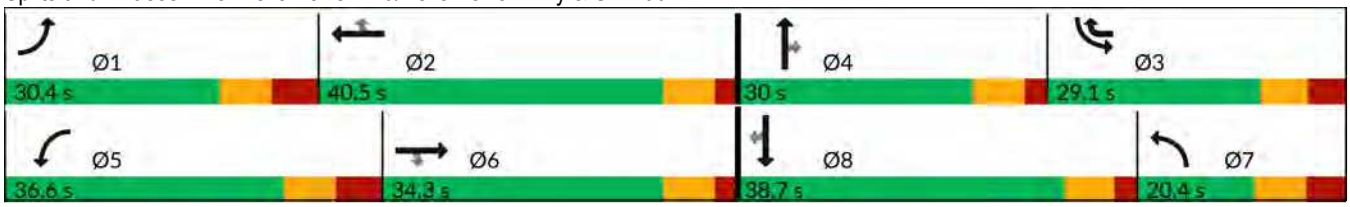
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.7%		ICU Level of Service C	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	341	621	127	328	571	576	98	306	160	470	261	243
Future Volume (vph)	341	621	127	328	571	576	98	306	160	470	261	243
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		530	530		530	330		230	350		0
Storage Lanes	2		1	1		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	1770	3539	1583	1770	1863	1583	3433	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	1770	3539	1583	1770	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			247			*291			247			264
Link Speed (mph)		50			50			50			45	
Link Distance (ft)		1355			1417			1110			1491	
Travel Time (s)		18.5			19.3			15.1			22.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	371	675	138	357	621	626	107	333	174	511	284	264
Shared Lane Traffic (%)												
Lane Group Flow (vph)	371	675	138	357	621	626	107	333	174	511	284	264
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases			6			2			4			8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	6	5	2	3	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	14.6	26.0	26.0	14.5	26.0	13.7	13.9	26.0	26.0	13.7	26.0	26.0
Total Split (s)	30.4	34.3	34.3	36.6	40.5	29.1	20.4	30.0	30.0	29.1	38.7	38.7
Total Split (%)	23.4%	26.4%	26.4%	28.2%	31.2%	22.4%	15.7%	23.1%	23.1%	22.4%	29.8%	29.8%
Maximum Green (s)	20.8	27.2	27.2	27.1	33.4	20.7	11.5	22.9	22.9	20.7	31.9	31.9
Yellow Time (s)	5.1	5.1	5.1	5.1	5.1	4.8	5.1	5.1	5.1	4.8	4.8	4.8
All-Red Time (s)	4.5	2.0	2.0	4.4	2.0	3.6	3.8	2.0	2.0	3.6	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.6	7.1	7.1	9.5	7.1	8.4	8.9	7.1	7.1	8.4	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	Min	None	None	None	None	None	None	None
Act Effct Green (s)	18.4	26.6	26.6	27.1	35.2	54.6	18.5	22.9	22.9	20.7	24.9	24.9
Actuated g/C Ratio	0.14	0.21	0.21	0.21	0.27	0.42	0.14	0.18	0.18	0.16	0.19	0.19
v/c Ratio	0.76	0.93	0.26	0.96	0.65	0.75	0.42	1.01	0.36	0.93	0.79	0.51
Control Delay (s/veh)	63.8	70.3	1.2	89.8	45.7	15.1	58.8	105.1	2.9	78.6	65.6	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	63.8	70.3	1.2	89.8	45.7	15.1	58.8	105.1	2.9	78.6	65.6	8.3
LOS	E	E	A	F	D	B	E	F	A	E	E	A
Approach Delay (s/veh)		60.2			43.6			68.1			57.6	
Approach LOS		E			D			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 129.4			
Natural Cycle: 115			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.01			
Intersection Signal Delay (s/veh): 54.7		Intersection LOS: D	
Intersection Capacity Utilization 88.6%		ICU Level of Service E	
Analysis Period (min) 15			
* User Entered Value			

Splits and Phases: 5: Belle Terre Blvd/Belle Terre Pkwy & SR-100



Appendix M

(Signal Warrant Analysis)

Table M1

Magnolia Trace

Existing Traffic Counts

Date	BELLE TERRE BOULEVARD					BELLE TERRE BOULEVARD					KARAS TRAIL					FUTURE PROJECT DRIVEWAY				
10/14/2025	Eastbound					Westbound					Northbound					Southbound				
Time	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR
6:00 AM	0	0	86	0	0	0	0	134	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	130	1	0	0	6	259	0	0	0	9	0	21	0	0	0	0	0	0
8:00 AM	0	0	152	2	0	1	16	240	0	0	0	9	0	17	0	0	0	0	0	0
9:00 AM	0	0	120	0	0	0	0	164	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	144	0	0	0	0	154	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	163	0	0	0	0	147	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	178	0	0	0	0	191	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	148	0	0	0	0	160	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	173	0	0	0	0	192	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	258	0	0	0	0	216	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	245	8	0	0	22	139	0	0	0	9	0	16	0	0	0	0	0	0
5:00 PM	0	0	265	10	0	0	22	93	0	0	0	8	0	30	0	0	0	0	0	0
6:00 PM	0	0	178	0	0	0	0	71	0	0	0	0	0	0	0	0	0	0	0	0

Table M2

Magnolia Trace

Background Traffic (2031)

	BELLE TERRE BOULEVARD					BELLE TERRE BOULEVARD					KARAS TRAIL					FUTURE PROJECT DRIVEWAY				
	Eastbound					Westbound					Northbound					Southbound				
Time	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR
6:00 AM	0	0	164	0	0	0	0	164	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	159	1	0	0	6	317	0	0	0	9	0	21	0	0	0	0	0	0
8:00 AM	0	0	186	2	0	1	16	294	0	0	0	9	0	17	0	0	0	0	0	0
9:00 AM	0	0	201	0	0	0	0	201	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	189	0	0	0	0	189	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	180	0	0	0	0	180	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	218	0	0	0	0	234	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	181	0	0	0	0	196	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	212	0	0	0	0	235	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	316	0	0	0	0	264	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	300	8	0	0	22	170	0	0	0	9	0	16	0	0	0	0	0	0
5:00 PM	0	0	324	10	0	0	22	114	0	0	0	8	0	30	0	0	0	0	0	0
6:00 PM	0	0	218	0	0	0	0	87	0	0	0	0	0	0	0	0	0	0	0	0

GF	1.289

Table M3
Magnolia Trace
Development Schedule

Land Use	Ite Land Use Code	Quantity	Units	Buildout
Single-family Housing	210	135	DUs	2031
Multifamily Housing (Low Rise)	220	98	DUs	2031
Senior Adult Housing Single-Family	251	209	DUs	2031
Strip Retail Plaza <40KSF	822	35,000	SF	2031

Table M4
Magnolia Trace
Daily Trip Generation Estimates

Land Use	ITE Land Use Code	Sq. Ft. or Number of Units	Independent Variable (Units)	Estimation Method (Rate or Equation)	Net New External Trip Ends
Daily					
Single-family Housing	210	135	DUs	T = 8.07(X) + 265.45	1,262
Multifamily Housing (Low Rise)	220	98	DUs	T = 5.63(X) + 120.45	626
Senior Adult Housing Single-Family	251	209	DUs	Ln(T) = 0.80 Ln(X) + 2.71	1,005
Strip Retail Plaza <40KSF	822	35,000	SF	T = 42.20(X) + 229.68	922
Total					

Reference: ITE Trip Generation Manual, 12th Edition
ITE Trip Generation Handbook, 3rd Edition

Table M5
Magnolia Trace

Hourly Distribution	Total	Entering	Exiting
Total	1,262	631	631

Single-family Housing - Hourly Trip Generation Estimates

Time	BELLE TERRE BOULEVARD Eastbound					BELLE TERRE BOULEVARD Westbound					KARAS TRAIL Northbound					FUTURE PROJECT DRIVEWAY Southbound				
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR
Distribution (%)		54.55%							36.36%								36.36%		54.55%	
6:00 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:00 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0
9:00 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0
10:00 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	4	0
11:00 AM	0	3	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	8	0
12:00 PM	0	7	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5	0	20	0
1:00 PM	0	14	0	0	0	0	0	0	9	0	0	0	0	0	0	0	9	0	32	0
2:00 PM	0	15	0	0	0	0	0	0	10	0	0	0	0	0	0	0	10	0	27	0
3:00 PM	0	14	0	0	0	0	0	0	10	0	0	0	0	0	0	0	10	0	21	0
4:00 PM	0	15	0	0	0	0	0	0	10	0	0	0	0	0	0	0	10	0	20	0
5:00 PM	0	17	0	0	0	0	0	0	11	0	0	0	0	0	0	0	11	0	18	0
6:00 PM	0	19	0	0	0	0	0	0	13	0	0	0	0	0	0	0	13	0	19	0

Land Use	Single-Family Detached Housing		
Setting	General Urban/Suburban		
Time Period	Weekday		
# Data Sites	20		
% of 24-Hour Vehicle Trips			
Time	Total	Entering	Exiting
6:00 - 7:00 AM	3.9%	0.6%	0.4%
7:00 - 8:00 AM	6.8%	0.2%	0.2%
8:00 - 9:00 AM	6.2%	0.2%	0.2%
9:00 - 10:00 AM	5.1%	0.3%	0.3%
10:00 - 11:00 AM	5.1%	0.6%	1.1%
11:00 - 12:00 PM	5.2%	0.8%	2.4%
12:00 - 1:00 PM	5.6%	2.2%	5.7%
1:00 - 2:00 PM	5.7%	4.1%	9.4%
2:00 - 3:00 PM	6.7%	4.5%	7.9%
3:00 - 4:00 PM	7.5%	4.2%	6.0%
4:00 - 5:00 PM	8.8%	4.4%	5.8%
5:00 - 6:00 PM	7.9%	5.0%	5.3%
6:00 - 7:00 PM	6.9%	5.6%	5.6%

Table M6
Magnolia Trace

Hourly Distribution	Total	Entering	Exiting
Total	626	313	313

Multifamily Housing (Low Rise) - Hourly Trip Generation Estimates

Time	BELLE TERRE BOULEVARD Eastbound					BELLE TERRE BOULEVARD Westbound					KARAS TRAIL Northbound					FUTURE PROJECT DRIVEWAY Southbound				
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR
Distribution (%)		54.55%							36.36%								36.36%		54.55%	
6:00 AM	0	3	0	0	0	0	0	0	2	0	0	0	0	0	0	0	8	0	11	0
7:00 AM	0	4	0	0	0	0	0	0	3	0	0	0	0	0	0	0	12	0	18	0
8:00 AM	0	6	0	0	0	0	0	0	4	0	0	0	0	0	0	0	10	0	15	0
9:00 AM	0	5	0	0	0	0	0	0	3	0	0	0	0	0	0	0	6	0	9	0
10:00 AM	0	5	0	0	0	0	0	0	3	0	0	0	0	0	0	0	6	0	8	0
11:00 AM	0	8	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5	0	8	0
12:00 PM	0	9	0	0	0	0	0	0	6	0	0	0	0	0	0	0	6	0	8	0
1:00 PM	0	8	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5	0	8	0
2:00 PM	0	10	0	0	0	0	0	0	7	0	0	0	0	0	0	0	6	0	9	0
3:00 PM	0	12	0	0	0	0	0	0	8	0	0	0	0	0	0	0	6	0	9	0
4:00 PM	0	17	0	0	0	0	0	0	12	0	0	0	0	0	0	0	6	0	10	0
5:00 PM	0	19	0	0	0	0	0	0	13	0	0	0	0	0	0	0	9	0	13	0
6:00 PM	0	17	0	0	0	0	0	0	11	0	0	0	0	0	0	0	7	0	11	0

Land Use	Multifamily Housing (Low-Rise) - Not Close to Rail		
Setting	General Urban/Suburban		
Time Period	Weekday		
# Data Sites	8		
% of 24-Hour Vehicle Trips			
Time	Total	Entering	Exiting
6:00 - 7:00 AM	4.2%	1.6%	6.7%
7:00 - 8:00 AM	6.6%	2.4%	10.7%
8:00 - 9:00 AM	6.0%	3.4%	8.6%
9:00 - 10:00 AM	4.1%	2.9%	5.3%
10:00 - 11:00 AM	3.9%	2.9%	5.0%
11:00 - 12:00 PM	4.6%	4.6%	4.7%
12:00 - 1:00 PM	5.0%	5.0%	4.9%
1:00 - 2:00 PM	4.6%	4.4%	4.8%
2:00 - 3:00 PM	5.5%	5.9%	5.0%
3:00 - 4:00 PM	6.2%	7.0%	5.3%
4:00 - 5:00 PM	7.9%	10.1%	5.7%
5:00 - 6:00 PM	9.5%	11.3%	7.7%
6:00 - 7:00 PM	8.2%	9.9%	6.6%

Table M7
Magnolia Trace

Hourly Distribution	Total	Entering	Exiting
Total	1,005	503	503

Senior Adult Housing Single-Family - Hourly Trip Generation Estimates

Time	BELLE TERRE BOULEVARD Eastbound					BELLE TERRE BOULEVARD Westbound					KARAS TRAIL Northbound					FUTURE PROJECT DRIVEWAY Southbound				
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR
Distribution (%)		54.55%							36.36%								36.36%		54.55%	
6:00 AM	0	3	0	0	0	0	0	0	2	0	0	0	0	0	0	0	6	0	10	0
7:00 AM	0	8	0	0	0	0	0	0	5	0	0	0	0	0	0	0	13	0	19	0
8:00 AM	0	11	0	0	0	0	0	0	7	0	0	0	0	0	0	0	15	0	23	0
9:00 AM	0	14	0	0	0	0	0	0	10	0	0	0	0	0	0	0	16	0	24	0
10:00 AM	0	17	0	0	0	0	0	0	11	0	0	0	0	0	0	0	16	0	24	0
11:00 AM	0	21	0	0	0	0	0	0	14	0	0	0	0	0	0	0	15	0	23	0
12:00 PM	0	23	0	0	0	0	0	0	15	0	0	0	0	0	0	0	15	0	23	0
1:00 PM	0	22	0	0	0	0	0	0	14	0	0	0	0	0	0	0	14	0	21	0
2:00 PM	0	23	0	0	0	0	0	0	15	0	0	0	0	0	0	0	13	0	20	0
3:00 PM	0	25	0	0	0	0	0	0	17	0	0	0	0	0	0	0	12	0	18	0
4:00 PM	0	25	0	0	0	0	0	0	17	0	0	0	0	0	0	0	11	0	17	0
5:00 PM	0	24	0	0	0	0	0	0	16	0	0	0	0	0	0	0	11	0	16	0
6:00 PM	0	19	0	0	0	0	0	0	13	0	0	0	0	0	0	0	9	0	13	0

Land Use	Senior Adult Housing - Single-Family		
Setting	General Urban/Suburban		
Time Period	Weekday		
# Data Sites	11		
% of 24-Hour Vehicle Trips			
Time	Total	Entering	Exiting
6:00 - 7:00 AM	2.3%	1.1%	3.5%
7:00 - 8:00 AM	4.9%	2.7%	7.1%
8:00 - 9:00 AM	6.2%	4.1%	8.3%
9:00 - 10:00 AM	7.0%	5.2%	8.9%
10:00 - 11:00 AM	7.4%	6.2%	8.6%
11:00 - 12:00 PM	8.0%	7.6%	8.5%
12:00 - 1:00 PM	8.4%	8.4%	8.3%
1:00 - 2:00 PM	7.8%	7.9%	7.7%
2:00 - 3:00 PM	7.8%	8.3%	7.2%
3:00 - 4:00 PM	7.9%	9.1%	6.7%
4:00 - 5:00 PM	7.7%	9.3%	6.1%
5:00 - 6:00 PM	7.3%	8.8%	5.8%
6:00 - 7:00 PM	5.9%	6.9%	4.9%

Table M8
Magnolia Trace

Hourly Distribution	Total	Entering	Exiting
Total	922	461	461

Strip Retail Plaza <40KSF - Hourly Trip Generation Estimates

Time	BELLE TERRE BOULEVARD Eastbound					BELLE TERRE BOULEVARD Westbound					KARAS TRAIL Northbound					FUTURE PROJECT DRIVEWAY Southbound				
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR
Distribution (%)		54.55%							36.36%								36.36%		54.55%	
6:00 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
7:00 AM	0	8	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5	0	8	0
8:00 AM	0	8	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5	0	8	0
9:00 AM	0	9	0	0	0	0	0	0	6	0	0	0	0	0	0	0	6	0	9	0
10:00 AM	0	8	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5	0	8	0
11:00 AM	0	9	0	0	0	0	0	0	6	0	0	0	0	0	0	0	6	0	9	0
12:00 PM	0	11	0	0	0	0	0	0	7	0	0	0	0	0	0	0	7	0	11	0
1:00 PM	0	8	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5	0	8	0
2:00 PM	0	9	0	0	0	0	0	0	6	0	0	0	0	0	0	0	6	0	9	0
3:00 PM	0	11	0	0	0	0	0	0	8	0	0	0	0	0	0	0	8	0	11	0
4:00 PM	0	9	0	0	0	0	0	0	6	0	0	0	0	0	0	0	6	0	9	0
5:00 PM	0	9	0	0	0	0	0	0	6	0	0	0	0	0	0	0	6	0	9	0
6:00 PM	0	5	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	5	0

Land Use	Strip Retail Plaza		
Setting	General Urban/Suburban		
Time Period	Weekday		
# Data Sites	2		
% of 24-Hour Vehicle Trips			
Time	Total	Entering	Exiting
6:00 - 7:00 AM	0.5%	0.3%	0.2%
7:00 - 8:00 AM	6.5%	3.3%	3.2%
8:00 - 9:00 AM	6.2%	3.1%	3.1%
9:00 - 10:00 AM	7.2%	3.6%	3.6%
10:00 - 11:00 AM	6.0%	3.1%	3.0%
11:00 - 12:00 PM	7.3%	3.7%	3.6%
12:00 - 1:00 PM	8.7%	4.4%	4.3%
1:00 - 2:00 PM	6.2%	3.1%	3.1%
2:00 - 3:00 PM	7.1%	3.6%	3.5%
3:00 - 4:00 PM	9.0%	4.5%	4.5%
4:00 - 5:00 PM	7.4%	3.7%	3.7%
5:00 - 6:00 PM	6.8%	3.4%	3.4%
6:00 - 7:00 PM	3.8%	1.9%	1.9%

Table M9

Magnolia Trace

Total Traffic Estimates (2031)

	BELLE TERRE BOULEVARD					BELLE TERRE BOULEVARD					KARAS TRAIL					FUTURE PROJECT DRIVEWAY				
	Eastbound					Westbound					Northbound					Southbound				
Time	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR
6:00 AM	0	9	164	0	0	0	0	164	6	0	0	0	0	0	0	0	15	0	23	0
7:00 AM	0	21	159	1	0	0	6	317	13	0	0	9	0	21	0	0	30	0	46	0
8:00 AM	0	26	186	2	0	1	16	294	17	0	0	9	0	17	0	0	31	0	47	0
9:00 AM	0	29	201	0	0	0	0	201	20	0	0	0	0	0	0	0	29	0	43	0
10:00 AM	0	32	189	0	0	0	0	189	20	0	0	0	0	0	0	0	28	0	44	0
11:00 AM	0	41	180	0	0	0	0	180	27	0	0	0	0	0	0	0	28	0	48	0
12:00 PM	0	50	218	0	0	0	0	234	33	0	0	0	0	0	0	0	33	0	62	0
1:00 PM	0	52	181	0	0	0	0	196	33	0	0	0	0	0	0	0	33	0	69	0
2:00 PM	0	57	212	0	0	0	0	235	38	0	0	0	0	0	0	0	35	0	65	0
3:00 PM	0	62	316	0	0	0	0	264	43	0	0	0	0	0	0	0	36	0	59	0
4:00 PM	0	66	300	8	0	0	22	170	45	0	0	9	0	16	0	0	33	0	56	0
5:00 PM	0	69	324	10	0	0	22	114	46	0	0	8	0	30	0	0	37	0	56	0
6:00 PM	0	60	218	0	0	0	0	87	40	0	0	0	0	0	0	0	32	0	48	0

Table M10
Magnolia Trace
Belle Terre Blvd & Karas Trl - 13-Hour Volume Summary

Hour	Buildout (2031)	
	Future Project Driveway (WB + EB Total)	Future Project Drivway (SB Total)
6:00:00 AM	343	38
7:00:00 AM	517	76
8:00:00 AM	542	78
9:00:00 AM	451	72
10:00:00 AM	430	72
11:00:00 AM	428	76
12:00:00 PM	535	95
1:00:00 PM	462	102
2:00:00 PM	542	100
3:00:00 PM	685	95
4:00:00 PM	611	89
5:00:00 PM	585	93
6:00:00 PM	405	80

TSWA - Buildout (2031)

Introduction

- The Signal Warrant Analysis Spreadsheets are a tool for assisting traffic engineers when evaluating the need for a traffic signal installation
- The filled spreadsheets can be used as part of the supporting documents for the signal warrant evaluation

Note: This templates are a useful resource, but it remains necessary to apply engineering judgment and to consider specific environmental, traffic, geometric, and operational conditions

Instructions

Fill in "Orange" areas only	
Automated cells based on in Input Data in "orange" cells	
General Information	Fill in below the general information including: District, County (drop-down menu) City, Engineer, Date Major and Minor Street with corresponding number of lanes and speed limits
Enter Eight Hour Volumes	Any 8 hours of an average day. Major-street and minor-street volumes shall be for the same 8 hours; however, the 8 hours satisfied in Condition A shall **not** be required to be the same 8 hours satisfied in Condition B **for 80% columns only.** On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.
Enter Four Hour Volumes	Any 4 hours of an average day. Vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only, not required to be on the same approach during each of the 4 hours)
Enter Pedestrian Volumes (4-hr)	Pedestrians per hour crossing the major street (t The volume requirement of warrant 2 is satisfied in the existing condition.
Enter Peak Hour Volumes	Vehicular: Any four consecutive 15-minute periods of an average day Pedestrian: Any four consecutive 15-minute periods of an average day representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings)

Input Data

Form 750-020-01
TRAFFIC ENGINEERING
February 2015

City:	**Palm Coast**				
County:	**73 – Flagler**	Engineer:	**Clayton Moore**		
District:	**Five**	Date:	**April 27, 2026**		
Major Street:	**Belle Terre Blvd**	# Lanes:	**2**	Major Approach Speed:	**50**
Minor Street:	**Karas Trail/ Project Drivway**	# Lanes:	**2**	Minor Approach Speed:	**30**

Eight Hour Volumes (Condition A)

Hours	Major Street (total of both approaches)	Minor Street (one direction only)
7:00 AM	517	76
8:00 AM	542	78
12:00 PM	535	95
1:00 PM	462	102
2:00 PM	542	100
3:00 PM	685	95
4:00 PM	611	89
5:00 PM	585	93

Eight Hour Volumes (Condition B)

Hours	Major Street (total of both approaches)	Minor Street (one direction only)
7:00 AM	517	76
8:00 AM	542	78
12:00 PM	535	95
1:00 PM	462	102
2:00 PM	542	100
3:00 PM	685	95
4:00 PM	611	89
5:00 PM	585	93

Highest Four Hour Vehicular Volumes

Hours	Major Street (total of both approaches)	Minor Street (one direction only)
2:00 PM	542	100
3:00 PM	685	95
4:00 PM	611	89
5:00 PM	585	93

Highest Four Hour Pedestrian Volumes

Hours	Major Street (total of both approaches)	Pedestrian Crossings on Major Street

Vehicular Peak Hour Volumes

Peak Hour	Major Street (total of both approaches)	Minor Street (one direction only)	Total Entering Volume
2:00 PM	542	100	642

Pedestrian Peak Hour Volumes

Peak Hour	Major Street (total of both approaches)	Pedestrian Crossing Volumes on Major Street

State of Florida Department of Transportation

TSWA - Buildout (2031)

City:	**Palm Coast**	Engineer:	**Clayton Moore**
County:	**73 – Flagler**	Date:	**April 27, 2026**
District:	**Five**		

Major Street:	**Belle Terre Blvd**	Lanes:	**2**	Major Approach Speed:	**50**
Minor Street:	**Karas Trail/ Project Drivway**	Lanes:	**2**	Minor Approach Speed:	**30**

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? ☑ Yes ☐ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☑ 70% ☐ 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied for eight hours. ☐ Yes ☑ No

Warrant 1 is also satisfied if both Condition A and Condition B are "80%" satisfied (should only be applied after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems). ☐ Yes ☑ No

Condition A - Minimum Vehicular Volume

Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

100% Satisfied: ☐ Yes ☑ No
80% Satisfied: ☐ Yes ☑ No
70% Satisfied: ☐ Yes ☑ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	**Minor**	**100%[a]**	**80%[b]**	**70%[c]**	**100%[a]**	**80%[b]**	**70%[c]**
1	1	500	400	350	150	120	105
2 or more	1	600	480	420	150	120	105
2 or more	2 or more	600	480	420	200	160	140
1	2 or more	500	400	350	200	160	140

[a] Basic Minimum hourly volume
[b] Used for combination of Conditions A and B after adequate trial of other remedial measures
[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Street	Eight Highest Hours							
	7:00 AM	**8:00 AM**	**12:00 PM**	**1:00 PM**	**2:00 PM**	**3:00 PM**	**4:00 PM**	**5:00 PM**
Major	517	542	535	462	542	685	611	585
Minor	76	78	95	102	100	95	89	93

State of Florida Department of Transportation

TSWA - Buildout (2031)

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where Condition A is not satisfied and the traffic volume on a major street is so heavy that traffic on the minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

Applicable:	☑ Yes	☐ No
100% Satisfied:	☐ Yes	☑ No
80% Satisfied:	☐ Yes	☑ No
70% Satisfied:	☐ Yes	☑ No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	**Minor**	**100%[a]**	**80%[b]**	**70%[c]**	**100%[a]**	**80%[b]**	**70%[c]**
1	1	750	600	525	75	60	53
2 or more	1	900	720	630	75	60	53
2 or more	2 or more	900	720	630	100	80	70
1	2 or more	750	600	525	100	80	70

[a] Basic Minimum hourly volume

[b] Used for combination of Conditions A and B after adequate trial of other remedial measures

[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Eight Highest Hours								
Street	**7:00 AM**	**8:00 AM**	**12:00 PM**	**1:00 PM**	**2:00 PM**	**3:00 PM**	**4:00 PM**	**5:00 PM**
Major	517	542	535	462	542	685	611	585
Minor	76	78	95	102	100	95	89	93

State of Florida Department of Transportation

TSWA - Buildout (2031)

City:	Palm Coast	Engineer:	Clayton Moore
County:	73 - Flagler	Date:	April 27, 2026
District:	Five		

Major Street:	Belle Terre Blvd	Lanes:	2	Major Approach Speed:	50
Minor Street:	Karas Trail/ Project Drivway	Lanes:	2	Minor Approach Speed:	30

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? ☐ Yes ☑ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☐ Yes ☑ No

WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

If all four points lie above the appropriate line, then the warrant is satisfied.

Applicable: ☑ Yes ☐ No

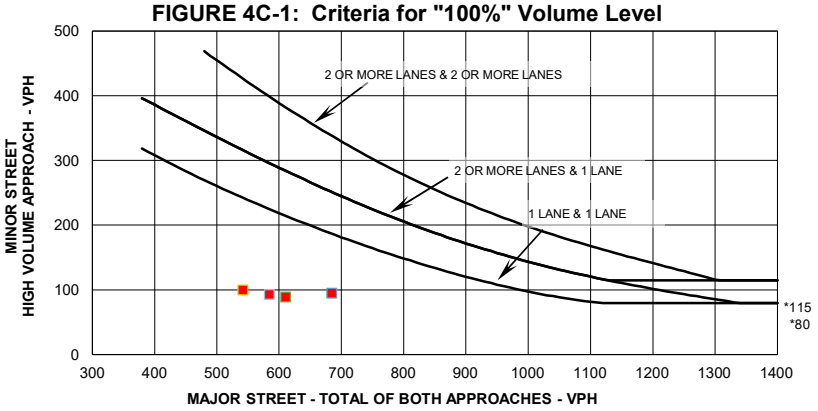
Satisfied: ☐ Yes ☑ No

Plot four volume combinations on the applicable figure below.

100% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street
2:00 PM	542	100
3:00 PM	685	95
4:00 PM	611	89
5:00 PM	585	93

FIGURE 4C-1: Criteria for "100%" Volume Level



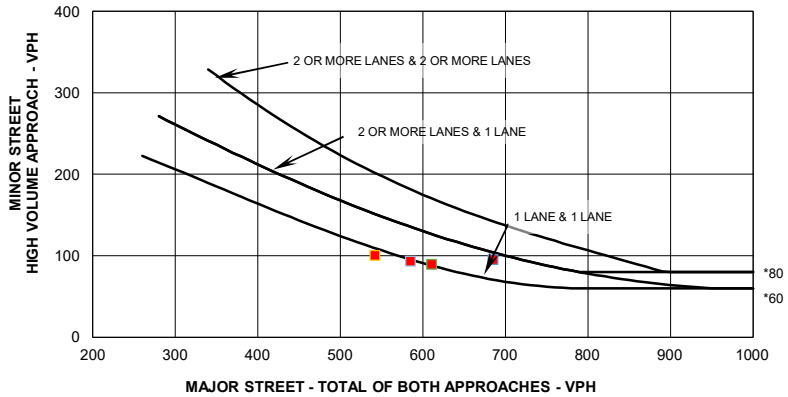
** Note: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street
2:00 PM	542	100
3:00 PM	685	95
4:00 PM	611	89
5:00 PM	585	93

FIGURE 4C-2: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



** Note: 80 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

State of Florida Department of Transportation

TSWA - Buildout (2031)

City:	**Palm Coast**	Engineer:	**Clayton Moore**
County:	**73 – Flagler**	Date:	**April 27, 2026**
District:	**Five**		

Major Street:	**Belle Terre Blvd**	Lanes:	**2**	Major Approach Speed:	**50**
Minor Street:	**Karas Trail/ Project Drivway**	Lanes:	**2**	Minor Approach Speed:	**30**

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

CONCLUSIONS

Remarks: **None of the vehicular traffic signal warrants are met.**

WARRANTS SATISFIED:

☐	Warrant 1	☐ Not Applicable
☐	Warrant 2	☐ Not Applicable
☐	Warrant 3	☑ Not Applicable
☐	Warrant 4	☑ Not Applicable
☐	Warrant 5	☑ Not Applicable
☐	Warrant 6	☑ Not Applicable
☐	Warrant 7	☑ Not Applicable
☐	Warrant 8	☑ Not Applicable
☐	Warrant 9	☑ Not Applicable

Appendix N

(COPC Turn Lane Guidelines November 2020)

Palm Coast Draft Turn Lane Technical Guidelines on November 10, 2020

Attachment 4A

The purpose of this document is to assist the City and design professionals regarding turn lane design as part of a development for a property accessing a City street. It determines:

a) when a turn lane is required to be built as a condition of access to the City street, and
b) the required dimensions of the turn lane.

These guidelines provide guidance for developers on what to expect for design and construction requirements on a roadway connecting to their driveway (entrance) when developing a property.

Turn lanes for left-turning and right-turning traffic are desirable for the safe execution of speed change maneuvers. Turn lanes also allow for the storage and protection of left-turning or right-turning vehicles while allowing through traffic to pass safely with minimal induced delay.

Deceleration lanes shall be provided at all intersection and/or access points adjacent to the project on all City-maintained and privately-maintained roadways as required by these guidelines. (Turn lanes along Flagler County owned roadways will be determined by Flagler County after receiving input from the City.) However, these guidelines shall not be construed in any manner to allow a left-turn lane and/or a right-turn lane into a project where such turning movement is not approved by the City.

All table values referenced in this document presume design of a single turn lane. The City will use the latest edition of the Florida Department of Transportation's (FDOT's) publication: "Standard Plans and Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways" (commonly referred to as the "Florida Greenbook") as a design reference. The City will be the sole judge, when backed by engineering analysis, to define whether a multi-lane turn lane design is adequate in dimension.

Turn Volume Thresholds that Require the Addition of a Dedicated Left Turn Lane from the City Street

A left turn lane shall be provided at each access driveway of the project when a Left-Turning Vehicle (LTV) count during a Peak Hour (Weekday AM, Weekday PM, Weekend Mid-Day) from the City roadway entering that driveway meets or exceeds the criteria below. The roadway column in the table below shall be utilized for the type and volume of traffic on the roadway from where the turn would originate and shall be based on the Average Annual Daily Traffic (AADT) from the City's bi-annual traffic counts and projected forward including background traffic from other projects, as determined by the City, until the time when the project and its driveway are reasonably expected to finish construction and be open.

Left Turn Lane Thresholds

Posted Speed Limit	2 Lane Roadways AADT of 5,000 or less	2 Lane Roadways AADT over 5,000	4+ Lane Roadways AADT of 10,000 or less	4+ Lane Roadways AADT over 10,000
Up to 25 mph	40 LTV/Peak Hour	35 LTV/Peak Hour	50 LTV/Peak Hour	40 LTV/Peak Hour
30 - 35 mph	30 LTV/Peak Hour	25 LTV/Peak Hour	35 LTV/Peak Hour	25 LTV/Peak Hour
40 + mph	20 LTV/Peak Hour	15 LTV/Peak Hour	25 LTV/Peak Hour	20 LTV/Peak Hour

Turn Volume Thresholds that Require the Addition of a Dedicated Right Turn Lane from the City Street

A right turn lane shall be provided at each access driveway of the project when a Right-Turning Vehicle (RTV) count during a Peak Hour (Weekday AM, Weekday PM, Weekend Mid-Day) from the City roadway entering that driveway meets or exceeds the criteria below. The roadway column in the table below shall be utilized for the type and volume of traffic on the roadway from where the turn would originate and shall

be based on the AADT from the City's bi-annual traffic counts and projected forward including background traffic from other projects, as determined by the City, until the time when the project and its driveway are reasonably expected to finish construction and be open.

Right Turn Lane Thresholds

Posted Speed	2 Lane Roadways	2 Lane Roadways	4+ Lane Roadways	4+ Lane Roadways
Limit	AADT of 5,000 or less	AADT over 5,000	AADT of 10,000 or less	AADT over 10,000
Up to 25 mph	175 RTV/Peak Hour	150 RTV/Peak Hour	155 RTV/Peak Hour	120 RTV/Peak Hour
30 - 35 mph	120 RTV/Peak Hour	100 RTV/Peak Hour	100 RTV/Peak Hour	70 RTV/Peak Hour
40 + mph	70 RTV/Peak Hour	60 RTV/Peak Hour	60 RTV/Peak Hour	40 RTV/Peak Hour

Other Criteria

When a project's driveway meets at least 75% of the above thresholds for Peak Hour (Weekday AM, Weekday PM or Weekend Mid-Day) left or right turns and at least one of the following criteria is also present, the City, in its sole judgment, may require the developer to provide the turn lane.

1. Sight distance is limited due to curves or hills or other unalterable object.
2. The intersection or driveway is just after a signalized intersection where acceleration or driver expectancy would make a separate right turn desirable (this would also be the case downstream soon after a dual left-turn lane onto a four-lane roadway).
3. At least 50% higher than normal crash experience (or 33% above normal rear-end collisions) or the City has determined that this roadway section has a Level of Service (LOS) of D or lower.
4. Severe skewed angle of the intersection so that right-turn traffic has to slow more than would be expected for a 90-degree turn.
5. The turn-lane into the project occurs at an existing or proposed signalized intersection where adequate right-of-way exists or is available from the development.

Construction Timing

Turn lanes shall be constructed with the infrastructure and prior to the vertical construction of any buildings unless the City allows some of the vertical building construction prior to completion of the turn lanes. When a project is phased, the turn lanes shall be constructed with the earliest phase that the turn lane meets at least 50% of the criteria for requiring the turn lane.

Turn Lane Design Standards

A turn lane shall consist of the following components: A taper and a full width lane length of a turn lane. The total length of the turn lane shall be the taper length plus the full width lane length.

A taper shall be the longitudinal length of a development of a lane from zero width to full width. Find the length of taper required in the tables below (See Sections *Left turn Lane Table* and *Right Turn Lane Table*).

Turn lane widths shall be a minimum of 11 feet on roadways where the posted speed is 40 mph or less (see exceptions in next sentence).

Turn lane widths, when turn lanes are required, shall be a minimum of 12 feet on roadways where at least one condition below is present:

1. Where the posted speed is 45 mph or greater.
2. With more than two lanes of opposing traffic.
3. With medians at least 16 feet wide separating opposing traffic lanes.

Turn lane length shall be measured along the lane segment constructed at full lane width. The required turn lane length of right turn lanes and left turn lanes exiting the City street shall be determined by choosing the greater of:

1. The minimum full width turn lane length. The minimum full width turn lane length shall be 75 feet.
2. The calculation of full width turn lane length based on conditions in the following tables. Total required full width turn lane length shall be the sum of the deceleration length dimension (See Left Turn Lane Table; See Right Turn Lane Table) plus the storage length dimension (see Storage Length Dimension Table - SLDT).

Shorter turn lanes will not be allowed except under special circumstances as approved by the City.

Storage Length Dimension Table For Unsignalized Intersections*

Largest Peak Hour Volume in Vehicles Per Hour (vph)	Storage Length (feet)*
Up to 25	30
26 to 50	50
51 to 75	75
76 to 100	100
Every additional increment, or partial increment, of 50 vph	75

**Per FDOT Greenbook*

Dimensions in the SLDT presume the traffic in the turn lane consists of less than 5% heavy vehicles (where a heavy vehicle is any vehicle longer than 34 feet including a trailer). If heavy vehicle percentage will be between 5% and 20% of turning vehicles, increase storage length by 20%. If heavy vehicle percentage will be greater than 20% of turning vehicles, increase storage length by 100%.

Left Turn Lane Length

The requirements for lengths of tapers, deceleration and storage for left turn lanes are based on the speed limit of the road and are shown in the following table:

Left Turn Lane Table For Unsignalized Intersections*

Posted Speed Limit Of Roadway (mph)	Length of Taper (feet)	Length of Deceleration (feet)	Length of Storage (feet)*
Up to 25	50	0	100% of SLDT Value
30	75	0	100% of SLDT Value
35	75	75	100% of SLDT Value
40	90	75	100% of SLDT Value
45	100	100	100% of SLDT Value
50	100	135	100% of SLDT Value

**For 2 Lane Roadways less than 5,000 ADT and for 4-Lane Roadways less than 10,000 ADT, reduce the 100% qualification to 70%.Per FDOT Greenbook*

Total required full width turn lane length shall be the sum of the deceleration length dimension plus the storage length dimension. The taper is not considered part of the full width turn lane length.

Right Turn Lane Length

The requirements for lengths of tapers, deceleration and storage for right turn lanes are based on the speed limit of the road and are shown in the following table:

Right Turn Lane Table For Unsignalized Intersections*

Posted Speed Limit Of Roadway (mph)	Length of Taper (feet)	Length of Deceleration (feet)	Length of Storage (feet) Stop Condition	Length of Storage (feet) Free Flow
Up to 25	50	0	50% of SLDT Value	0
30	75	0	50% of SLDT Value	0
35	100	75	50% of SLDT Value	25% of SLDT Value
40	100	75	60% of SLDT Value	30% of SLDT Value
45	100	100	75% of SLDT Value	35% of SLDT Value
50 +	100	135	80% of SLDT Value	45% of SLDT Value

**Per FDOT Greenbook*

Total required full width turn lane length shall be the sum of the deceleration length dimension plus the storage length dimension. The taper is not considered part of the full width turn lane length. Right turn lane lengths at traffic signal controlled intersections shall be based on queue lengths determined through an engineering traffic study.

Deviations

The City may grant a deviation from these guidelines in part or in whole after determining that any of the following conditions make compliance infeasible:

1. Right-of-way constraints do not permit the installation of the turn lane or to its full dimensions. This does not include cases where the developer is unwilling to provide the developer's own property from the development under consideration for additional right-of-way to construct or compensate for the turn lane.
2. Existing topographic or roadway geometric features would cause construction of the turn lane to be prohibitively expensive if constructed to standards.
3. Unusual roadway features would cause a turn lane to be detrimental to the health, safety and general welfare of the public. This could include a case where a right-turn lane could negatively impact bicyclists or pedestrians.
4. Such turn lane or in its full dimension would require removal of a specimen or historic tree as described in Section 11.02.04.A of the Land Development Code or significantly impact a high quality wetland.

Calculation Examples

Example 1

A 30 mph 2 lane 2-way road. AADT of 4,000. Heavy Truck percentage into property: 15%. Largest Peak Hour projected left turns: 32 vph. Largest Peak Hour Projected Right Turns 62 vph.

Compare to Turn Volumes Threshold Tables

Is Left Turn lane required? 32 vph > 30 LTV threshold Yes. Left turn lane is required.

Is Right Turn lane required? 62 vph < 120 RTV threshold. No. Right turn lane is not required.

Calculate Left turn Length

See Left Turn Lane Table

For 30 mph,

Taper = 75 feet

Deceleration Length = 0 feet

SLDT for 32 vph = 50 feet

Truck factor for 5 to 20% trucks = 1.2

Full width length = 0 + (1.2 * 50) = 60 feet round up to nearest 10 feet → 60 feet

Final answer: Left turn lane length = 50 foot taper plus 60 feet full width lane = 110 feet.

Full width lane = 11 feet for 30 mph road with no special conditions.

Note: The transition from the typical two-lane width to the beginning of taper is covered in the FDOT Greenbook, which is referenced as the design guidelines for the transition.

Example 2

A 45 mph 4 lane road with divided median. AADT of 12,800. Heavy Truck percentage into property: 2 to 4%. Largest Peak Hour projected Left turns: 44 vph. Largest Peak Hour Projected Right Turns 164 vph.

Compare to Turn Volumes Threshold Tables

Is Left Turn lane required? 44 vph > 20 LTV threshold Yes. Left turn lane is required.

Is Right Turn lane required? 164 vph > 40 RTV threshold Yes. Right turn lane is required.

Calculate Left turn Length

See Left Turn Lane Table

For 45 mph

Taper = 100 feet

Deceleration Length = 100 feet (deceleration occurs in taper)

SLDT for 44 vph = 50 feet

Truck factor for 2-4% trucks = 1.0

Full width length = 100 + (1.0 * 50) = 150 feet round up to nearest 10 feet → 150 feet

Final answer: Left turn lane length = 100 foot taper plus 150 feet full width lane = 250 feet.

Full width lane = 12 feet for 45 mph road

Calculate Right Turn Length

See Right Turn Lane Table

For 45 mph

Taper = 100 feet

Deceleration Length = 100 feet (deceleration occurs in taper)

SLDT for 164 vph = 100 feet plus two units of 50 vph = 100 + (2.0*75) = 250 feet

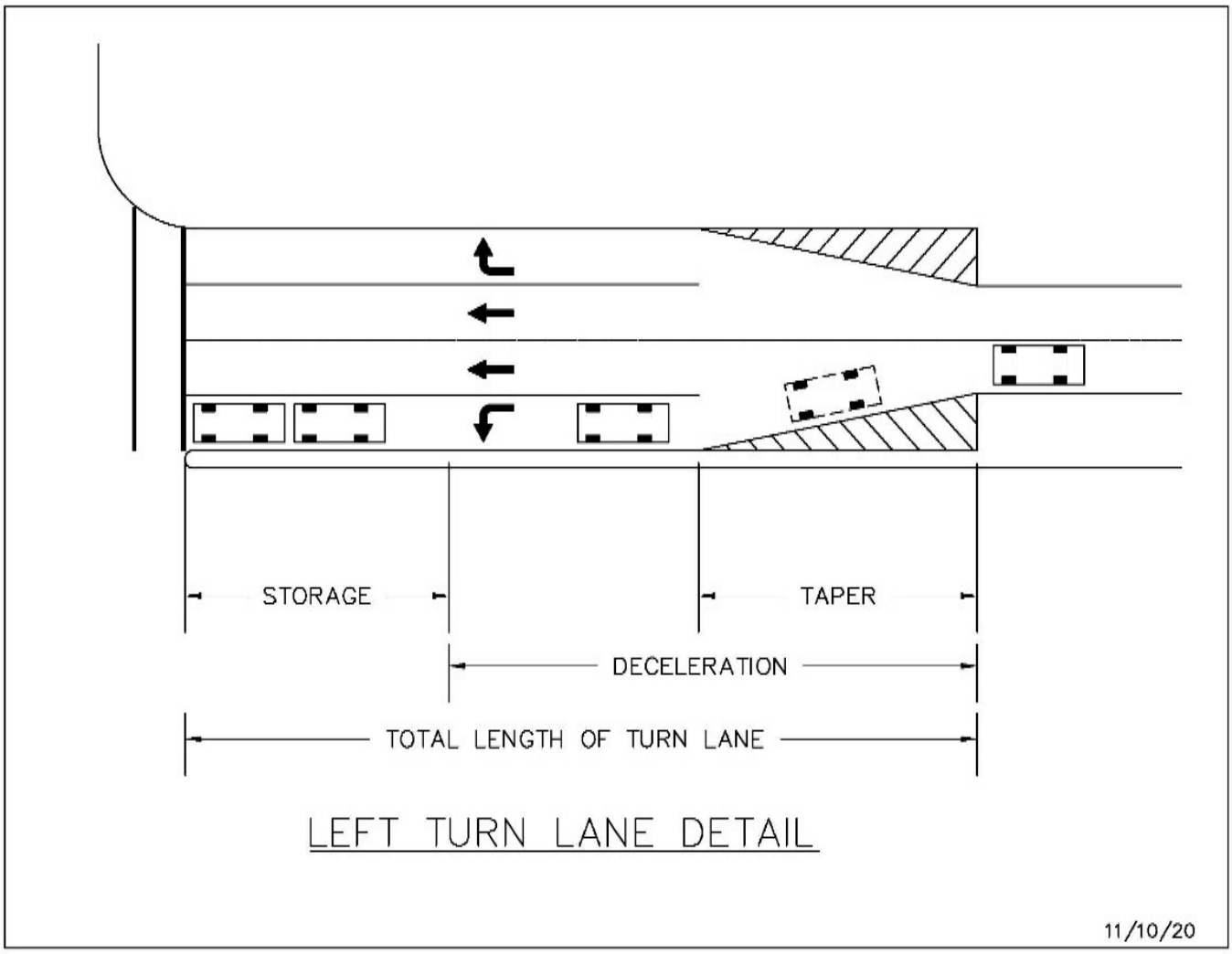
Truck factor for 2-4% trucks = 1.0

Full width length = 100 + (1.0 *((0.75) * 250)) = 100 + 187.5 feet = 287.5 feet round up to nearest 10 feet -> 290 feet

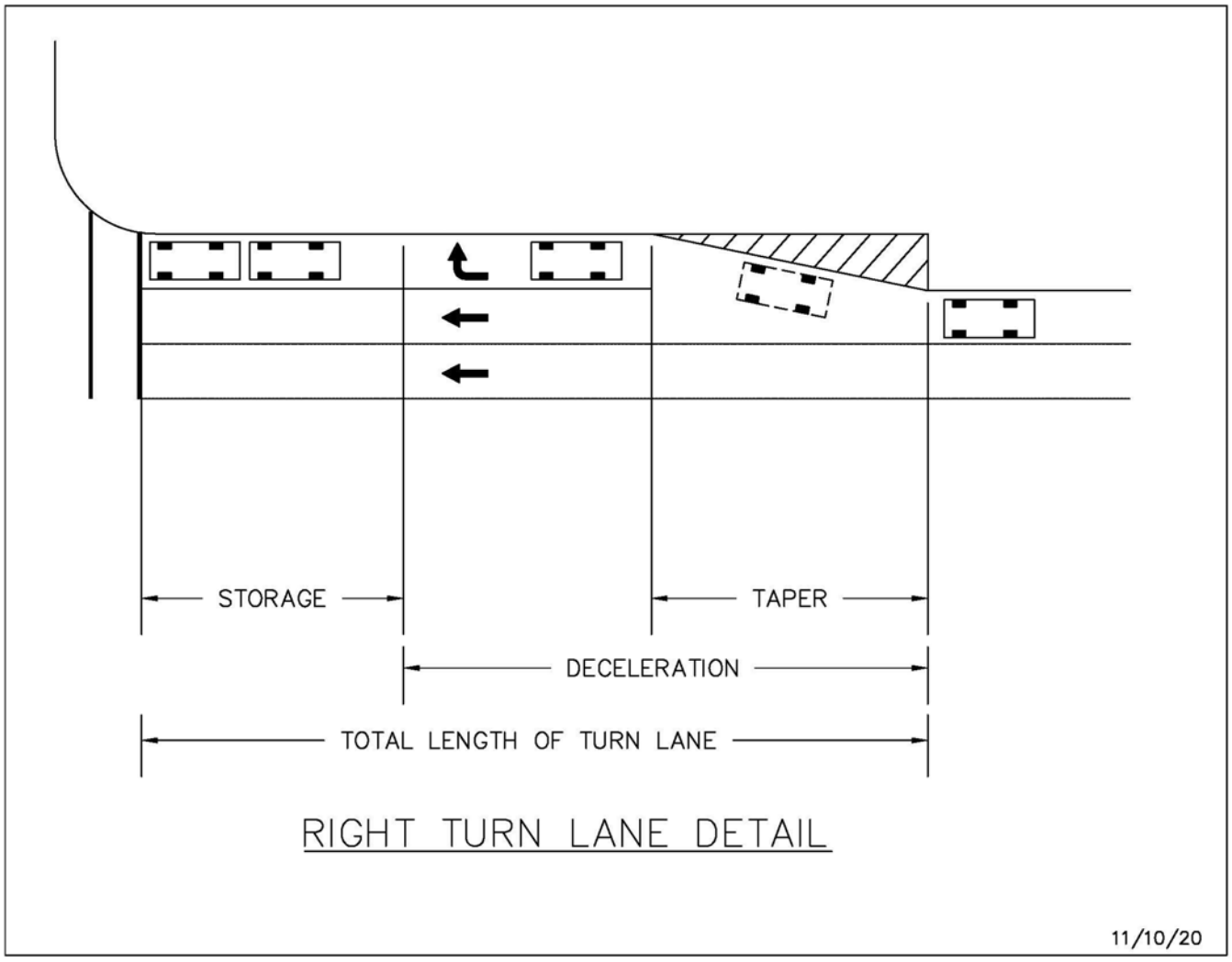
Final answer: Right turn lane length = 100 foot taper plus 290 feet full width lane = 390 feet.

Full width lane = 12 feet for 45 mph road.

Left Turn Lane Detail



Right Turn Lane Detail

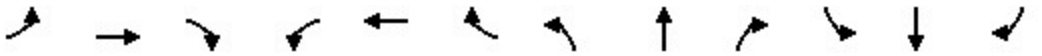


Magnolia Trace
Belle Terre Blvd and West Entrance
Intersection Analysis

Control Type	Level of Service	
	AM	PM
Traditional Signal	B	B
Roundabout	A	A

HCM 7th Signalized Intersection Summary
2: Karas Trail/Proposed Project Access & Belle Terre Blvd

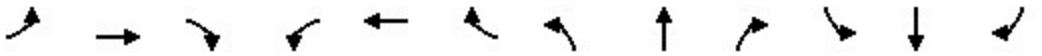
06/24/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	215	1	9	324	43	11	0	24	72	0	105
Future Volume (veh/h)	62	215	1	9	324	43	11	0	24	72	0	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	67	234	0	10	352	23	12	0	13	78	0	57
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	541	834	0	652	871	738	109	10	45	341	0	310
Arrive On Green	0.05	0.45	0.00	0.07	0.47	0.47	0.06	0.00	0.06	0.06	0.00	0.20
Sat Flow, veh/h	1781	1870	0	1781	1870	1585	556	169	786	1781	0	1585
Grp Volume(v), veh/h	67	234	0	10	352	23	25	0	0	78	0	57
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1781	1870	1585	1512	0	0	1781	0	1585
Q Serve(g_s), s	1.4	5.5	0.0	0.2	8.6	0.5	0.2	0.0	0.0	2.7	0.0	2.1
Cycle Q Clear(g_c), s	1.4	5.5	0.0	0.2	8.6	0.5	1.0	0.0	0.0	2.7	0.0	2.1
Prop In Lane	1.00		0.00	1.00		1.00	0.48		0.52	1.00		1.00
Lane Grp Cap(c), veh/h	541	834	0	652	871	738	163	0	0	341	0	310
V/C Ratio(X)	0.12	0.28	0.00	0.02	0.40	0.03	0.15	0.00	0.00	0.23	0.00	0.18
Avail Cap(c_a), veh/h	589	834	0	996	871	738	497	0	0	415	0	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.5	12.2	0.0	8.3	12.2	10.1	31.3	0.0	0.0	26.7	0.0	23.3
Incr Delay (d2), s/veh	0.1	0.8	0.0	0.0	1.4	0.1	0.4	0.0	0.0	0.3	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.0	0.0	0.1	3.1	0.2	0.4	0.0	0.0	1.1	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.6	13.0	0.0	8.3	13.6	10.1	31.7	0.0	0.0	27.0	0.0	23.6
LnGrp LOS	A	B		A	B	B	C			C		C
Approach Vol, veh/h		301			385			25			135	
Approach Delay, s/veh		12.3			13.3			31.7			25.6	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	38.0	9.6	9.7	10.7	39.4		19.3				
Change Period (Y+Rc), s	7.1	7.1	5.7	5.7	7.1	7.1		5.7				
Max Green Setting (Gmax), s	18.4	19.4	6.8	19.8	5.5	32.3		32.3				
Max Q Clear Time (g_c+I1), s	2.2	7.5	4.7	3.0	3.4	10.6		4.1				
Green Ext Time (p_c), s	0.0	0.8	0.0	0.1	0.0	1.8		0.3				

Intersection Summary												
HCM 7th Control Delay, s/veh			15.4									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	342	12	27	269	73	7	0	25	54	0	77
Future Volume (veh/h)	106	342	12	27	269	73	7	0	25	54	0	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	115	372	6	29	292	39	8	0	13	59	0	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	500	709	11	422	642	544	119	6	54	379	0	342
Arrive On Green	0.08	0.39	0.39	0.03	0.34	0.34	0.06	0.00	0.06	0.05	0.00	0.22
Sat Flow, veh/h	1781	1835	30	1781	1870	1585	483	97	942	1781	0	1585
Grp Volume(v), veh/h	115	0	378	29	292	39	21	0	0	59	0	43
Grp Sat Flow(s),veh/h/ln	1781	0	1865	1781	1870	1585	1521	0	0	1781	0	1585
Q Serve(g_s), s	2.2	0.0	8.5	0.6	6.6	0.9	0.2	0.0	0.0	1.6	0.0	1.2
Cycle Q Clear(g_c), s	2.2	0.0	8.5	0.6	6.6	0.9	0.7	0.0	0.0	1.6	0.0	1.2
Prop In Lane	1.00		0.02	1.00		1.00	0.38		0.62	1.00		1.00
Lane Grp Cap(c), veh/h	500	0	721	422	642	544	178	0	0	379	0	342
V/C Ratio(X)	0.23	0.00	0.52	0.07	0.45	0.07	0.12	0.00	0.00	0.16	0.00	0.13
Avail Cap(c_a), veh/h	541	0	721	540	642	544	230	0	0	455	0	466
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.3	0.0	12.9	11.1	13.9	12.0	24.5	0.0	0.0	20.5	0.0	17.2
Incr Delay (d2), s/veh	0.2	0.0	2.7	0.1	2.3	0.3	0.3	0.0	0.0	0.2	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	3.0	0.2	2.5	0.3	0.3	0.0	0.0	0.6	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.5	0.0	15.6	11.2	16.2	12.3	24.8	0.0	0.0	20.6	0.0	17.4
LnGrp LOS	B		B	B	B	B	C			C		B
Approach Vol, veh/h		493			360			21			102	
Approach Delay, s/veh		14.4			15.4			24.8			19.3	
Approach LOS		B			B			C			B	

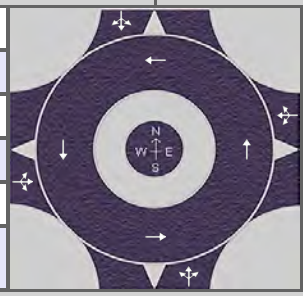
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	28.1	8.7	8.8	11.2	25.8		17.5				
Change Period (Y+Rc), s	7.1	7.1	5.7	5.7	7.1	7.1		5.7				
Max Green Setting (Gmax), s	5.4	18.7	5.3	5.0	5.4	18.7		16.0				
Max Q Clear Time (g_c+I1), s	2.6	10.5	3.6	2.7	4.2	8.6		3.2				
Green Ext Time (p_c), s	0.0	1.2	0.0	0.0	0.0	1.1		0.1				

Intersection Summary			
HCM 7th Control Delay, s/veh		15.5	
HCM 7th LOS		B	

HCS7 Roundabouts Report

General Information

Analyst	T. Hatcher
Agency or Co.	
Date Performed	6/24/2026
Analysis Year	2031
Time Analyzed	AM Buildout
Project Description	Magnolia Trace



Site Information

Intersection	
E/W Street Name	Belle Terre Blvd
N/S Street Name	West Entrance
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.92
Jurisdiction	Palm Coast

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	62	215	1	0	9	224	43	0	11	0	24	0	72	0	105
Percent Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flow Rate (v_{PCE}), pc/h	0	69	241	1	0	10	251	48	0	12	0	27	0	81	0	118
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway (s)		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		311			309			39			199	
Entry Volume, veh/h		302			300			38			193	
Circulating Flow (v_c), pc/h		91			81			391			273	
Exiting Flow (v_{ex}), pc/h		349			381			117			11	
Capacity (c_{pce}), pc/h		1258			1271			926			1045	
Capacity (c), veh/h		1221			1234			899			1014	
v/c Ratio (x)		0.25			0.24			0.04			0.19	

Delay and Level of Service

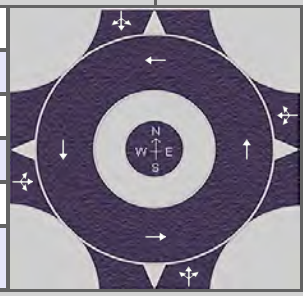
Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		5.2			5.1			4.4			5.3	
Lane LOS		A			A			A			A	
95% Queue, veh		1.0			1.0			0.1			0.7	
Approach Delay, s/veh	5.2			5.1			4.4			5.3		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	5.1						A					

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HCS7 Roundabouts Report

General Information

Analyst	T. Hatcher
Agency or Co.	
Date Performed	6/24/2026
Analysis Year	2031
Time Analyzed	PM Buildout
Project Description	Magnolia Trace



Site Information

Intersection	
E/W Street Name	Belle Terre Blvd
N/S Street Name	West Entrance
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.92
Jurisdiction	Palm Coast

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	106	342	12	0	27	269	73	0	7	0	25	0	54	0	77
Percent Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flow Rate (v_{PCE}), pc/h	0	119	383	13	0	30	301	82	0	8	0	28	0	60	0	86
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway (s)		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		515			413			36			146	
Entry Volume, veh/h		500			401			35			142	
Circulating Flow (v_c), pc/h	90			127			562			339		
Exiting Flow (v_{ex}), pc/h	471			395			201			43		
Capacity (c_{pce}), pc/h		1259			1212			778			977	
Capacity (c), veh/h		1222			1177			755			948	
v/c Ratio (x)		0.41			0.34			0.05			0.15	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		7.0			6.3			5.2			5.2	
Lane LOS		A			A			A			A	
95% Queue, veh		2.0			1.5			0.1			0.5	
Approach Delay, s/veh	7.0			6.3			5.2			5.2		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	6.5						A					

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city of PALM COAST

Utility Department

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

06/27/2025

Jay W. Livingston, Esq.
Livingston & Sword, P.A.
391 Palm Coast Parkway SW #1
Palm Coast, FL 32137

Re: Service Availability for **Magnolia Trace (Parcels #24-12-31-4150-00T50-0000, 19-12-31-4120-00T20-0000, 19-12-31-4130-00T30-0000 and 24-12-31-4140-00T40-0000)** 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.

This proposed property development is for 450 residential units and is located within the Wastewater Treatment Plant #1(WWTP#1) service area, this facility is permitted for 6.83 million gallons a day of treatment. Through May of 2025 our annual average flow at WWTP#1 is 6.354 million gallons a day. At present the Florida Department of Environmental protection is requiring individual permitting for wastewater improvements within the WWTP#1 service area in Palm Coast.

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.

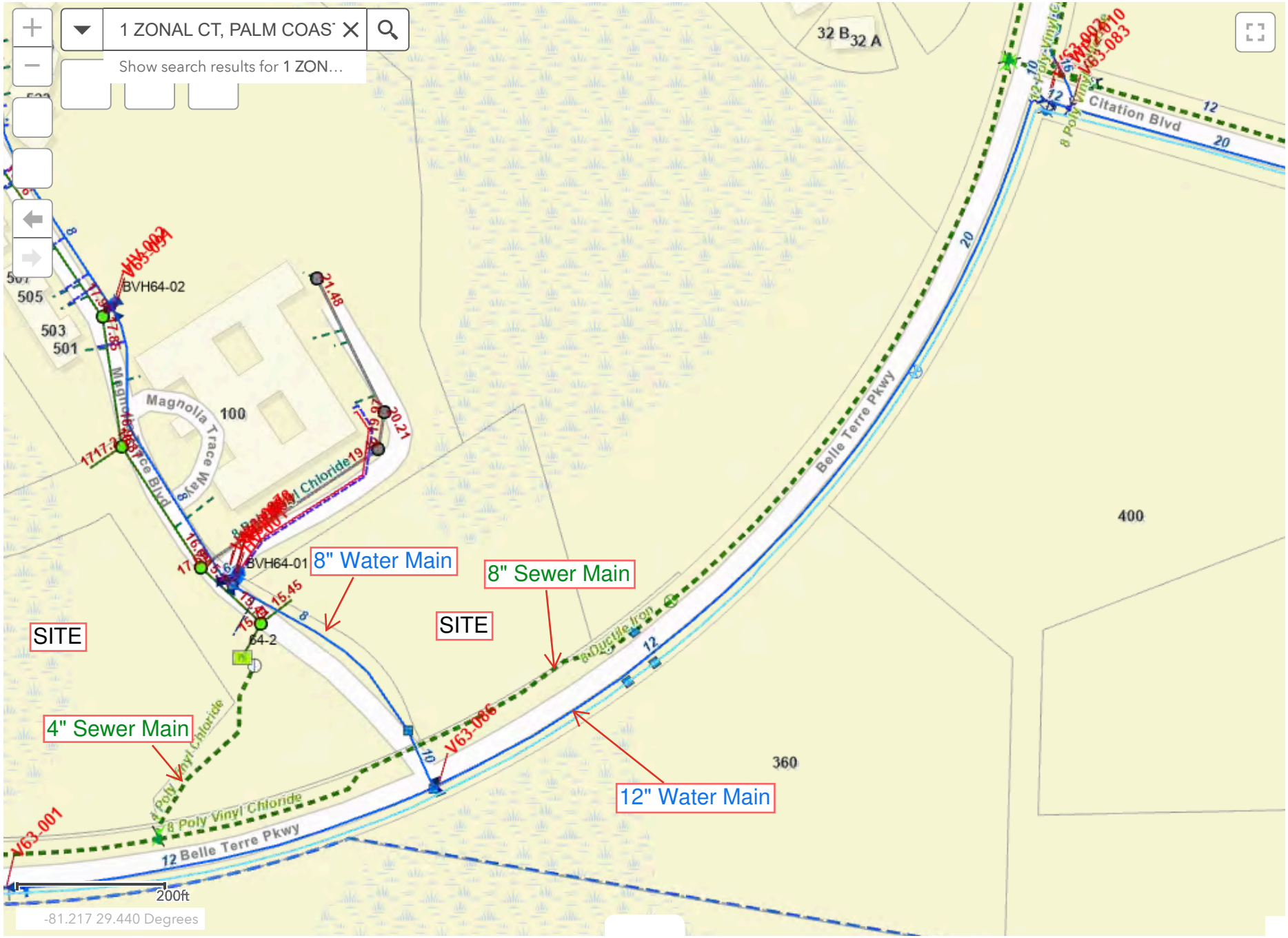
Sincerely,



Samantha Borges
Utility Development Review Specialist (sborges@palmcoastgov.com)

Utility Service Viewer

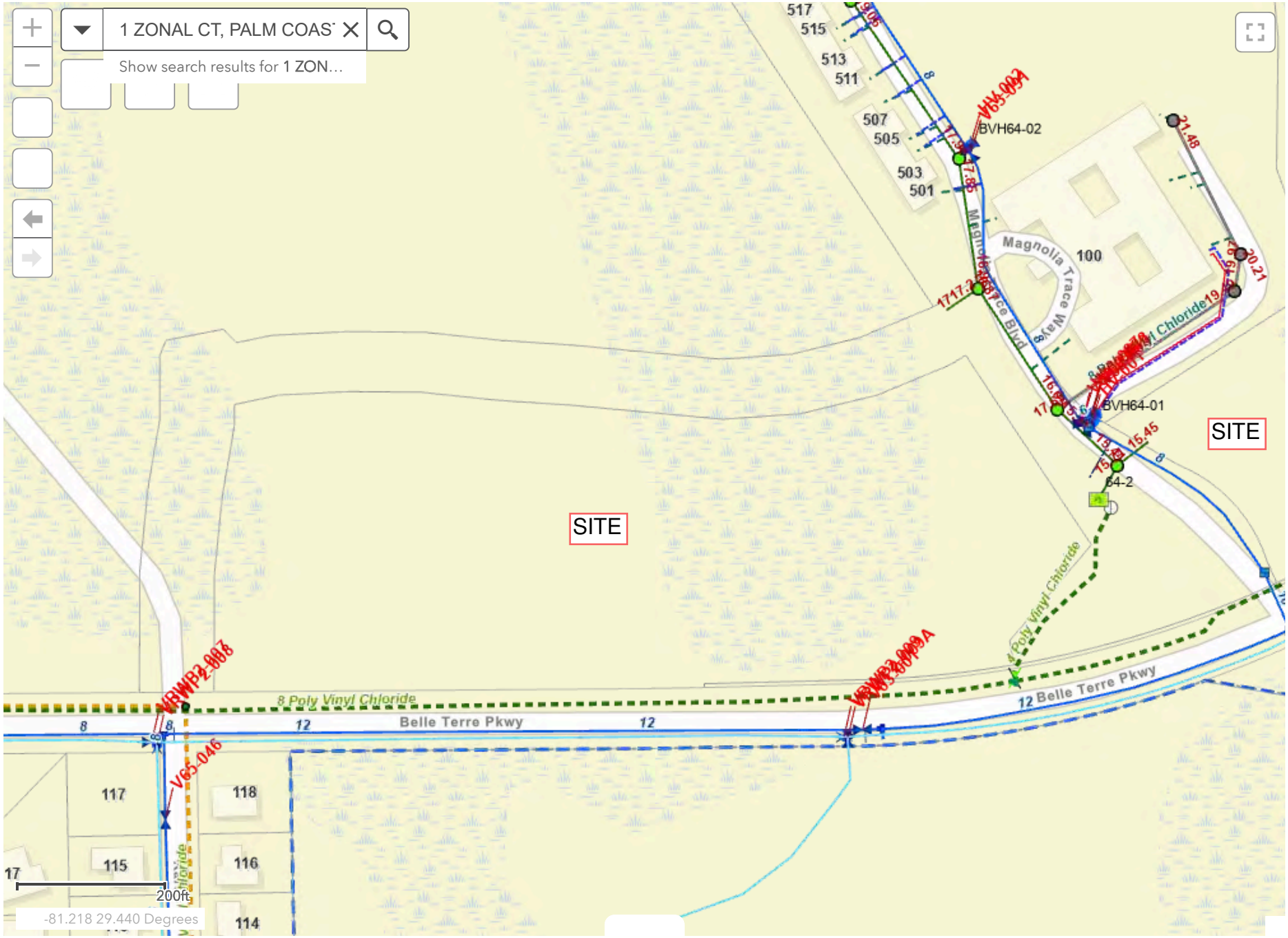
ITC / GIS Web Application



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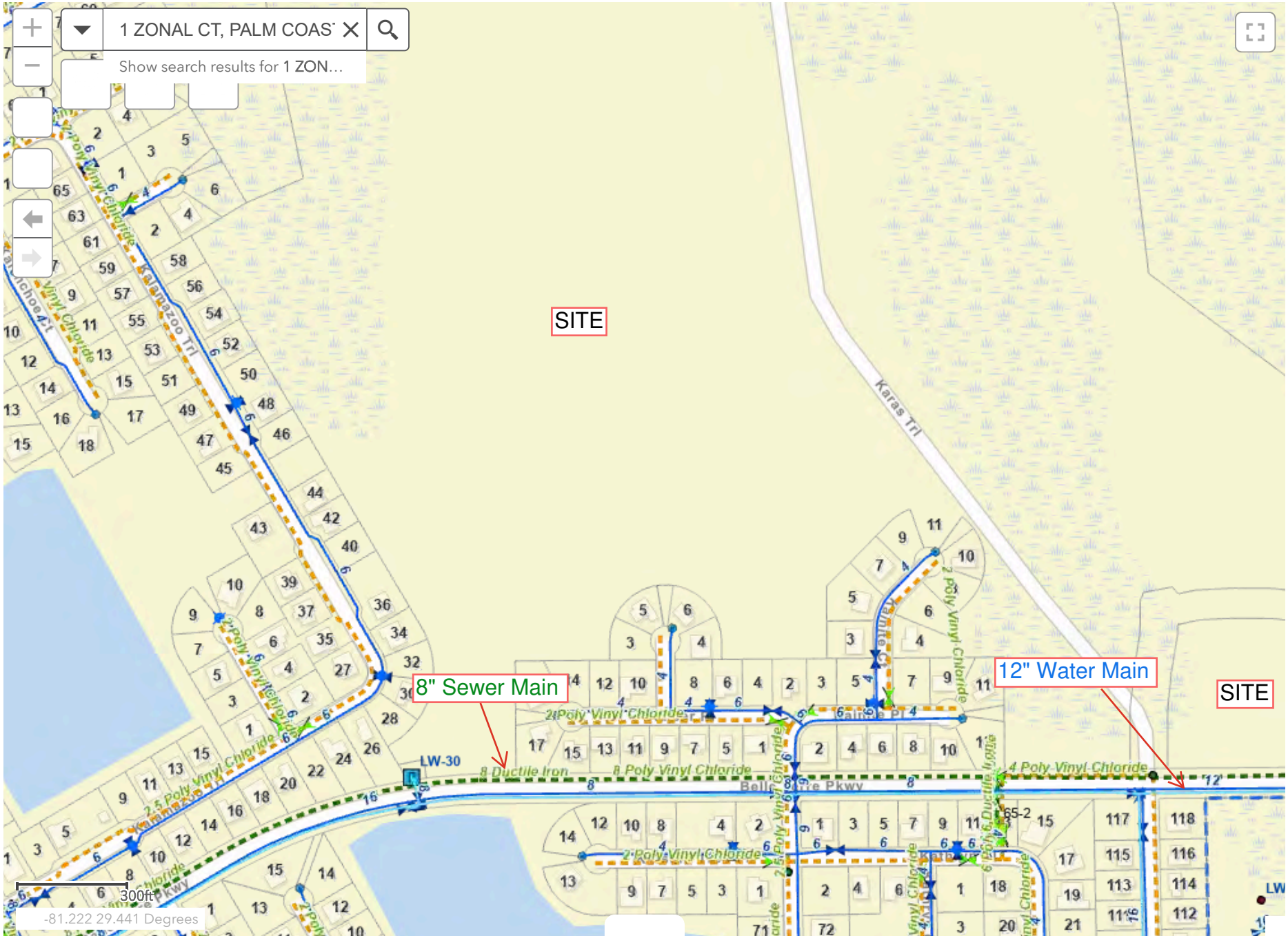
Utility Service Viewer

ITC / GIS Web Application



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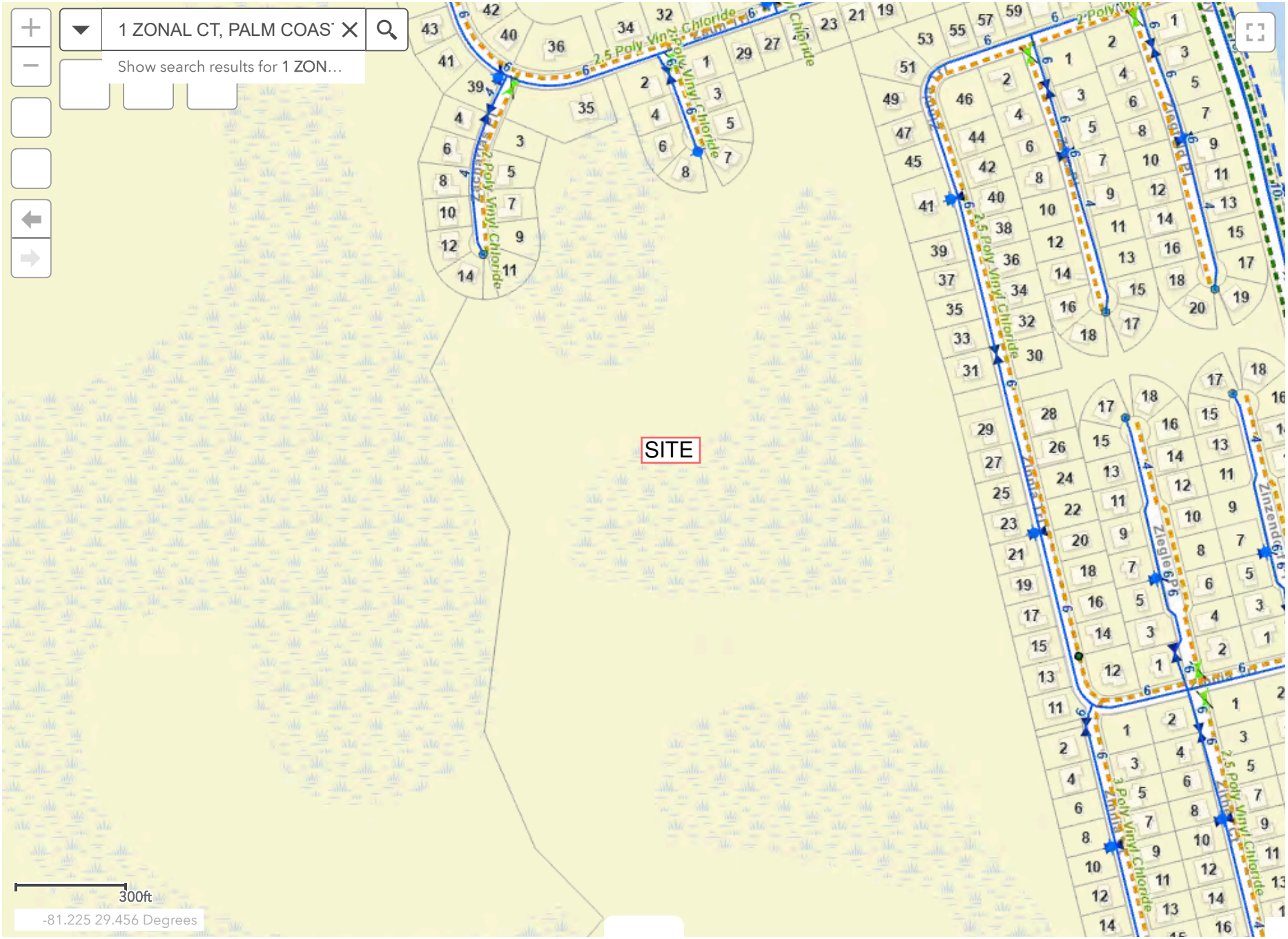
Utility Service Viewer ITC / GIS Web Application



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PROPERTY OWNER LETTER OF AUTHORIZATION

Dear Planning Manager:

I, AUSTIN BROCKENBROUGH, IV, the Manager of OARE ASSOCIATES, LLC ("OARE"), a Florida Limited Liability Company, being the current property owner of the real property described as Parcel Numbers 13-12-30-0650-000A0-0010, 24-12-30-0650-000A0-0010, 24-12-31-4150-00T50-0000, 24-12-31-4140-00T40-0000, 19-12-31-0650-000C0-0011, 19-12-31-4120-00T20-0000, 19-12-31-4110-00T10-0000, and 19-12-31-4130-00T30-0000 and also legally described in the attached **EXHIBIT "A"** ("Property"), does hereby designate and authorize Greenpointe Developers, LLC, a Delaware limited liability company and Jay W. Livingston, Esq. of Livingston & Sword, P.A., to act as OARE's authorized agents and to file applications to the City of Palm Coast to rezone the Property and/or amend the existing Master Plan Development Agreement, and to make binding statements and commitments regarding the applications.

OARE ASSOCIATES, LLC
A Florida Limited Liability Company

By: _____

Name: Austin Brockenbrough, IV

Title: Manager

COMMONWEALTH OF VIRGINIA

COUNTY OF HENRICO

The foregoing instrument was acknowledged before me by means of X physical presence or ___ online notarization this 5 day of January, 2024, by AUSTIN BROCKENBROUGH, IV, who is the manager of OARE ASSOCIATES, LLC, a Florida Limited Liability Company, on behalf of the company. He is X personally known to me or ___ produced _____ as identification.

ANNA CLARK
NOTARY PUBLIC
REG. # 00384478
MY COMMISSION EXPIRES
07/31/2029
COMMONWEALTH OF VIRGINIA

_____
NOTARY PUBLIC

EXHIBIT "A"

OVERALL PARCEL

A portion of Sections 13 and 24, Township 12 South, Range 30 East, together with a portion of Sections 18 and 19, Township 12 South, Range 31 East, Flagler County, Florida, being a portion of Map of the Bunnell Development Company's Land at Bunnell, Florida, as recorded in Plat Book 1, page 1, of the Public Records of said county, also being a portion of Revised Parcel 103, as described and recorded in Official Records Book 350, page 1943, of said Public Records, together with all of Lot 13, Block 45, as depicted on Subdivision Plat Korkakee Run-Section 65 Seminole Woods at Palm Coast, recorded in Map Book 17, page 36, together with all of Reserved Parcels 03 and F-4, all of Lot 10, Block 14, and all of Lot 16, Block 10, as depicted on Subdivision Plat Zebulah's Trail-Section 63 Seminole Woods at Palm Coast, recorded in Map Book 18, page 24, all of said Public Records, being more particularly described as follows:

For a Point of Beginning, commence at the Northwest corner of said Section 13; thence North 87°27'22" East, along the Northerly line of said Section 13, a distance of 2961.63 feet to its intersection with the Westerly line of said Subdivision Plat Zebulah's Trail-Section 63 Seminole Woods at Palm Coast; thence along said Westerly line the following 17 courses: Course 1, thence South 20°55'26" East, departing said Northerly line, 211.58 feet to a point on a non-tangent curve concave Easterly having a radius of 150.00 feet; Course 2, thence Southerly along the arc of said curve, through a central angle of 98°21'15", an arc length of 257.49 feet to a point on said curve, said arc being subtended by a chord bearing and distance of South 01°53'15" West, 227.02 feet; Course 3, thence South 05°31'19" East, along a non-tangent line, 669.87 feet to a point on a non-tangent curve concave Easterly having a radius of 150.00 feet; Course 4, thence Southerly along the arc of said curve, through a central angle of 73°26'22", an arc length of 192.26 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 15°23'56" East, 179.37 feet; Course 5, thence South 52°11'07" East, 136.92 feet; Course 6, thence South 02°05'57" East, 346.46 feet to the point of curvature of a curve concave Easterly having a radius of 550.00 feet; Course 7, thence Southerly along the arc of said curve, through a central angle of 16°39'59", an arc length of 159.99 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 10°25'57" East, 159.42 feet; Course 8, thence South 18°45'56" East, 138.41 feet; Course 9, thence South 71°14'04" West, 25.00 feet to the point of curvature of a curve concave Easterly having a radius of 150.00 feet; Course 10, thence Southerly along the arc of said curve, through a central angle of 180°00'00", an arc length of 471.24 feet to a point on said curve, said arc being subtended by a chord bearing and distance of South 18°45'56" East, 300.00 feet; Course 11, thence Southerly along the arc of a non-tangent curve concave Easterly having a radius of 150.00 feet, through a central angle of 180°00'00", an arc length of 471.24 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 18°45'56" East, 300.00 feet; Course 12, thence North 71°14'04" East, 25.00 feet; Course 13, thence South 18°45'56" East, 315.63 feet; Course 14, thence South 36°19'43" East, 128.96 feet; Course 15, thence South 20°50'43" West, 193.05 feet; Course 16, thence South 06°47'31" East, 236.49 feet to the point of curvature of a curve concave Northerly having a radius of 150.00 feet; Course 17, thence Easterly along the arc of said curve, through a central angle of 180°00'00", an arc length of 471.24 feet to the point of tangency of said curve being the Southwesterly corner of said Reserved Parcel F-4, said arc being subtended by a chord bearing and distance of North 83°12'29" East, 300.00 feet; thence Easterly along the boundary lines of said Reserved Parcels F-4 and 03 the following 15 courses: Course 1, thence North 06°47'31" West, departing said Westerly line, 50.00 feet; Course 2, thence North 06°12'39" West, 80.71 feet; Course 3, thence North 14°31'01" East, 141.50 feet; Course 4, thence South 66°58'33" East, 50.00 feet; Course 5, thence North 68°07'42" East, 152.15 feet; Course 6, thence North 18°45'56" West, 125.00 feet to a point lying on the Southerly right of way line of Zayn Trail, a right of way as depicted on said Subdivision Plat Zebulah's Trail-Section 63 Seminole Woods at Palm Coast; Course 7, thence North 71°14'04" East, along said Southerly right of way line, 40.00 feet; Course 8, thence South 18°45'56" East, departing said Southerly right of way line, 230.00 feet to a point on a non-tangent curve concave Northeasterly having a radius of 150.00 feet; Course 9, thence Southeasterly along the arc of said curve, through a central angle of 81°38'48", an arc length of 213.75 feet to a point on said curve, said arc being subtended by a chord bearing and distance of South 59°35'20" East, 196.12 feet; Course 10, thence North 10°24'43" West, 110.00 feet to a point lying on the Southerly right of way line of Zachary Place, a 50 foot right of way as depicted on said Subdivision Plat Zebulah's Trail-Section 63 Seminole Woods at Palm Coast; Course 11, thence Easterly along said Southerly right of way line and along the arc of a non-tangent curve concave Northerly having a radius of 40.00 feet, through a central angle of 15°42'24", an arc length of 11.66 feet to a point on said curve, said arc being subtended by a chord bearing and distance of North 71°14'04" East 11.62 feet; Course 12, thence South 27°07'08" East, departing said Southerly right of way line, 110.00 feet to a point on a non-tangent curve concave Westerly having a radius of 150.00 feet; Course 13, thence Northerly along the arc of said curve, through a central angle of 81°38'48", an arc length of 213.75 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of North 22°03'28" East, 196.12 feet; Course 14, thence North 18°45'56" West, 105.00 feet; Course 15, thence North 71°14'04" East, 320.00 feet; thence South 16°08'17" East, continuing along said boundary line at Reserved Parcel D-3 and along said Westerly line of Subdivision Plat Zebulah's Trail-Section 63 Seminole Woods at Palm Coast, 979.40 feet; thence South 13°42'58" East, continuing along said Westerly line, 2050.00 feet to the Northwesterly corner of said Lot 10, Block 14; thence along the boundary line of said Lot 10, Block 14, the following 5 courses: Course 1, thence North 76°17'02" East, departing said Westerly line, 125.00 feet to a point lying on the Westerly right of way line of Zanai Court, a variable width right of way as depicted on said Subdivision Plat Zebulah's Trail-Section 63 Seminole Woods at Palm Coast; Course 2, thence South 13°42'58" East, along said Westerly right of way line, 44.00 feet; Course 3, thence South 23°09'13" West, continuing along said Westerly right of line, 25.00 feet; Course 4, thence South 13°42'58" East, continuing along said Westerly right of way line, 20.00 feet; Course 5, thence South 76°17'02" West, departing said Westerly right of way line, 110.00 feet to the Southwesterly corner thereof, said corner lying on said Westerly line of Subdivision Plat Zebulah's Trail-Section 63 Seminole Woods at Palm Coast; thence South 13°42'58" East, along said Westerly line, 549.66 feet to the point of curvature of a curve concave Easterly having a radius of 2940.00 feet; thence Southerly, continuing along said Westerly line and along the arc of said curve, through a central angle of 06°28'01", an arc length of 331.92 feet to the Northwesterly corner of said Lot 16, Block 10, said arc being subtended by a chord bearing and distance of South 16°57'02" East, 331.74 feet; thence along the boundary line of said Lot 16, Block 10, the following 4 courses: Course 1, thence North 69°48'54" East, departing said Westerly line, 125.00 feet to a point lying on said Westerly right of way line of Zonal Court, said point lying on a non-tangent curve concave Northeasterly having a radius of 100.00 feet; Course 2, thence Southeasterly along said Westerly right of way line and along the arc of said curve, through a central angle of 37°48'57", an arc length of 66.00 feet to a point lying on the Westerly right of way line of Zonal Geranium Trail, a right of way as depicted on said Subdivision Plat Zebulah's Trail-Section 63 Seminole Woods at Palm Coast, said arc being subtended by a chord bearing and distance of South 33°25'34" East, 64.81 feet; Course 3, thence Southerly, along last said Westerly right of way line and along the arc of a non-tangent curve concave Easterly having a radius of 100.00 feet, through a central angle of 16°12'39", an arc length of 28.28 feet to a point on said curve, said arc being subtended by a chord bearing and distance of South 07°00'40" West, 28.20 feet; Course 4, thence South 68°03'08" West, departing said Westerly right of way line, 131.28 feet to the Southwesterly corner thereof, said corner lying on said Westerly line of Subdivision Plat Zebulah's Trail-Section 63 Seminole Woods at Palm Coast; thence Southerly along said Westerly line the following 13 courses: Course 1, thence Southeasterly along the arc of a non-tangent curve concave Northeasterly having a radius of 2940.00 feet, through a central angle of 03°11'46", an arc length of 164.01 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 25°32'45" East, 163.99 feet; Course 2, thence South 25°08'38" East, 483.89 feet; Course 3, thence South 64°51'22" West, 345.00 feet to the point of curvature of a curve concave Northeasterly having a radius of 150.00 feet; Course 4, thence Southeasterly along the arc of said curve, through a central angle of 180°00'00", an arc length of 471.24 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 25°08'38" East, 300.00 feet; Course 5, thence North 64°51'22" East, 345.00 feet; Course 6, thence North 64°51'22" East, 345.00 feet; Course 7, thence South 25°08'38" East, 1150.00 feet; Course 8, thence South 64°51'22" West, 105.00 feet to the point of curvature of a curve concave Northeasterly having a radius of 150.00 feet; Course 9, thence Southeasterly along the arc of said curve, through a central angle of 180°00'00", an arc length of 471.24 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 25°08'38" East, 300.00 feet; Course 10, thence North 64°51'22" East, 105.00 feet; Course 11, thence South 25°08'38" East, 210.00 feet to the point of curvature of a curve concave Northeasterly having a radius of 150.00 feet; Course 12, thence Southeasterly along the arc of said curve, through a central angle of 81°38'48", an arc length of 213.75 feet to a point on said curve, said arc being subtended by a chord bearing and distance of South 65°58'03" East, 196.12 feet; Course 13, thence South 45°00'43" East, along non-tangent line, 744.60 feet to a point lying on the Northerly right of way line of Belle Terre Boulevard, a variable width right of way as presently established; thence Westerly along said Northerly right of way line the following 7 courses: Course 1, thence Southwesterly along the arc of a non-tangent curve concave Northwesterly having a radius of 1420.00 feet, through a central angle of 33°13'37", an arc length of 575.24 feet to a point on said curve, said arc being subtended by a chord bearing and distance of South 37°03'49" West, 571.31 feet; Course 2, thence North 41°22'55" West, 6.74 feet to a point on a non-tangent curve concave Northerly having a radius of 1415.00 feet; Course 3, thence Westerly along the arc of said curve, through a central angle of 40°02'29", an arc length of 988.68 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 68°38'20" West, 968.88 feet; Course 4, thence South 88°39'35" West, 211.11 feet; Course 5, thence South 01°20'25" East, 5.00 feet to a point on a non-tangent curve concave Northerly having a radius of 5689.12 feet; Course 6, thence Westerly along the arc of said curve, through a central angle of 00°59'59", an arc length of 99.27 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 88°09'36" West, 99.27 feet; Course 7, thence South 88°39'35" West, 994.09 feet; thence Northerly along said Northerly line of said Subdivision Plat Korkakee Run-Section 65 Seminole Woods at Palm Coast the following 5 courses: Course 1, thence North 00°20'25" West, departing said Northerly right of way line, 300.00 feet; Course 2, thence South 88°39'35" West, 127.70 feet; Course 3, thence North 00°20'25" West, 113.58 feet; Course 4, thence North 44°39'35" East, 30.00 feet to the point of curvature of a curve concave Westerly having a radius of 150.00 feet; Course 5, thence Northerly along the arc of said curve, through a central angle of 98°21'02", an arc length of 257.48 feet to the Northeasterly corner of said Lot 13, Block 45, said arc being subtended by a chord bearing and distance of North 04°30'56" West, 227.01 feet; thence along the boundary line of said Lot 13, Block 45, the following 3 courses: Course 1, thence South 36°18'22" West, departing said Northerly line, 110.00 feet to a point lying on the Northerly right of way line of Valinite Court, a 50 foot right of way as depicted on said Subdivision Plat Korkakee Run-Section 65 Seminole Woods at Palm Coast, said point being a point on a non-tangent curve concave Southerly having a radius of 40.00 feet; Course 2, thence Westerly along said Northerly right of way line and along the arc of said curve, through a central angle of 55°51'26", an arc length of 39.00 feet to a point on said curve, said arc being subtended by a chord bearing and distance of North 81°33'39" West, 37.47 feet; Course 3, thence North 19°33'26" West, departing said Northerly right of way line, 110.00 feet to the Northwesterly corner thereof, said corner lying on said Northerly line of Subdivision Plat Korkakee Run-Section 65 Seminole Woods at Palm Coast; thence Southwesterly along said Northerly line the following 9 courses: Course 1, thence Southeasterly along the arc of a non-tangent curve concave Southeasterly having a radius of 150.00 feet, through a central angle of 25°47'09", an arc length of 67.51 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 57°33'10" West, 66.94 feet; Course 2, thence South 44°39'35" West, 238.91 feet; Course 3, thence South 00°20'25" East, 192.13 feet; Course 4, thence South 89°39'35" West, 282.47 feet; Course 5, thence North 00°20'25" West, 50.00 feet to the point of curvature of a curve concave Southerly having a radius of 150.00 feet; Course 6, thence Westerly along the arc of said curve, through a central angle of 180°00'00", an arc length of 471.24 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 89°39'35" West, 300.00 feet; Course 7, thence South 00°20'25" East, 50.00 feet; Course 8, thence South 89°39'35" West, 253.41 feet; Course 9, thence South 00°20'25" East, 300.00 feet to a point lying on said Northerly right of way line of Belle Terre Boulevard; thence South 89°39'35" West, along said Northerly right of way line, 63.24 feet to the point of curvature of a curve concave Southerly having a radius of 1521.26 feet; thence Westerly continuing along said Northerly right of way line and along the arc of said curve, through a central angle of 06°41'48", an arc length of 177.80 feet to the Southeasterly corner of RP 190, as described and recorded in Official Records Book 1024, page 341, of said Public Records, said arc being subtended by a chord bearing and distance of South 86°18'42" West, 177.70 feet; thence North 07°02'15" West, departing said Northerly right of way line and along the boundary line of said RP 190, a distance of 50.00 feet; thence South 78°41'33" West, continuing along said boundary line, 70.00 feet to the Northwesterly corner thereof, said corner lying on said Northerly line of Subdivision Plat Korkakee Run-Section 65 Seminole Woods at Palm Coast; thence Northwesterly along said Northerly line the following 21 courses: Course 1, thence North 30°31'09" West, 57.09 feet; Course 2, thence North 59°28'51" East, 15.00 feet to the point of curvature of a curve concave Westerly having a radius of 225.00 feet; Course 3, thence Northerly along the arc of said curve, through a central angle of 80°00'00", an arc length of 313.42 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of North 14°28'51" East, 288.20 feet; Course 4, thence North 30°31'09" West, 1215.00 feet; Course 5, thence North 59°28'51" East, 173.41 feet; Course 6, thence North 30°31'09" West, 300.00 feet; Course 7, thence North 59°28'51" East, 80.00 feet; Course 8, thence North 30°31'09" West, 305.00 feet; Course 9, thence North 59°28'51" East, 79.56 feet; Course 10, thence North 19°13'34" West, 1199.35 feet; Course 11, thence North 39°07'43" West, 238.04 feet; Course 12, thence South 89°59'53" West, 270.01 feet to the point of curvature of a curve concave Easterly having a radius of 150.00 feet; Course 13, thence Southerly along the arc of said curve, through a central angle of 180°00'00", an arc length of 471.24 feet to the point of tangency of said curve, said arc being subtended by a chord bearing and distance of South 00°00'07" East, 300.00 feet; Course 14, thence North 89°59'53" East, 50.00 feet; Course 15, thence South 53°08'34" East, 63.20 feet; Course 16, thence South 30°31'09" East, 6.35 feet; Course 17, thence South 59°28'51" West, 1066.59 feet; Course 18, thence North 30°31'09" West, 660.00 feet; Course 19, thence South 59°28'51" West, 253.41 feet; Course 20, thence North 30°31'09" West, 466.41 feet; Course 21, thence South 59°28'51" West, 300.00 feet; thence North 89°14'34" West, continuing along said Northerly line and its Westerly prolongation, 125.81 feet to a point lying on the Westerly line of said Section 24; thence North 00°48'05" East, along said Westerly line, 1907.73 feet to the Northwesterly corner thereof, said corner also being the Southwesterly corner of said Section 13; thence North 01°12'31" West, along the Westerly line of said Section 13, a distance of 5279.19 feet to the Point of Beginning.

Less and Except Tract 1, also known as Tract "A", as described and recorded in Official Records Book 1907, page 1119, of the Public Records of Flagler County, Florida.

Less and Except the land contained in Warranty Deed recorded in Official Records Book 494, Page 1083, Public Records of Flagler County, Florida.

Containing 1006.36 acres, more or less

NOTIFICATION AFFIDAVIT FOR COMPREHENSIVE PLAN AMENDMENT & ZONING MAP AMENDMENT (REZONING) PUBLIC HEARING

COUNTY OF FLAGLER X
STATE OF FLORIDA X

Before me this 4 day of Sept., 20 24 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".

2 signs have been posted on the subject property as described with **Application #** 6549
(# of signs)

_____ 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

Kristy Goodwin 391 PCPSW. #1, Palm Coast, FL 32137
Print Name & Mailing Address

Signature of Person Taking Acknowledgement

Raven E. Sword
Name of Acknowledger (Typed, Printed or Stamped)

NOTARY PUBLIC STATE OF FLORIDA
RAVEN E. SWORD
MY COMMISSION # HH 348551
EXPIRES: May 12, 2027
SEAL

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
NOTICE OF PUBLIC HEARING

City of Palm Coast

NOTICE OF PUBLIC HEARING

Application Number: 6549

The City of Palm Coast Planning Board will hold a public hearing on the application at 5:30 P.M. on 9/22/26

The City of Palm Coast City Council will hold a public hearing on the application at 6:00 P.M. on 10/6/26 for the 1st Hearing

9:00 A.M. on 10/20/26 for the 2nd Hearing

City Council grant hearing not required

Description of Request:

X Rezoning (Change Zoning Designation) from Residential-1 (R-1) to Residential-2 (R-2)

Future Land Use Amendment from [illegible] to [illegible]

Assessment to Hill-Dashpoint Agreement to allow for Rail Corridor to cross the Executive Golf Course for Maintenance Purposes

Owners Name: HPD Phone: [illegible]

Applicant: Jon Thomas (Agent) for HMH Properties LLC

Public Hearing to be held at

From:	City Clerk
To:	lbgina@aol.com
Cc:	dsullivan@flaglercounty.gov; Ty Miller; Mike Norris; Charles A. Gambaro, Jr.; Theresa Carli Pontieri; CityAttorney; Mike McGlothlin, MBA-PA
Subject:	Re: Fw: Fwd: Magnolia Trace MPUD [thread::rk6mrsOoHjSQ6980pY50TgI::]
Date:	Friday, September 18, 2026 1:52:01 PM

Good afternoon Ms. Cook:

Thank you for contacting the Planning Division and I apologize for any delay in responding. Please note that your letter will be included in the Planning and Land Development Regulation Board meeting agenda packet for the meeting on September 22, 2026.

Sincerely,

---------- Original Message ----------
From: Gina We [lbgina@aol.com]
Sent: 9/8/2026 12:51 PM
To: dsullivan@flaglercounty.gov; cityclerk@palmcoastgov.com; tmiller@palmcoastgov.com; mnorris@palmcoastgov.com; cgambaro@palmcoastgov.com; tcarlipontieri@palmcoastgov.com; cityattorney@palmcoastgov.com; mmcglothlin@palmcoastgov.com
Subject: Re: Fw: Fwd: Magnolia Trace MPUD

Are the realtors going to notify any perspective buyers that they are in a direct flight path over their homes and will

avigation easements be attached to their deeds?

On Monday, September 7, 2026 at 08:11:55 PM EDT, Gina We <lbgina@aol.com> wrote:

> ----- Forwarded Message -----
> **From:** Gina We <lbgina@aol.com>
> **To:** Mike Norris <mnorris@palmcoastgov.com>; Council Woman Theresa Carli Pontieri <tcarlipontieri@palmcoastgov.com>; Ty Miller <tmiller@palmcoastgov.com>; Jr. Charles A. Gambaro <cgambaro@palmcoastgov.com>; David Sullivan <dsullivan@flaglercounty.gov>; MBA-PA <MMcGlothlin@palmcoastgov.com>; cityattorney@palmcoastgov.com <cityattorney@palmcoastgov.com>; CityClerk@palmcoastgov.com <CityClerk@palmcoastgov.com>
> **Sent:** Monday, September 7, 2026 at 07:57:19 PM EDT
> **Subject:** Re: Fwd: Magnolia Trace MPUD
>
> > Date: Mon, Sep 7, 2026 at 7:41?PM
> > Subject: Magnolia Trace MPUD
> > To: Mike Norris <mnorris@palmcoastgov.com>, Council Woman Theresa Carli

Pontieri <tcarlipontieri@palmcoastgov.com>, Ty Miller <tmiller@palmcoastgov.com>, Jr. Charles A. Gambaro <cgambaro@palmcoastgov.com>, David Sullivan <dsullivan@flaglercounty.gov>, Mike McGlothlin, MBA-PA <MMcGlothlin@palmcoastgov.com>, <cityattorney@palmcoastgov.com>, <CityClerk@palmcoastgov.com>

Good Evening:

RE: Formal Objection and Demand for Strict Enforcement of the Land Development Code (LDC); Opposition to Material Changes and Unmitigated Infrastructure Impacts for the Magnolia Trace Master Planned Development (MPD) (Fourth Amended and Restated MPD Agreement)

I. PURPOSE & LEGAL BASIS
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II. INFRASTRUCTURE & ENVIRONMENTAL IMPACT ANALYSIS

1. Traffic Environment & Transport Capacity Degradation
The traffic landscape along **Belle Terre Boulevard** has substantially degraded since the initial iterations of this MPD. The compounding development density from surrounding subdivisions has pushed local arterials to near-capacity.
* **The Demand:** The City must enforce strict **Traffic Impact Analyses (TIAs)** based on real-time peak-hour volumes, rather than relying on obsolete data.

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Respectfully Submitted,.

Gina and Barry Weiss

25 Zinnia Trail, Palm Coast

FL., 32164

516 778 3532

thread::rk6mrsOoHjSQ6980pY50TgI::

Contact Details (Individual Who Submitted the Case)

Contact Name: Joy Cook
Contact Phone Number: +13868720988
Contact Address:

Case Details/Information

Case Number: 00381545
Case Origin: Email
Case Status: New
Case Type:
Case Subtype:
Created Date: 09/07/2026 07:42:14 PM
Close Date:
Case Address: , Palm Coast, ,
Request Summary: Magnolia Trace MPUD
Request Description:
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Related Information to The Case

Case Comments:

Created By Name	Case Comment	Created Date

Work Orders:

Work Order Number	Work Order Status	Created Date	Closed Date

Work Order Comments:

Work Order Number	Created By Name	Work Order Comment	Internal Status	Created Date

Service Appointments (SA):

SA Number	SA Status	Action Taken	Close Out Note	Created Date	Closed Date

Case Call/Activity Logs

Created By Name	Subject	Description	Created Date

Email Messages

Date	Email Address	Email Message
2026-09-07 23:42:14	dsullivan@flaglercounty.gov; cityclerk@palmcoastgov.com; tmiller@palmcoastgov.com; mnorris@palmcoastgov.com; cgambaro@palmcoastgov.com; tcarlipontieri@palmcoastgov.com; cityattorney@palmcoastgov.com; mmcglothlin@palmcoastgov.com	Good Evening: **RE: Formal Objection and Demand for Strict Enforcement of the Land Development Code (LDC); Opposition to Material Changes and Unmitigated Infrastructure Impacts for the Magnolia Trace Master Planned Development (MPD) (Fourth Amended and Restated MPD Agreement)** --- ### I. PURPOSE & LEGAL BASIS This correspondence serves as a formal administrative notice and demand submitted on behalf of concerned residents and stakeholders of the City of Palm Coast. The purpose of this letter is to register strenuous objection to any proposed amendments, expansions, or **new material changes** regarding the **Magnolia Trace Master Planned Development (MPD)**—specifically concerning the **Fourth Amended and Restated MPD Agreement** encompassing 1,006 acres off Belle Terre Boulevard, slated for up to 544 residential units and 35,000 square feet of commercial space. Pursuant to the **Palm Coast Unified Land Development Code (LDC)** and Florida statutory requirements governing local governance and quasi-judicial zoning reviews, we demand that the City enforce strict compliance with established concurrency requirements. Any modification to the intensity, density, layout, or infrastructure allocations of the Magnolia Trace MPD constitutes a **material change** that cannot be legally authorized without comprehensive, updated impact analyses and a rigorous demonstration that public levels of service (LOS) will not be degraded. --- ### II. INFRASTRUCTURE & ENVIRONMENTAL IMPACT ANALYSIS

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2026-09-07 23:42:15	joycook24@gmail.com	Thank you for contacting the City of Palm Coast. Your request has been received and we will update you when the request has been resolved. If you need to contact us, please use the Reference Number 00381545 to refer to this request. Sincerely, City of Palm Coast www.palmcoastconnect.com thread::rk6mrsOoHjSQ6980pY50Tgl::
2026-09-07 23:58:30	dsullivan@flaglercounty.gov; cityclerk@palmcoastgov.com; tmiller@palmcoastgov.com; mnorris@palmcoastgov.com; cgambaro@palmcoastgov.com; tcarlipontieri@palmcoastgov.com; cityattorney@palmcoastgov.com; mmcglothlin@palmcoastgov.com	Date: Mon, Sep 7, 2026 at 7:41PM Subject: Magnolia Trace MPUD To: Mike Norris <mnorris@palmcoastgov.com<mailto:mnorris@palmcoastgov.com>>, Council Woman Theresa Carli Pontieri <tcarlipontieri@palmcoastgov.com<mailto:tcarlipontieri@palmcoastgov.com>>, Ty Miller <tmiller@palmcoastgov.com<mailto:tmiller@palmcoastgov.com>>, Jr. Charles A. Gambaro <cgambaro@palmcoastgov.com<mailto:cgambaro@palmcoastgov.com>>, David Sullivan <dsullivan@flaglercounty.gov<mailto:dsullivan@flaglercounty.gov>>, Mike McGlothlin, MBA-PA <MMcGlothlin@palmcoastgov.com<mailto:MMcGlothlin@palmcoastgov.com>>, <cityattorney@palmcoastgov.com<mailto:cityattorney@palmcoastgov.com>>, <CityClerk@palmcoastgov.com<mailto:CityClerk@palmcoastgov.com>> Good Evening: **RE: Formal Objection and Demand for Strict Enforcement of the Land Development Code (LDC); Opposition to Material Changes and Unmitigated Infrastructure Impacts for the Magnolia Trace Master Planned Development (MPD) (Fourth Amended and Restated MPD Agreement)** --- ### I. PURPOSE & LEGAL BASIS This correspondence serves as a formal administrative notice and demand submitted on behalf of concerned residents and stakeholders of the City of Palm

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2026-09-08 00:15:46	dsullivan@flaglercounty.gov; cityclerk@palmcoastgov.com; tmiller@palmcoastgov.com; mnorris@palmcoastgov.com; cgambaro@palmcoastgov.com; tcarlipontieri@palmcoastgov.com; cityattorney@palmcoastgov.com; mmcglothlin@palmcoastgov.com	----- Forwarded Message ----- From: Gina We <lbgina@aol.com> To: Mike Norris <mnorris@palmcoastgov.com>; Council Woman Theresa Carli Pontieri <tcarlipontieri@palmcoastgov.com>; Ty Miller <tmiller@palmcoastgov.com>; Jr. Charles A. Gambaro <cgambaro@palmcoastgov.com>; David Sullivan <dsullivan@flaglercounty.gov>; MBA-PA <MMcGlothlin@palmcoastgov.com>; cityattorney@palmcoastgov.com <cityattorney@palmcoastgov.com>; CityClerk@palmcoastgov.com <CityClerk@palmcoastgov.com> Sent: Monday, September 7, 2026 at 07:57:19 PM EDT Subject: Re: Fwd: Magnolia Trace MPUD Date: Mon, Sep 7, 2026 at 7:41PM Subject: Magnolia Trace MPUD To: Mike Norris <mnorris@palmcoastgov.com<mailto:mnorris@palmcoastgov.com>>, Council Woman Theresa Carli Pontieri <tcarlipontieri@palmcoastgov.com<mailto:tcarlipontieri@palmcoastgov.com>>, Ty Miller <tmiller@palmcoastgov.com<mailto:tmiller@palmcoastgov.com>>, Jr. Charles A. Gambaro <cgambaro@palmcoastgov.com<mailto:cgambaro@palmcoastgov.com>>, David Sullivan <dsullivan@flaglercounty.gov<mailto:dsullivan@flaglercounty.gov>>, Mike McGlothlin, MBA-PA <MMcGlothlin@palmcoastgov.com<mailto:MMcGlothlin@palmcoastgov.com>>, <cityattorney@palmcoastgov.com<mailto:cityattorney@palmcoastgov.com>>, <CityClerk@palmcoastgov.com<mailto:CityClerk@palmcoastgov.com>> Good Evening: **RE: Formal Objection and Demand for Strict Enforcement of the Land Development Code (LDC); Opposition to Material Changes and Unmitigated Infrastructure Impacts for the Magnolia Trace Master Planned Development (MPD) (Fourth Amended and Restated MPD Agreement)** --- ### I. PURPOSE & LEGAL BASIS This correspondence serves as a formal administrative notice and demand submitted on behalf of concerned residents and stakeholders of the City of Palm Coast. The purpose of this letter is to register strenuous objection to any proposed amendments, expansions, or **new material changes** regarding the **Magnolia Trace Master Planned Development (MPD)**—specifically concerning the **Fourth Amended and Restated MPD Agreement** encompassing 1,006 acres off Belle Terre Boulevard, slated for up to 544 residential units and 35,000 square feet of commercial space. Pursuant to the **Palm Coast Unified Land Development Code (LDC)** and Florida statutory requirements governing local governance and quasi-judicial zoning reviews, we demand that the City enforce strict compliance with established

concurrency requirements. Any modification to the intensity, density, layout, or infrastructure allocations of the Magnolia Trace MPD constitutes a **material change** that cannot be legally authorized without comprehensive, updated impact analyses and a rigorous demonstration that public levels of service (LOS) will not be degraded.

II. INFRASTRUCTURE & ENVIRONMENTAL IMPACT ANALYSIS

1. Traffic Environment & Transport Capacity Degradation
The traffic landscape along **Belle Terre Boulevard** has substantially degraded since the initial iterations of this MPD. The compounding development density from surrounding subdivisions has pushed local arterials to near-capacity.
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The Magnolia Trace parcel serves as a critical biological corridor for Flagler County's indigenous wildlife.
* **Habitat Fragmentation:** The high-density footprint introduces severe habitat fragmentation.
* **LDC Rewrites:** As the City of Palm Coast undergoes its extensive **Land Development Code (LDC) rewrite to align with the Comprehensive Plan**, the City must not allow legacy MPD agreements to bypass the stricter modern environmental mitigation thresholds designed to protect local conservation zones and native wildlife.

III. FORMAL DEMANDS FOR MATERIAL REVIEW
We respectfully but firmly demand that the City Manager, City Attorney, and City Council enforce the following mandates prior to granting any further approvals or executing amendments for the Magnolia Trace MPD:

1. **Denial of Major Amendments Without Public Hearing:** Any modification altering density mixes or expanding the commercial footprint must be treated as a major, material amendment under the LDC, requiring a full quasi-judicial review.
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2026-09-08 16:53:20	dsullivan@flaglercounty.gov; cityclerk@palmcoastgov.com; tmiller@palmcoastgov.com; mnorris@palmcoastgov.com; cgambaro@palmcoastgov.com; tcarlipontieri@palmcoastgov.com; cityattorney@palmcoastgov.com; mmcglothlin@palmcoastgov.com	Are the realtors going to notify any perspective buyers that they are in a direct flight path over their homes and will avigation easements be attached to their deeds? On Monday, September 7, 2026 at 08:11:55 PM EDT, Gina We <lbgina@aol.com> wrote: ----- Forwarded Message ----- From: Gina We <lbgina@aol.com> To: Mike Norris <mnorris@palmcoastgov.com>; Council Woman Theresa Carli Pontieri <tcarlipontieri@palmcoastgov.com>; Ty Miller <tmiller@palmcoastgov.com>; Jr. Charles A. Gambaro <cgambaro@palmcoastgov.com>; David Sullivan <dsullivan@flaglercounty.gov>; MBA-PA <MMcGlothlin@palmcoastgov.com>; cityattorney@palmcoastgov.com <cityattorney@palmcoastgov.com>; CityClerk@palmcoastgov.com <CityClerk@palmcoastgov.com> Sent: Monday, September 7, 2026 at 07:57:19 PM EDT Subject: Re: Fwd: Magnolia Trace MPUD Date: Mon, Sep 7, 2026 at 7:41PM Subject: Magnolia Trace MPUD To: Mike Norris <mnorris@palmcoastgov.com<mailto:mnorris@palmcoastgov.com>>, Council Woman Theresa Carli Pontieri <tcarlipontieri@palmcoastgov.com<mailto:tcarlipontieri@palmcoastgov.com>>, Ty Miller <tmiller@palmcoastgov.com<mailto:tmiller@palmcoastgov.com>>, Jr. Charles A. Gambaro <cgambaro@palmcoastgov.com<mailto:cgambaro@palmcoastgov.com>>, David Sullivan <dsullivan@flaglercounty.gov<mailto:dsullivan@flaglercounty.gov>>, Mike McGlothlin, MBA-PA <MMcGlothlin@palmcoastgov.com<mailto:MMcGlothlin@palmcoastgov.com>>, <cityattorney@palmcoastgov.com<mailto:cityattorney@palmcoastgov.com>>, <CityClerk@palmcoastgov.com<mailto:CityClerk@palmcoastgov.com>> Good Evening: **RE: Formal Objection and Demand for Strict Enforcement of the Land Development Code (LDC); Opposition to Material Changes and Unmitigated Infrastructure Impacts for the Magnolia Trace Master Planned Development (MPD) (Fourth Amended and Restated MPD Agreement)** --- ### I. PURPOSE & LEGAL BASIS This correspondence serves as a formal administrative notice and demand submitted on behalf of concerned residents and stakeholders of the City of Palm

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Gina and Barry Weiss

		25 Zinnia Trail, Palm Coast FL., 32164 516 778 3532

Attachments/Images:

From:	Planning
To:	Irene Schaefer; Phong Nguyen, PTP
Subject:	FW: Plublic Record Submission: Sept 22 PLDRB Meeting
Date:	Thursday, September 17, 2026 5:50:31 PM
Attachments:	K Bruce Jones Comments on Permit Application SAJ 2005 03550.pdf

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From: crocodylus@aol.com <crocodylus@aol.com>
Sent: Thursday, September 17, 2026 9:49:53 PM (UTC+00:00) Monrovia, Reykjavik
To: Planning <planningdivision@palmcoastgov.com>
Cc: City Clerk <CityClerk@palmcoastgov.com>
Subject: Plublic Record Submission: Sept 22 PLDRB Meeting

To: Palm Coast Planning Division (planningdivision@palmcoastgov.com)

Cc: Palm Coast City Clerk (CityClerk@palmcoastgov.com)

Subject: Public Record Submission: September 22 PLDRB – Magnolia Trace Master Plan Development (Ref: Former Army Corps SAJ-2005-03550)

Dear Palm Coast Planning Division and PLDRB Board Members:

Please accept these formal comments and the attached technical comments that were originally submitted to the Army Corps of Engineers on March 1, 2026 regarding a master plan development in the southeastern portion of the Black Branch Swamp adjacent to the Z and K sections of Palm Coast (Magnolia Trace).

As a resident of the Z section and a retired environmental scientist with 36 years of experience at the US Fish and Wildlife Service, EPA, USGS, and Desert Research Institute (research center for the State of Nevada), and former Chief Scientist at the USGS in Reston, VA, I am deeply concerned about this project and its potential impacts to citizens living in the Z and K sections, and the Black Branch Swamp as a whole … one of the few, large, intact wetlands in this area of Palm Coast. The developer likely withdrew its application with the Corps due to the time consuming process to evaluate environmental impacts associated with the proposed project. Additionally, it would likely circumvent thorough analyses of environmental impacts associated with the development.

Per information in the attachment to this email, I request that the Board require the developer to submit a Basin-wide Cumulative Impact Assessment and a Dynamic Tailwater Model using a critical duration of greater than 24 hours, as well as other assessments listed in the attachment. This is critical to understanding how the development will affect flooding in the Z and K sections, and the ability of the entire wetland to mitigate extreme weather events.

Because the official agenda packet is not yet online, I request that staff immediately confirm the receipt of this email and verify that these points and those in the attachment are fully

integrated into the board members' digital agenda packets primary to the September 22 meeting.

Thank you for your consideration,

K. Bruce Jones, PhD.
66 Zaun Trail
Palm Coast, FL

To: Terri Mashour, Project Manager

From: K. Bruce Jones, PhD

Re: Comments on Proposed Development and Permit Application (SAJ-2005-03550)

I am providing comments regarding the proposed project listed above for your consideration. I live in the Z section in the area above the proposed project area and am concerned about the alteration of the function of the Black Branch Swamp which currently abates flooding risks and conditions for the entire existing Z section. I have extensive experience conducting research on the importance of natural landscape features in providing ecological services (e.g., reduced flooding risks, water quality, and wildlife habitats) to communities at many different scales. My research spanned 36 years while working for the US Fish and Wildlife Service, EPA, and the US Geological Survey. Below are my comments.

The Proposed Fills

It is my opinion that the 13 acres of fill will not significantly reduce the amount of physical forested wetlands in the area. I applaud the builder for trying to maintain natural forested wetlands and the services that they provide as habitat and "sponges" to absorb water and significantly reduce flooding due to both water storage capacity, recycling of water in the ground water table, and reducing energy associated with extreme weather events. I do have concerns that the fills, as show on page 8 of the proposal, might result in the isolation of pieces of wetlands that may not be of sufficient size to abate extreme storm events. The increase in impervious surface associated with the development (houses, landscape alternations, and roads), combined with existing housing developments associated with the borders of the new development area, may overtax the smaller, fragmented forest wetlands resulting from fills to connect different parts of the development. Moreover, the loss of tree canopy coverage will increase the energy associated with downpours associated with extreme storm events and may increase the velocity of run-off water to the wetlands.

Unfortunately, the acreage of the developed area was not given in the proposal. I estimated the area to be approximately 130 acres based on what was provided. This may not be the actual amount.

Figures 1 and 2 point to specific fills that will isolate and fragment that larger wetland system. Even though the developer proposes to extend the two large drains coming off the Z section, there are many other smaller drains between homes and at the end of cu-de-sacs that abut to the forested wetland that drain into the larger wetland (Figure 3). These can be significant water inputs into the wetland complex, especially during storms. The entire Black Branch Swamp system, including the area around the proposed development, is dominated by horizontal sheet flow with no sloughs, runs, or creeks. The system also has a slope of 0.09% from the east side that abuts to the Z section to the location of the west drain located 0.3 miles south of Commerce Parkway on US Hwy 1. It also is comprised of soil structure that includes a clay layer that creates poor vertical percolation. Moreover, dense trees and ground liter also contribute to surface roughness and horizontal water movement. This means that water levels are likely to build up quickly in the new development area during a major storm event. Trees also contribute significantly to reduced energy associated with downpours during extreme weather events.

Although it is commendable that the developer offered mitigation through the mitigation bank credit system, this does not mitigate the impacts associated with the development itself.

I recommend that the Corp model each of these smaller, fragmented forested wetlands' ability to handle extreme storm events, including precipitation rates and energies associated with hurricanes. The model runs should include existing neighborhoods in the Z section that abut to the project area. Given the Black Branch Swamp characteristics, the Corp should use a dynamic tailwater model to evaluate "volume-stacking" that would occur during a multi-day hurricane event. Such a phenomena could result in backwater flooding into the Z section. Also, the Corp should incorporate "critical duration" of greater than 24 hours in its model runs, as the impacts of hurricanes can exceed 24 hours (see Figure 4). In summary, the Corp should run a series of dynamic hydrologic models to evaluate potential issues and impacts before approving the project as given in the proposal.

Listed Species

The list provided does not include State-listed species or species of special concerns that pertain to requirements affecting Palm Coast development. Gopher tortoises are one of those species that is very common in the area. Burrows and observations tend to be in small hammocks and upland areas that contain sandy soils. Therefore, the development area likely has these turtles. The fill areas are not likely to affect tortoises because the fills will be in areas that historically flooded. In fact, turtles may create burrows in the new fill areas, depending on the materials used by the Corp. In our neighborhood, we have a pair of tortoises that occupy a burrow on a sandy woodlot that hasn't been developed. The woodlot is actually connected to the larger Black Branch Swamp. The female tortoise often lays her eggs under the foundation of houses and along the larger drainage ditch. The neighbors have observed the male tortoise for a number of years and have named him Rocky.

Indigo snakes are on the list and are potentially in the area. They are known to be associated with tortoise burrows. The wildlife agencies involved in assessing the project should consider this possibility. There have been undocumented reports of Indigo snakes in Palm Coast.

Some of the species on the list, like the Florida Scrub Jay, may not or rarely occur in the project area. As such, the project should not jeopardize the continued existence of these species.

The extension of the two large drains coming off of the Z section may result in migration and new populations of the American Alligator, a species protected by "similarity of appearance." A six foot alligator was removed from a drain just south of us. Two alligators were removed from a drain that is further north in the Z section. The builder should consider this possibility as a result of the proposed development plan.

Water Quality

The new development will result in some contaminates and toxins making it into the adjacent Forest Wetlands. These would include pesticides, herbicides, and oils associated with automobiles. It is uncertain if these inputs would create any significant

problems such as uptake by birds or amphibians, or the death of trees and vegetation immediately adjacent to developed areas.

Cumulative Impacts

Based on the GIS property records that Flagler County maintains for the area, and from the Google Earth polygon acreage tool, I estimate the Black Branch Swamp area (enclosed to the west by US Hwy 1, to the north by Bunnell, to the east and southeast by the Z section and parts of the K section, and that are west and north of Belle Terre Blvd) to be approximately 1300 acres. This includes the area north and west of Commerce Parkway. A small area of the K section east of Belle Terre Blvd has 3 drains that go under the road and drain north into the Swamp, not east or south. Although the proposal mentions drainage of the Swamp to the east into Bulow Creek, I could not find any evidence of east drainage to this creek through drainage ditches. Google maps, Google Earth, and my personal field visits along the east and south border of the swamp indicate no east drainage. None of the major drains through the Z section connect to the drains on the east side of Belle Terre Blvd that would flow east (Figure 3). The only way these drains would connect would be if water flowed over Belle Terre Blvd, which is highly unlikely given the height of the road. This means that the only drain for the Black Branch Swamp is on the west side (Figure 3). This drains into Black Branch with connects downstream to the Haw Creek, an Order 1 creek. Because of the sheet flow water flow of the system and relatively small slopes (0.09%) from east to west, the Black Branch Swamp is a relatively closed system.

Under 40 CFR § 230.11(g**)**, the Corps is required to consider cumulative impacts. The EA should not view the 130 acres in isolation but must account for how this development -- combined with existing medium-density runoff—will alter the hydroperiod of the entire 1300 wetland complex, as saturated downstream conditions directly impede upstream drainage efficiency. As such, I request that the Corp conduct a Basin-Wide Cumulative Impact Study and a hydroperiod analysis of the receiving forested wetlands to evaluate how the new development might influence the entire 1300 acres of the Black Branch Swamp. It is important to incorporate already developed areas of the Z and K sections into the analysis/modeling as the addition of the proposed development might trigger a tipping point where the broader-scale

functions of the wetlands might be affected, due to cumulative effects from existing and new development (housing). Other cumulative effects to consider:

- Static Storage vs. Dynamic Flow**:** Wetlands are dynamic. If the 130 acres of new development are built on elevated fill, you are displacing thousands of cubic yards of storage. That water has to go somewhere, and it will "stack" vertically across the entire 1,300 acres. Using a static storage metric in the modeling will likely underestimate the potential impacts.
- As I mentioned earlier, the culvert at US Hwy 1 (0.3 miles south of Commerce Pkwy) is the "drain hole" for this 1,300-acre basin. That hole has a fixed size and elevation. If you increase the speed and volume of water entering the swamp from the Z Section, but the "drain hole" stays the same size, the 1,300-acre swamp will simply stay deeper for longer periods.
- Vegetation Shift**:** Mature hardwood swamps (Cypress, Maple, Gum) cannot survive permanent "deep water" stages. If the cumulative runoff from the new and existing developments keeps the water level just 6 inches higher than historical norms, the 1,300-acre forest will eventually transition into an open-water marsh or a cattail-dominated slough. You lose the canopy interception and the root-zone absorption that makes a swamp a "sponge."

Although not included as part of this assessment, I am concerned about future development in an around the Black Branch Swamp. A large, 419 acreage track of the Swamp north of the area being considered in this proposal, and that use to be under a Conservation designation, is no longer protected and is likely to be the next area to be developed since it is owned by the same group named in the current proposal and permit application (Figure 5). Moreover, in reviewing Flagler County's GIS property records, none of the lands within the Swamp are protected. So these facts create great concern about the future of this important landscape feature that helps mitigate one of Palm Coasts biggest issues as it grows … flooding!

Thank you for the opportunity to provide comments. Please feel free to contact me should you or anyone have any questions about my comments.

Sincerely,

K. Bruce Jones, PhD

702.882.5913

List of Figures

Figure 1. Outlet restrictions associated with fills in the south part of the development area.

Figure 2. Outlet restrictions associated with fills in the northern part of the development area

Figure 3. The Black Branch Swamp overview with drainage information

Figure 4. USGS gage records on Haw Creek highlighting increases in flow due to Hurricane Milton in 2024

Figure 5. The 419 acre parcel that is now subject to future development

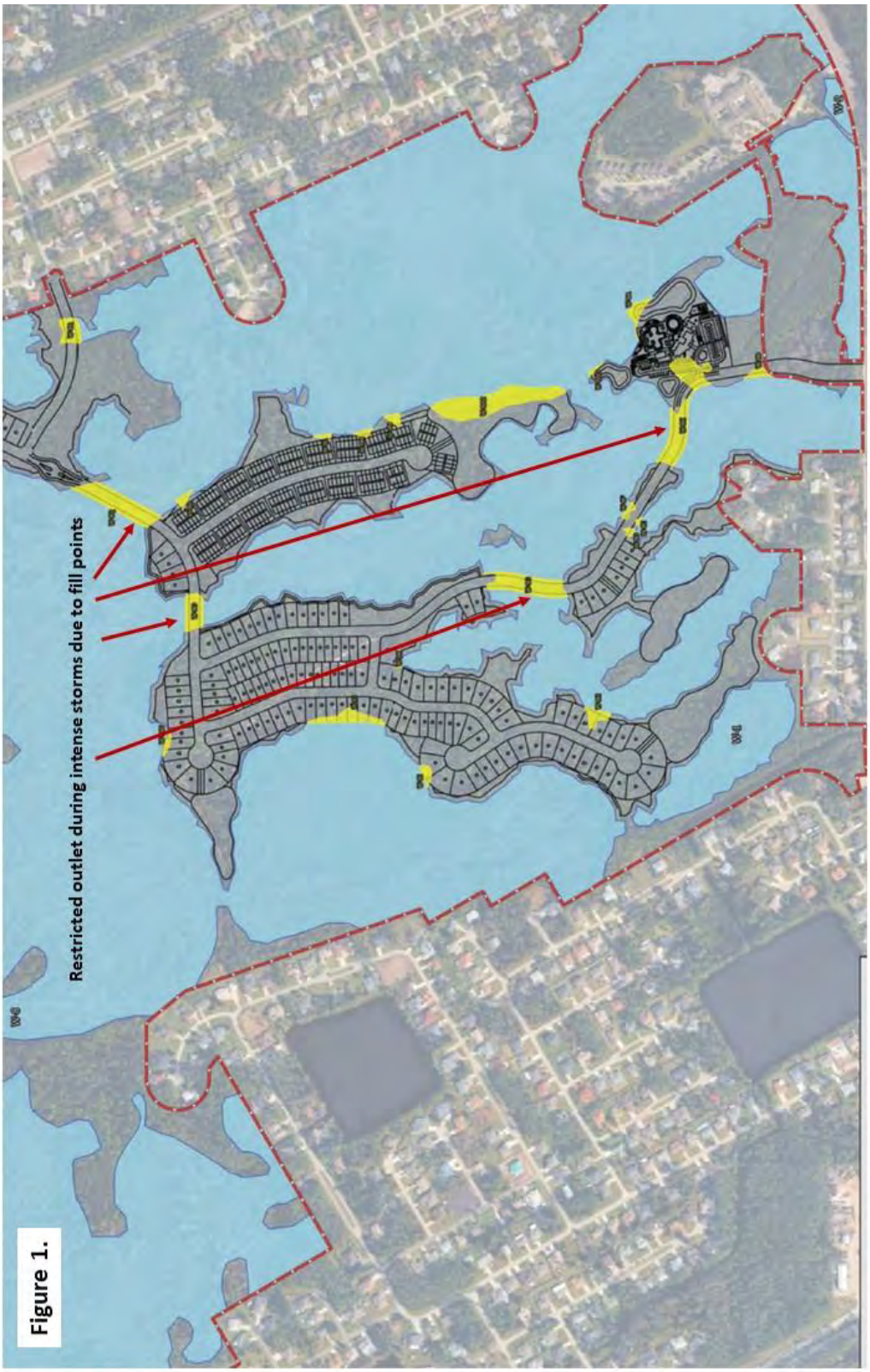
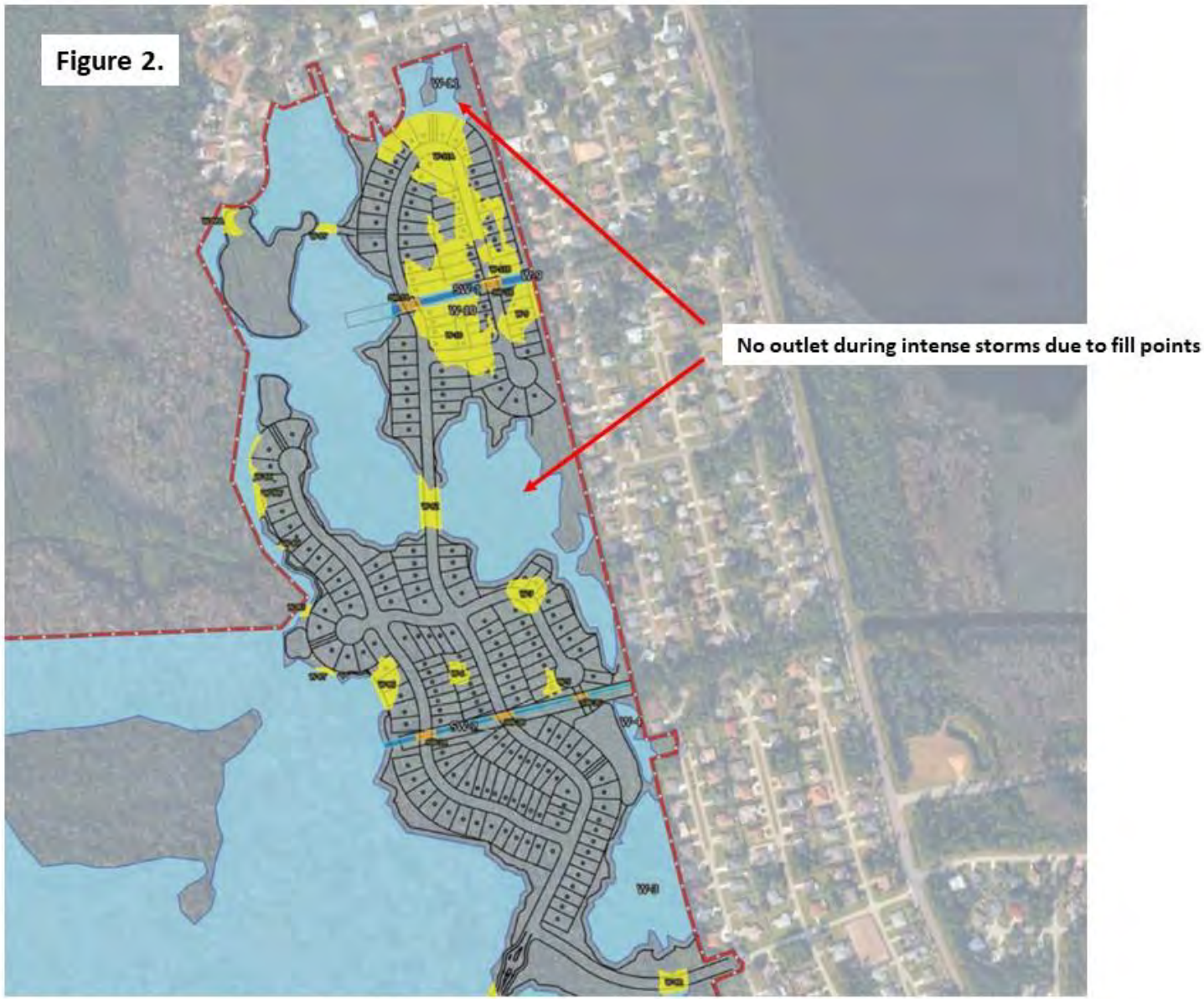

Restricted outlet during intense storms due to fill points

Figure 1.


Figure 2.
No outlet during intense storms due to fill points

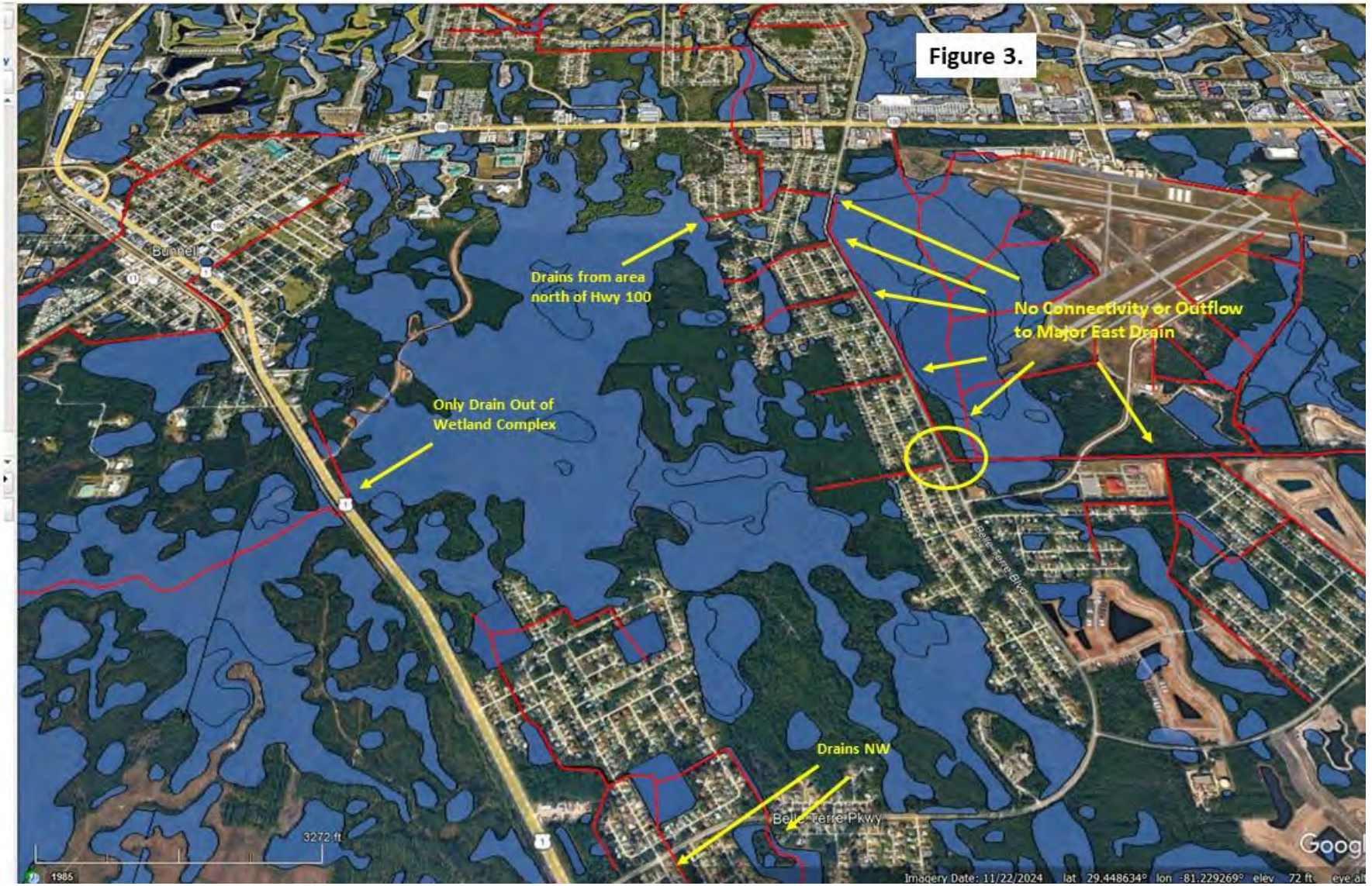
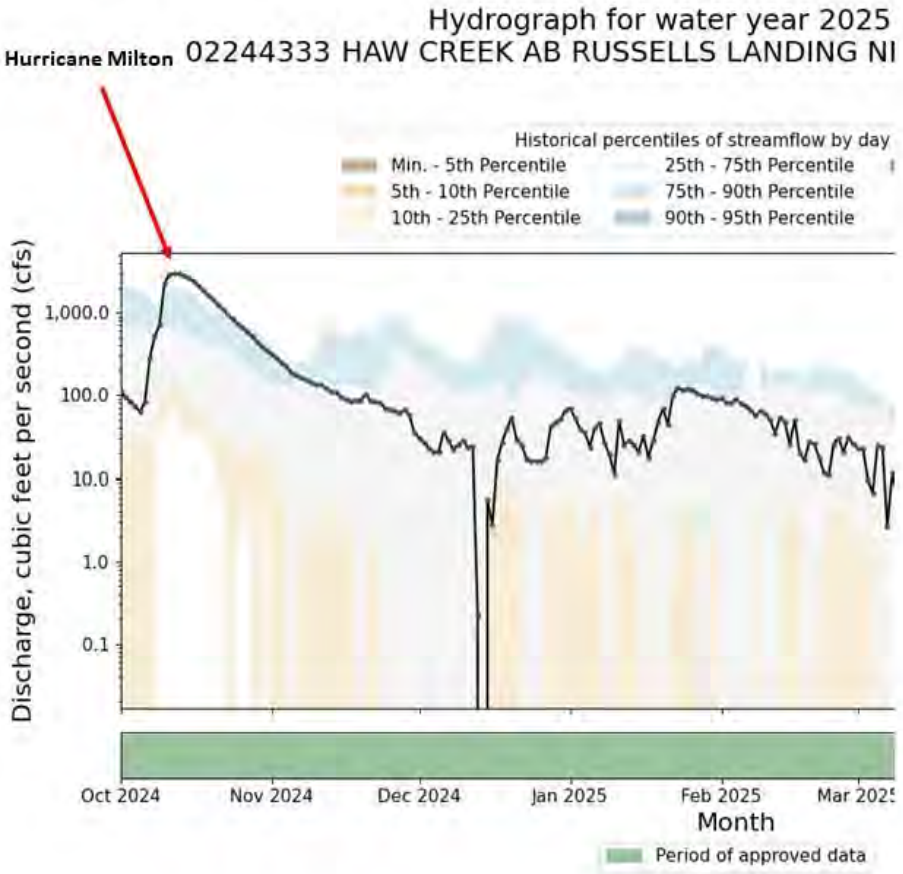

Figure 3.
Drains from area north of Hwy 100
No Connectivity or Outflow to Major East Drain
Only Drain Out of Wetland Complex
Drains NW
Bunnell
Belle Terre Pkwy
3272 ft
1985
Imagery Date: 11/22/2024 lat 29.448634° lon -81.229269° elev 72 ft

Figure 4.



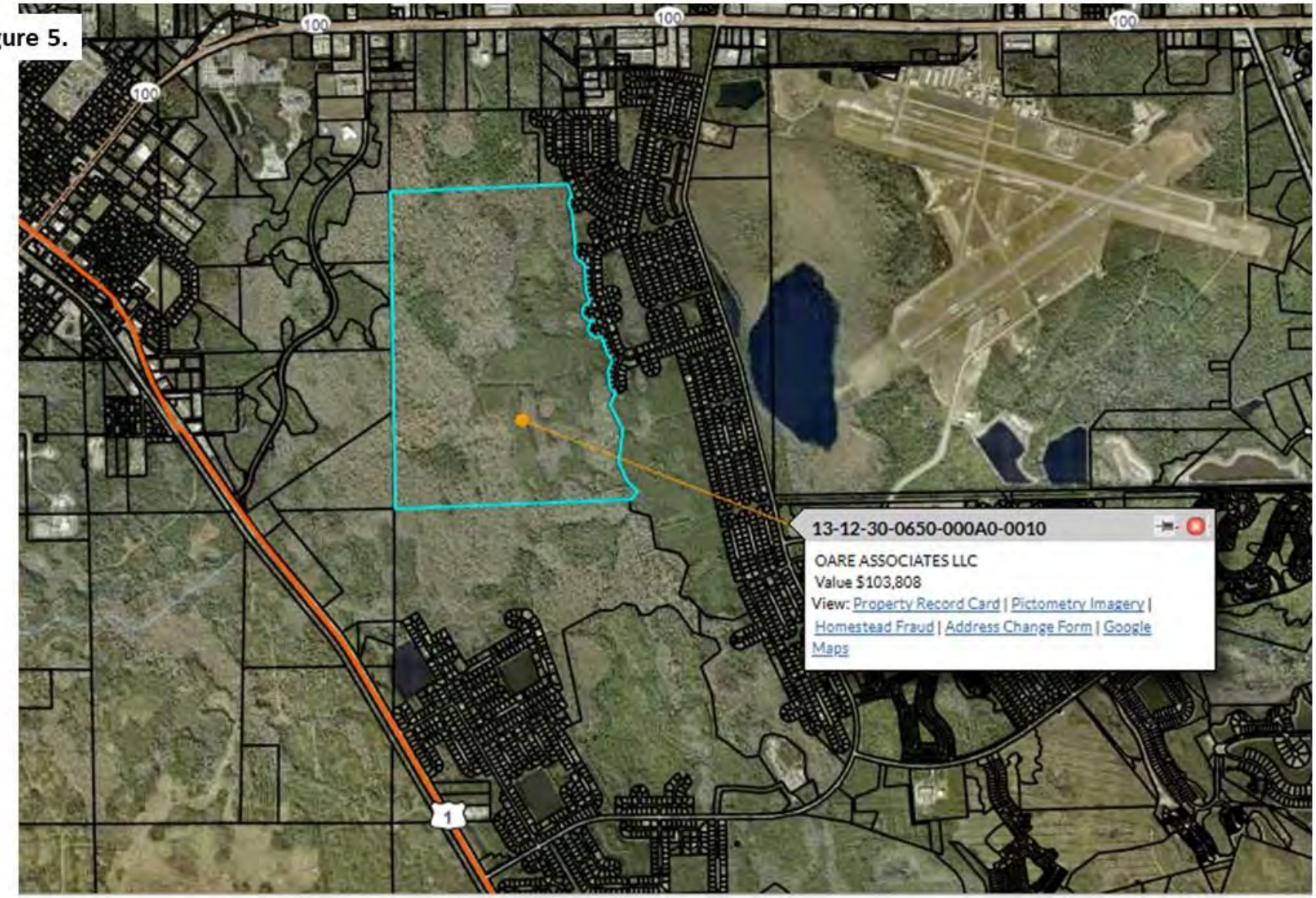
Daily mean values in cubic feet per second for water year 2025

Note: All values are rounded according to average discharge rounding rules. Values in pa estimated. Values with an asterisk are provisional, including summary values. If a month i summary statistics will appear as 'Not available.'

Hurricane Milton

Day of the month	Oct 2024	Nov 2024	Dec 2024	Jan 2025	Feb 2025	Mar 2025	Apr 2025	May 2025
1	110	312	30.5	69.7	90.9	22.8	0.58	1.44
2	96.0	280	26.4	51.8	81.9	22.8	-5.700	-1.040
3	84.0	248	22.9	38.8	80.6	9.68	-8.480	7.81
4	74.4	223	20.8	35.1	90.6	6.77	-8.510	0.92
5	62.4	188	20.7	23.6	78.8	25.2	-5.860	-9.050
6	82.8	172	35.8	40.3	73.5	23.0	-6.180	-3.150
7	282	162	28.3	45.9	65.2	2.69	-4.660	-0.290
8	519	152	22.0	26.5	57.2	11.4	-9.270	1.33
9	708	144	25.2	19.1	64.6	6.88	-12.600	-3.470
10	2,240	134	28.4	11.1	59.0	18.2	-15.300	-0.100
11	2,940	134	23.0	48.9	49.8	11.2	4.36	-5.690
12	3,000	124	24.4	25.1	34.4	13.5	-2.290	3.11
13	2,950	113	0.23	28.2	54.1	11.7	-12.300	-6.300
14	2,830	107	-2.900	25.2	46.4	11.9	-7.730	-2.810
15	2,640	96.3	5.62	20.3	25.3	3.36	-5.100	1.71
16	2,390	88.5	2.77	32.5	50.8	10.1	-6.030	-2.650
17	2,090	84.4	16.2	17.7	20.1	30.3	-13.300	-1.110
18	1,840	86.7	26.7	28.3	16.2	6.08	-19.500	-1.910
19	1,620	87.8	39.5	47.2	27.0	-1.390	-11.100	-6.400
20	1,420	103	53.5	69.5	25.8	9.59	-10.600	-6.540
21	1,230	85.2	28.5	44.0	17.7	-0.640	4.20	-1.300
22	1,100	83.9	25.2	98.8	11.6	-6.020	4.72	-13.000
23	944	81.5	17.2	122	10.7	-4.880	1.18	-10.300
24	828	69.3	16.0	117	26.1	-0.080	1.44	0.13
25	738	66.9	15.7	118	30.4	3.04	-4.350	-11.600
26	661	64.7	15.9	114	20.4	5.74	4.40	-1.120
27	579	61.0	17.6	105	30.9	-0.600	2.65	1.17
28	517	66.5	42.2	98.3	25.3	-15.600	-9.290	2.68
29	447	57.6	46.6	97.5		-12.700	-5.830	37.6
30	392	35.5	51.5	92.8		9.98	-3.090	24.5
31	350		65.3	89.9		7.79		17.8
Total (cfs)	35,765	3,712	792	1,802	1,265	242	-163.540	12.4

Figure 5.


100
100
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13-12-30-0650-000A0-0010
OARE ASSOCIATES LLC
Value $103,808
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