

**PROJECT 2025080074
REZONING FOR THE SEMINOLE WOODS MIXED USE PUD
MPC LOTS, LLC
TECHNICAL STAFF REPORT**

Project: Rezone from AC (Agriculture) to PUD (Planned Unit Development) District for the Seminole Woods Mixed Use PUD

Application #/Project #: 5931/2025080074

Owners: MPC Lots, LLC

Applicant/Agent: Richard Smith

Parcel #: 28-12-31-0000-01010-0000 and 29-12-31-0000-01010-0000

Parcel Size: 119+/- acres

Existing Zoning and Land Use(s):

Zoning: AC (Agriculture)

Land Use: Ag and Timber, Commercial Low

Future Land Use Map Classification/Zoning of Surrounding Land:

North: City of Palm Coast – Residential/MPD (Master Planned Development) District;

East: Seminole Woods Boulevard; City of Palm Coast – Residential and Greenbelt/SFR-1 (Single-Family Residential) District

South: Ag and Timber and Education/AC (Agriculture) District

West: City of Palm Coast – Conservation and Residential/PRS (Preservation) and SFR-1 (Single-Family Residential) Districts

Report in Brief

The applicant has proposed a rezoning to PUD to coincide with the Future Land Use Map amendment being considered under Project No. 2025080073. This rezoning to PUD is contingent on the adoption of the Future Land Use Map amendment. A rezoning is necessary because the Agriculture Zoning would not link with the proposed Mixed-Use High Intensity Future Land Use designation.

The proposed Seminole Woods Mixed Use PUD would consist of 71.44 acres of Residential, consisting of single-family attached and detached, and multifamily, limited to 7 units per acres through proposed parcel limiting policy A.1.1.10(13) and 47.62 acres of commercial consisting of assisted living facilities and other commercial uses limited to 0.4 FAR per the comprehensive plan. At least 25 percent of the total 119+/- acres must be dedicated as open space.

Standards for Review

LDC Section 3.07.05, *Rezoning - action by the Planning and Development Board and Board of County Commissioners*. The Flagler County Planning and Development Board may recommend and the Flagler County Commission may enact an ordinance amending the zoning classification of the subject parcel. The adopted Flagler County Land Development Code lacks specific standards for review of a rezoning request; however, generally a request should be consistent with the adopted Comprehensive Plan and the following suggested standards:

- A. For all rezoning requests, the requested zoning designation must be consistent with the Future Land Use designation of the parcel as depicted on the adopted Future Land Use Map and as described in the Future Land Use Element of the adopted Flagler County Comprehensive Plan.

The Future Land Use Map amendment is required to become effective before the PUD zoning takes effect. No development of the subject parcels is permitted until the Future Land Use and zoning are in place.

- B. The requested zoning designation must be consistent with the goals, objectives, and policies of the Flagler County Comprehensive Plan.

The applicant's submittal demonstrates that initial concurrency will be satisfied at the time of the impacts of development occurring, i.e., when the lands are final platted. The ultimate determination of concurrency will be made at final plat approval.

The development standards of the PUD Development Agreement are intended to ensure overall consistency with the goals, objectives, and policies of the Comprehensive Plan. Successive plats – and individual lot development – will be required to be consistent with the adopted PUD.

- C. The requested zoning designation must be compatible with the adjacent and surrounding land uses. Land uses shall include, but not be limited to permitted uses, structures, and activities allowed within the Future Land Use category and zoning district. Compatibility shall be based on characteristics which can impact adjacent or surrounding uses including type of use, height, appearance, aesthetics, odors, noise, smoke, dust, vibration, traffic, sanitation, drainage, fire risk, environmental impacts, maintenance of public infrastructure, availability of potable water and sanitary sewer, and other necessary public services.

The requested rezoning designation is compatible with the adjacent and surrounding land uses. Land uses shall include, but not be limited to permitted uses, structures, and activities allowed within the Future Land Use category and zoning district.

Southeast and North of the subject property are numerous residential developments. The applicant proposed parcel limiting policy capping density at 7 units per acre provides a transitional density from the surrounding low-density residential developments. The development located directly to the North, Grand Landings, is also a mixed-use planned unit development.

- D. The requested zoning will not adversely impact or exceed the capacity or the fiscal ability of Flagler County to provide available public facilities, including transportation, water and sewer, solid waste, drainage, recreation, education, fire protection, library service and other similar public facilities.

Through the developer's obligations as provided in the PUD Development Agreement and the County's adoption of impact fees, the requested rezoning to PUD will not impact or exceed the capacity of fiscal ability of Flagler County to provide services. It is anticipated that development as proposed will provide a net positive financial benefit to the County by providing a diversity of housing types and additional commercial uses.

- E. The requested zoning shall not be approved if any of the proposed permitted uses or activities result in a public nuisance.

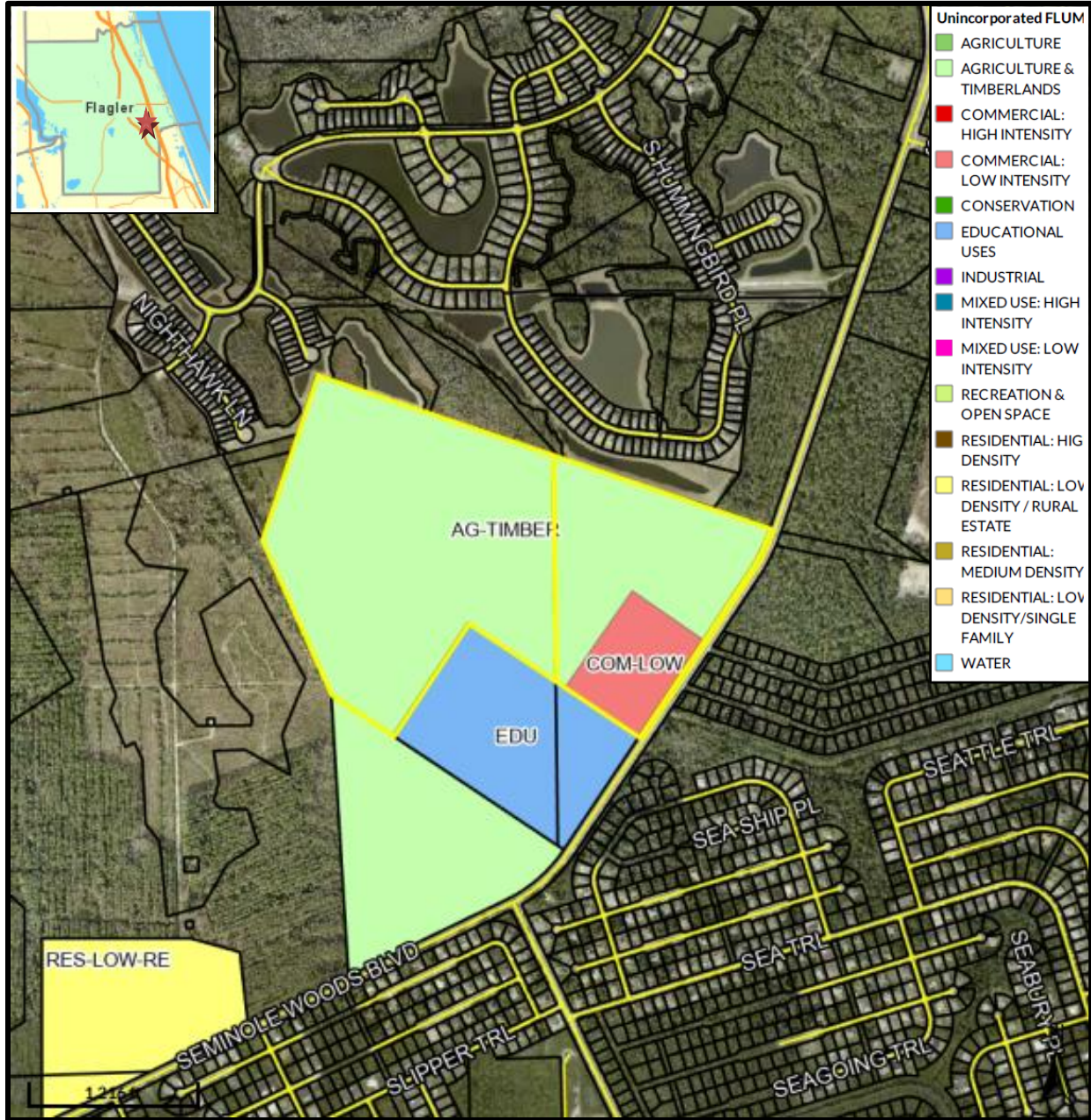
The proposed permitted uses and activities within the amended PUD will not result in a public nuisance. These uses are of a nature similar to those in other residential developments. All proposed uses will be required to meet the landscaping and buffering requirements of the Land Development Code.

- F. The requested zoning shall not be approved if any of the proposed traffic flow of the permitted uses have an unreasonable impact on the contiguous and surrounding area; or if the proposed traffic has an unreasonable impact upon the projected wear and tear of any public roadway designed to carry lighter traffic than proposed with the rezoning; or if the proposed traffic results in an unreasonable danger to the safety of other traffic, pedestrians, and bicyclists.

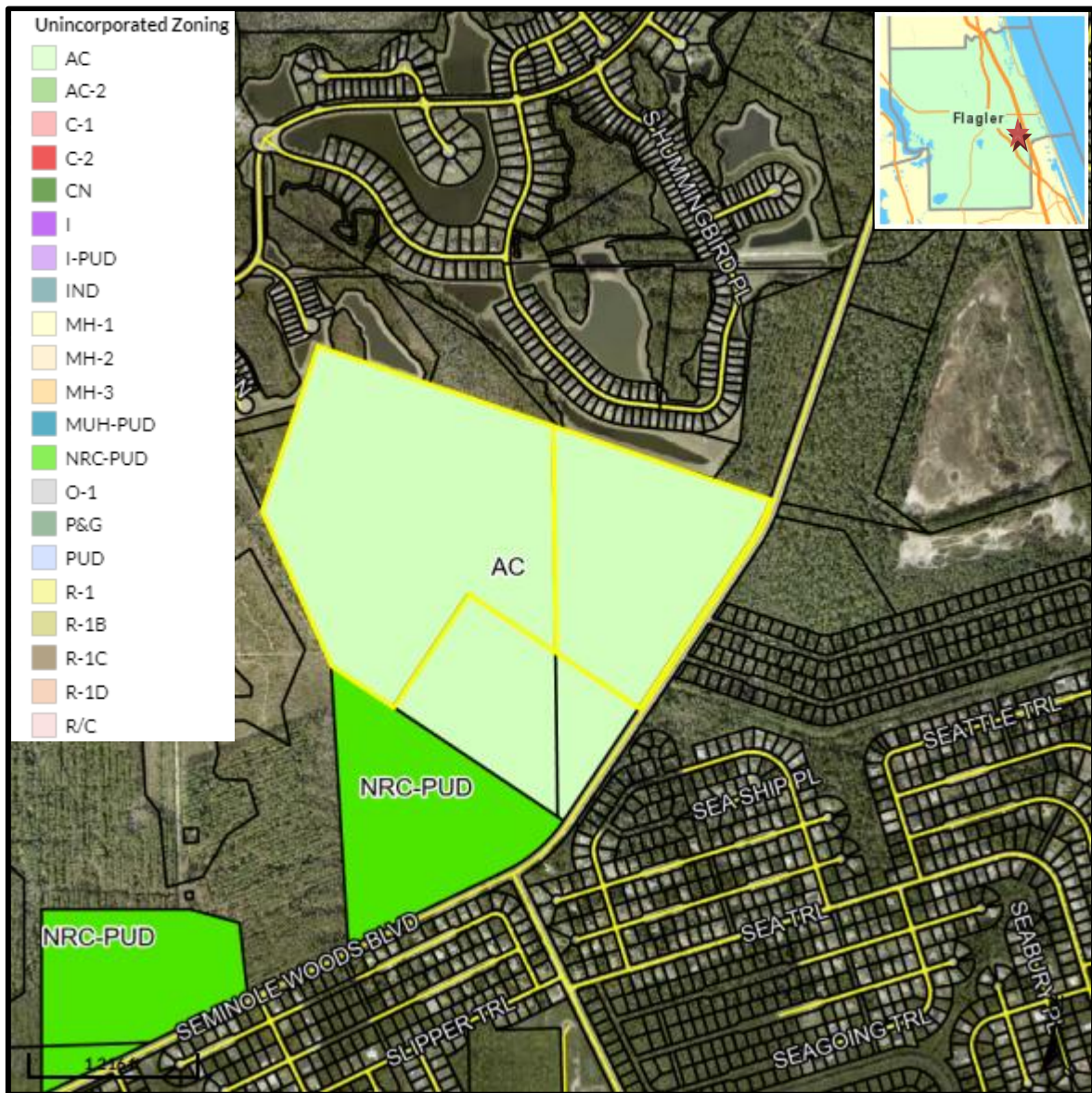
The applicant's traffic study demonstrates that while additional traffic will occur, these impacts will not be unreasonable. The City of Palm Coast has confirmed that Seminole Woods Boulevard has adequate capacity to accommodate the proposed traffic impacts.

Overall, the requested rezoning to the PUD District provides the certainty of the use and development of the parcel, and is consistent with development in the vicinity.

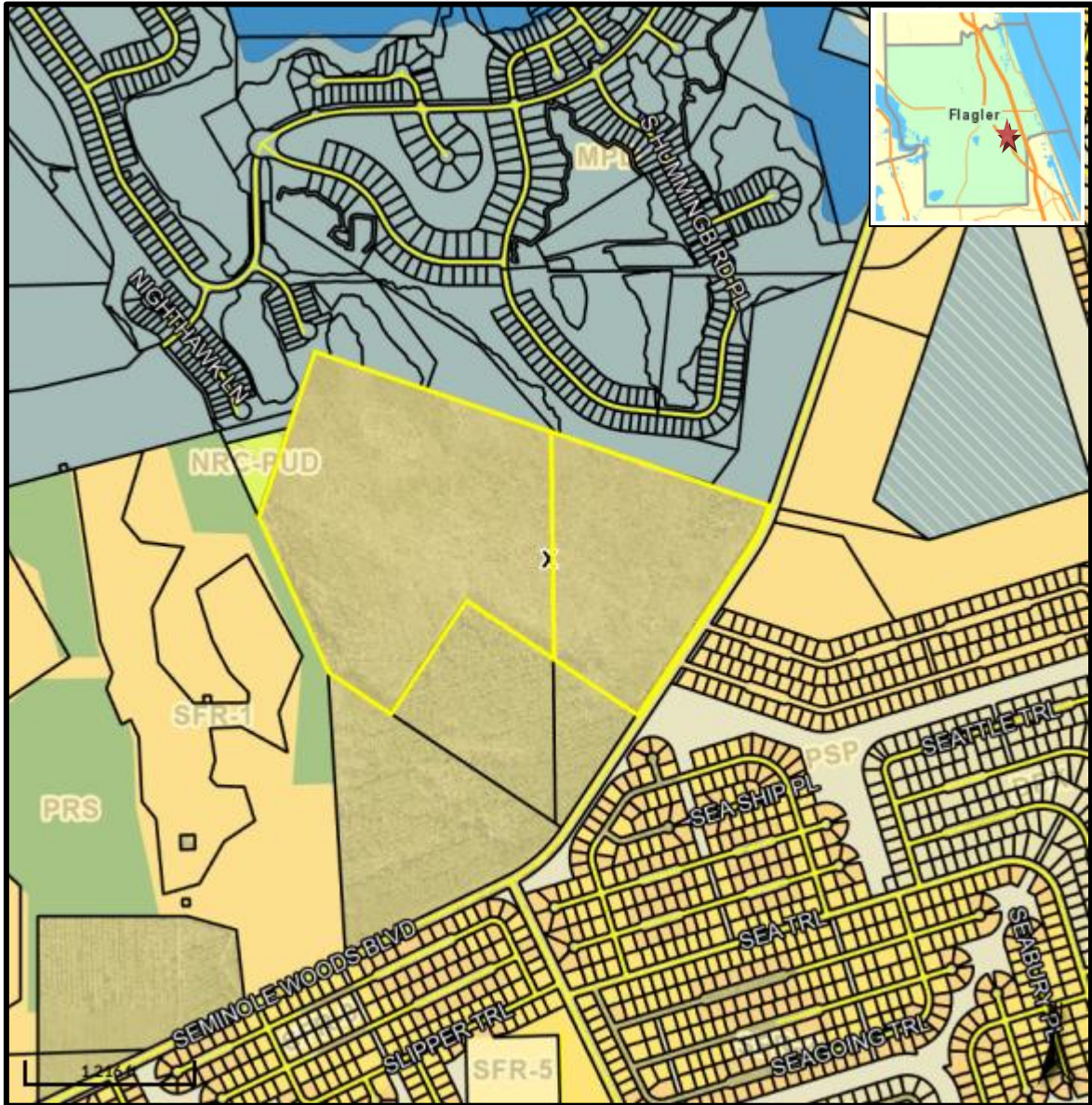
Future Land Use Map



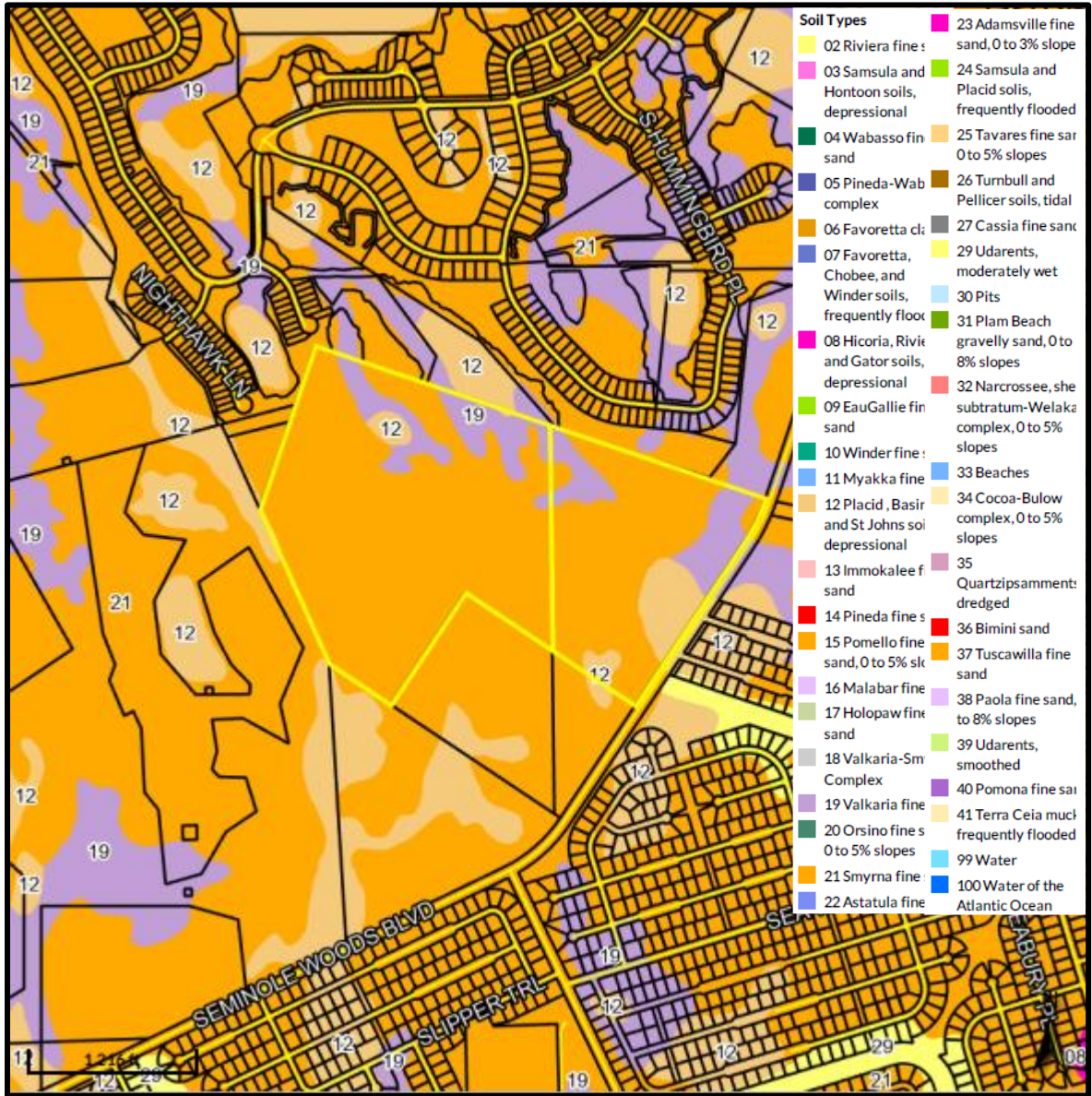
Zoning Map



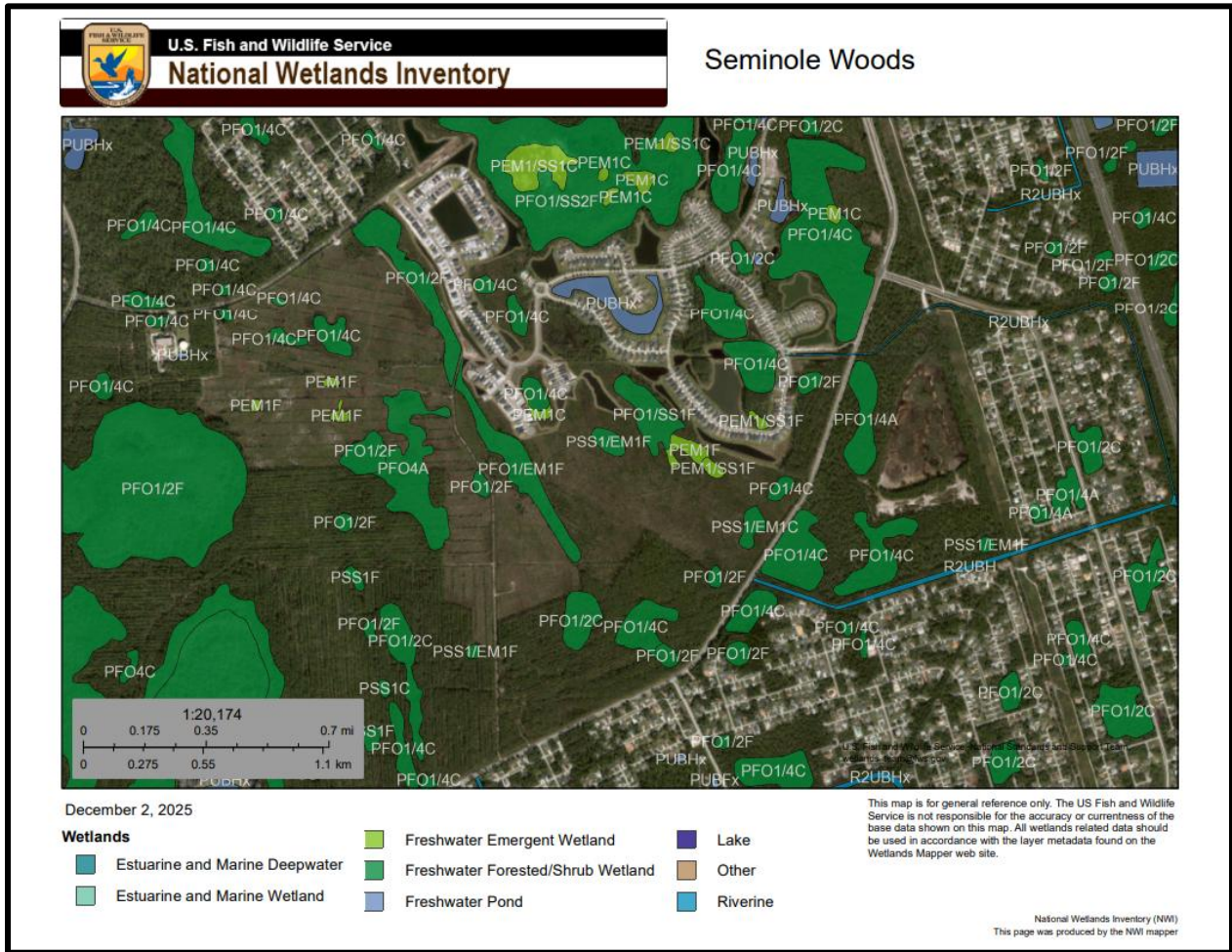
Flood Zone



Soils Map



National Wetlands Inventory Mapper



ORDINANCE NO. 2026 – ____

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF FLAGLER COUNTY, FLORIDA AMENDING THE ZONING CLASSIFICATION OF A TOTAL OF 119.08 ACRES, MORE OR LESS, BEING PARCEL NUMBERS: 28-12-31-0000-01010-0000 AND 29-12-31-0000-01010-0000; FROM AC (AGRICULTURE) TO PUD (PLANNED UNIT DEVELOPMENT) DISTRICT; ADOPTING A PUD DEVELOPMENT AGREEMENT AND CONCEPTUAL PUD SITE DEVELOPMENT PLAN; PROVIDING FOR FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, MPC Lots, LLC, is the owner of Parcel Number: 28-12-31-0000-01010-0000 and Parcel Number: 29-12-31-0000-01010-0000, (hereafter referred to collectively as the “owner”, with “developer” used interchangeably), together totaling 119.08 acres, more or less, in size as more particularly described in Exhibit “A” attached hereto and made a part hereof (hereafter the “subject property”); and

WHEREAS, the owner of the subject property is seeking the approval of this Ordinance rezoning the subject property from AC (Agriculture) to PUD (Planned Unit Development) zoning district and creating Seminole Woods Mixed Use Planned Unit Development (hereafter “The Seminole Woods Mixed Use PUD”); and

WHEREAS, the subject property is designated as Mixed Use: High Intensity, Medium- to High-Intensity on the 2010-2035 Flagler County Future Land Use Map; and

WHEREAS, Future Land Use Table A.3 of the 2010-2035 Flagler County Comprehensive Plan lists Planned Unit Developments among the listed uses permitted within the Mixed Use: High Intensity, Medium- to High-Intensity Future Land Use designation; and

WHEREAS, Future Land Use Table A.3 of the 2010-2035 Flagler County Comprehensive Plan sets the residential density of the Mixed Use: High Intensity, Medium- to High-Intensity between the range of 7.1 to 10.0 units per acre; and

WHEREAS, approval of this ordinance creating The Seminole Woods Mixed Use PUD is consistent with the 2010-2035 Flagler County Comprehensive Plan; and

WHEREAS, this Ordinance and its attached Exhibits shall serve as the PUD Development Agreement for The Seminole Woods Mixed Use PUD; and

WHEREAS, on December 9, 2025, the Planning and Development Board conducted a public hearing on this request and voted to continue this request to its next meeting; and

WHEREAS, on January 8, 2026, the Planning and Development Board regular meeting was cancelled due to a lack of quorum; and

WHEREAS, on February 10, 2026, the Planning and Development Board conducted a public hearing on this request and voted to recommend approval; and

WHEREAS, on March 16, 2026, the Flagler County Board of County Commissioners held a public hearing on this request and voted to approve the draft ordinance creating The Seminole Woods Mixed Use PUD; and

WHEREAS, on _____, 2026, the Flagler County Board of County Commissioners held a public hearing on this request following the adoption of the prerequisite Future Land Use amendment, and adopted this ordinance creating The Seminole Woods Mixed Use PUD; and

WHEREAS, public notice of this action has been provided in accordance with Section 125.66, Florida Statutes, and Section 2.07.00, Flagler County Land Development Code.

NOW, THEREFORE, BE IT ORDAINED BY THE FLAGLER COUNTY BOARD OF COUNTY COMMISSIONERS:

Section 1. FINDINGS

- A. The above Recitals are incorporated herein as Findings of Fact.
- B. The Board of County Commissioners, pursuant to Section 3.04.02 of the Flagler County Land Development Code, finds as follows:
 - 1. The Seminole Woods Mixed Use Planned Unit Development (PUD) does not adversely affect the orderly development of Flagler County and complies with applicable Comprehensive Plan goals, objectives and policies; and
 - 2. The Seminole Woods Mixed Use PUD will not adversely affect the health and safety of residents or workers in the area and will not be detrimental to the use of adjacent properties or the general neighborhood.

Section 2. REZONING

- A. The subject property containing 119.08 acres, more or less, and legally described in Exhibit "A" attached hereto and made a part hereof is hereby rezoned from AC (Agriculture) to PUD (Planned Unit Development).
- B. The Flagler County Official Zoning Map shall be amended to reflect this rezoning.

Section 3. ADOPTION OF DEVELOPMENT AGREEMENT

- A. This Ordinance and its Exhibits attached hereto shall serve as the PUD Development Agreement for The Seminole Woods Mixed Use Planned Unit Development (PUD).

- B. The Board of County Commissioners hereby adopts the PUD Development Agreement for The Seminole Woods Mixed Use PUD, the boundaries of said PUD as described in the legal description included at Exhibit "A" to Exhibit "1" (the PUD Development Agreement) and attached hereto.
- C. Development within the boundaries of The Seminole Woods Mixed Use PUD as approved shall take place consistent with the Flagler County Land Development Code as may be modified or amended, this Ordinance, and the Conceptual PUD Site Development Plan included at Exhibit "B" to Exhibit "1" and attached hereto. The requirements of this Ordinance supersede any inconsistent provisions of the Flagler County Land Development Code or other ordinances of the County.
- D. Variances shall be subject to the County's variance procedures as provided in the Land Development Code.
- E. Upon adoption of this Ordinance, the owner shall be required to submit and obtain approval of a Planned Unit Development (PUD) Site Development Plan, Preliminary Plat, and Final Plat, including the issuance of all other agency permits prior to commencement of development of the subject property.
- F. The provisions of this Ordinance shall be binding upon successors and assigns, including individual successor lot owners, to the extent applicable.
- G. This Ordinance shall be effective as of the date provided herein and shall remain effective until amended or rescinded.
- H. The owners shall signify their consent to this Ordinance establishing The Seminole Woods Mixed Use PUD through their signature on the owners' consent attached hereto at Exhibit "1" and the recording of this Ordinance in the Public Records of Flagler County, Florida.

Section 4. EFFECTIVE DATE

This Ordinance shall take effect upon Official Acknowledgement by the Secretary of State that the Ordinance has been filed.

PASSED AND ADOPTED BY THE BOARD OF COUNTY COMMISSIONERS OF FLAGLER COUNTY, FLORIDA THIS _____ DAY OF _____, 2026.

FLAGLER COUNTY BOARD OF COUNTY COMMISSIONERS

By: _____
Leann Pennington, Chair

ATTEST:

Approved as to Form:

By: _____

Tom Bexley, Clerk of the
Circuit Court and Comptroller

Michael Rodriguez, County Attorney

DRAFT

**SEMINOLE WOODS MIXED USE
PUD DEVELOPMENT AGREEMENT**

THIS SEMINOLE WOODS MIXED USE PUD DEVELOPMENT AGREEMENT (“Agreement”) is made as of this __ day of _____, 2025, by and between **Flagler County**, a political subdivision of the State of Florida (“Flagler County”) and **MPC Lots, LLC**, a Florida limited liability company, whose address is 2379 Beville Road, Daytona Beach, FL 32119 (the “Owner”).

1.0 INTRODUCTION. This Agreement governs the Seminole Woods Mixed Use PUD (“Seminole Woods Project”) on approximately +/- 119 acres of land located on the northwest side of Seminole Woods Boulevard, approximately 0.3 miles north of Sesame Boulevard, as described in Exhibit “A” (the “Property”). The Property is owned in totality by Owner, whose address for purposes of this Agreement is 2379 Beville Road, Daytona Beach, Florida 32119.

2.0 DEVELOPMENT PLAN.

2.1. PUD Master Plan. The property shall be developed in accordance with the conceptual master plan dated October 3, 2025, and attached hereto as Exhibit “B” (“Master Plan”) and this Agreement.

2.2 Modifications. Minor modifications to this Master Plan may be approved by Flagler County staff to accommodate issues that arise during the platting or site plan process so long as the modification does not add a new use nor increases the density or intensity permitted by this Agreement and Master Plan. If not, a minor modification based on the description above, such change(s) to the Master Plan shall be proceeded as a PUD Amendment subject to the provisions of the Flagler County Land Development Code.

2.3 Phases of Development. The Seminole Woods Project may be developed in one or more phases and in any order. Sales center, design center, model homes and construction trailers may commence construction upon approval of a Subdivision Site Development or Commercial Site Development permit, unless otherwise approved by the County Administrator or such designee, which includes completion of stabilized access to the sales center area for emergency vehicles, the provision of acceptable water supply for fire protection, and meeting parking requirements. Such sales and design centers and model homes shall meet the applicable provisions of the Flagler County Land Development Code prior to approval of any permit. No more than ten (10) lots per phase within the Property may be used for such purposes, and such uses may continue until buildout of the Seminole Woods Project. Each phase shall stand on its own with respect to stabilized access, utilities, and stormwater. The issuance of certificates of occupancy shall be contingent on final plat approval and completion and approval of subdivision infrastructure.

3.0 LAND USES. The development of the Property shall be consistent with the uses below. The location of uses outlined on the Master Plan is wholly conceptual in nature and may be modified in location, use, and size, subject to the uses, densities, and intensities contained herein.

3.1 Uses within Property. The following land uses shall be allowed as permitted principal uses and structures along with their customary accessory uses and structures:

- Single-family dwellings, but not mobile home dwellings.
- Recreational areas accessory to residential developments.
- Community residential homes.
- Short-term vacation rentals.
- Home-based businesses.
- Multifamily dwellings.
- Multifamily complexes.
- Townhouses.
- Retail sales and services.
- Adult congregate living facility.
- Automobile service stations.
- Bars.
- Bowling alleys.
- Financial institutions.
- Bakeries and similar uses (including preparation of products for sale on the premises).
- Book and stationary stores.
- Convenience stores.
- Car washes.
- Hotels, motels, and other tourist accommodations.
- Day care centers.
- Hardware stores.
- Mini-warehouses.
- Laundry and dry-cleaning establishments.
- Barber shops, beauty shops, shoe repair shops.
- Pharmacies.
- Nursing homes.
- Assisted living facility.
- Schools.
- Professional offices.
- Medical and dental clinics.
- Restaurants.
- Private clubs.
- Community clubs.
- Shopping center development and associated uses.

- Silviculture (these operations may continue on the Property until full build-out of the development).

4.0 DEVELOPMENT STANDARDS:

Lot Type	Single Family Residential	Multifamily Residential Complex	Townhome	Commercial	Assisted Living Facility (ALF)
Maximum density*	6 dwelling units per acre	10 dwelling units per acre	9 dwelling units per acre	0.4 FAR	25 beds per acre
Minimum lot size	4,000 square feet (sf)	10,000 sf	1,800 sf	20,000 sf	2,000 sf
Minimum lot width	40 feet (ft)	100 ft	18 ft	100 ft	20 ft
Minimum front setback	20 ft	Perimeter: 20 ft	20 ft	Perimeter: 25 ft Internal street: 5 ft	Perimeter: 25 ft Internal street: 5 ft
Minimum rear setback	15 ft	Perimeter: 15 ft	10 ft Accessory structures: 3ft	Perimeter: 10 ft Internal street: 5 ft	Perimeter: 20 ft Internal street: 5 ft
Minimum side yard setback	5 ft Street side: 10 ft	Perimeter: 25 ft Interior lot: 0 ft Internal street: 5 ft	Interior lot: 0 ft Street side: 15 ft Accessory structures: 3ft	Perimeter: 10 ft Internal street: 5 ft	Perimeter: 25 ft Interior lot: 0 ft Internal street: 5 ft
Minimum building separation	N/A	20 ft	20 ft	20 ft	20 ft
Maximum building height	35 ft	45 ft	35 ft	45 ft	45 ft
Maximum impervious coverage	80%	80%	80%	80%	80%
Maximum lot coverage	65%	65%	65%	50%	35%
Minimum living area	700 sf	650 sf	650 sf	N/A	650 sf

*Average residential density for the Property shall not exceed seven (7) dwelling units/acre.

4.1 Homeowners Association. Certain portions of the development may be governed by a homeowners association, property owners association, community development district, or similar and as may be applicable to own and maintain common areas.

4.2 Wetland Buffers. A minimum fifteen (15) foot wide, average of twenty-five (25) foot wide upland buffer shall be provided around all retained wetlands on the Property, except when road crossings are necessary. Such buffers within the Property shall be maintained by a property owners' association, community development district, or other entity.

4.3 Stormwater. Stormwater runoff shall be conveyed to on-site stormwater retention systems, as approved by St. Johns River Water Management District (SJRWMD) and the County Development Engineer. Stormwater systems within the Property shall be maintained by a property owners' association, community development district, or other entity.

4.4 Roadways. Internal access for all phases shall be by roadway tracts, and all roadways within the Property shall be maintained by a property owners' association, community development district, or other entity. The entrance roads to the Property may be gated at the Owner's discretion. All interior roadways shall be a minimum of twenty-four (24) feet wide, as measured from the edges of the pavement.

4.5 Signage. Requirements for signage for the Property shall be in accordance with the Flagler County Land Development Code.

4.6 Open Space. Open space uses shall occupy a minimum of twenty-five (25) percent of the entirety of the Property. This includes water, stormwater ponds, preserved wetlands, and active or passive recreational areas.

4.7 Parking. Requirements for parking for the Property shall be in accordance with the Flagler County Land Development Code.

4.8 Fire Protection. Requirements for fire protection for the Property will be met through the use of hydrants, or similar, on the Property in accordance with the Flagler County Land Development Code and other applicable regulations.

4.9 Landscaping. The Owner will make efforts to preserve and enhance the existing landscaping through supplemental landscaping. Landscaping around lots, roadways, entrances, and other common areas will be landscaped with native plant materials in accordance with the Flagler County Land Development Code.

4.10 Code Applicability. The requirements of this Agreement supersede any inconsistent provisions of the Flagler County Land Development Code including any future more restrictive additions to the Flagler County Land Development Code, such that only provisions in effect at the time of this Agreement shall be applicable. Otherwise, all building codes, zoning ordinances, land development regulations, the Flagler County Comprehensive Plan, and similar plans currently adopted by Flagler County, will be applicable to this Property.

4.11 Allowable Development Uses. For the purposes of calculating the maximum allowable percentage of residential development on the Property, areas dedicated to stormwater management facilities (including, but not limited to, stormwater ponds, retention/detention basins, and associated infrastructure), utility infrastructure, and similar non-building support uses may be counted toward the nonresidential or residential portion of the Property and shall be determined by phase.

5.0 PUBLIC FACILITIES.

5.1 Transportation. Any and all transportation requirements shall be done pursuant to that certain traffic impact analysis memorandum provided by Walsh Traffic Engineering on August 11, 2025.

5.2 Potable Water. Potable water and wastewater services will be provided by the appropriate government or private entity.

5.3 Solid Waste. Provisions for solid waste collection will be provided for and disposed of in accordance with Flagler County's Land Development Code and any other applicable regulations.

5.4 Drainage. Plans for drainage shall meet St. Johns River Water Management District standards as well as Flagler County's Land Development Code.

5.5. Recreation. Owner shall provide local recreation within the Property consistent with Flagler County's Land Development Code.

5.6. Reclaimed Water. Owner may, but shall not be required to, install reclaimed water pipes to service the Property.

6.0 BINDING EFFECT. The burdens of this Agreement shall be binding upon, and the benefits of this Agreement shall inure to, all successors in interest to the parties of this Agreement.

7.0 APPLICABLE LAW; JURISDICTION OF VENUE. This Agreement, and the rights and obligations of Flagler County and the Owner shall be governed by, construed under, and enforced in accordance with the laws of the State of Florida. Venue for any litigation pertaining to this Agreement shall be Flagler County, Florida. If any provision of this Agreement or the application thereof to any person or circumstances shall be held invalid or unenforceable by a court of competent jurisdiction, then the remainder of this Agreement shall be valid and enforceable to the fullest extent permitted by law.

8.0 COUNTERPARTS. This Agreement may be executed in several counterparts, each constituting a duplicate original, but all such counterparts constituting one and the same Agreement.

9.0 EFFECTIVE DATE. This Agreement shall become effective upon recordation in the public records of Flagler County, Florida.

10.0 AMENDMENT; WAIVER. This Agreement may be amended by written mutual consent of the parties. 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.

11.0 CAPTIONS; HEADINGS. Captions and paragraph headings contained in this Agreement are for convenience and reference only, and in no way define, describe, extend, or limit the scope of intent of this Agreement, nor the intent of any provision hereof.

12.0 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 Agreement.

[Signature Pages Follow]

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the day and year set forth below.

ATTEST:

FLAGLER COUNTY,
a political subdivision of the State of Florida

_____, City Clerk

By: _____

APPROVED AS TO FORM AND
LEGALITY:

_____, City Attorney

STATE OF FLORIDA
COUNTY OF FLAGLER

The foregoing instrument was acknowledged before me by means of [] physical presence or [] online notarization on this ____ day of _____, 2025 by _____, as _____ of _____, Florida who is personally known to me.

{Notary Seal must be affixed}

(Signature of Notary)

(Print Name of Notary Public)

Notary Public, State of Florida

My Commission Expires: _____

Commission No.: _____

Witnessed by:

MPC Lots, LLC,
a Florida limited liability company

Name: _____
Address: _____

By: _____

Name: _____
Address: _____

STATE OF FLORIDA
COUNTY OF VOLUSIA

The foregoing instrument was acknowledged before me by means of [] physical presence or [] online notarization on this ____ day of _____, 2025 by _____, as _____ of **MPC Lots, LLC**, a Florida limited liability company. (S)he is __ personally known to me or __ produced _____ as identification.

{Notary Seal must be affixed}

(Signature of Notary)

(Print Name of Notary Public)

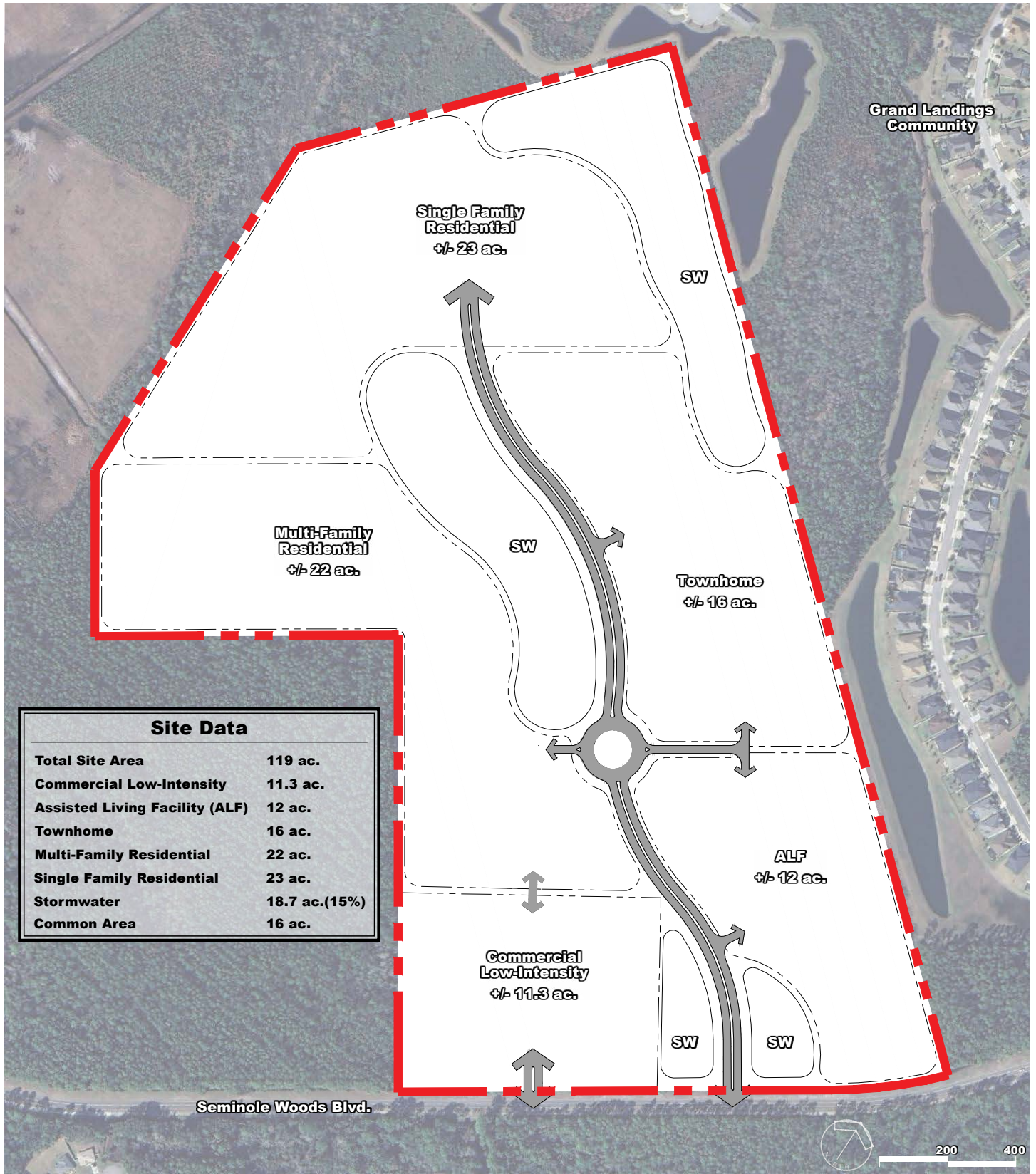
Notary Public, State of Florida

My Commission Expires: _____

Commission No.: _____

Exhibit A

Exhibit B



Site Data	
Total Site Area	119 ac.
Commercial Low-Intensity	11.3 ac.
Assisted Living Facility (ALF)	12 ac.
Townhome	16 ac.
Multi-Family Residential	22 ac.
Single Family Residential	23 ac.
Stormwater	18.7 ac.(15%)
Common Area	16 ac.

PLANS ARE CONCEPTUAL AND WERE PREPARED WITHOUT A BOUNDARY SURVEY, TOPOGRAPHIC SURVEY, AND CONFIRMED WETLAND DELINEATION. FINAL DESIGN IS SUBJECT TO CHANGE BASED ON SURVEY DATA, ENVIRONMENTAL ASSESSMENTS, AND REGULATORY REVIEW.

REVISIONS			
NO.	DATE	BY	DESCRIPTION

SHEET 1

Seminole Woods Mixed Use PUD

Conceptual Master Plan

Flagler County, Florida Issue Date: 7.9.2025

CASTLE BAY
DESIGN + STUDIO

©Castle Bay Design Studio, LLC
3000 N. Ponce de Leon Blvd., Suite C
St. Augustine, FL 32084
386.747.1370 www.castlebaydesignstudio.com

Simone Kenny, AICP

From: Phong Nguyen, PTP <PNguyen@palmcoastgov.com>
Sent: Thursday, January 22, 2026 10:29 AM
To: Adam Mengel, AICP, LEED AP BD+C; Jose Papa, AICP
Cc: Simone Kenny, AICP; Chuck Merenda; John Zobler
Subject: RE: Seminole woods request for rezoning

Good morning, Adam

Please find the City of Palm Coast review comments below as it relates to the MPC Lots FLUM and Rezoning applications.

MPC Lots Future Land Use Amendment and Rezoning
Parcel Nos. 28-12-31-0000-01010-0000 and 29-12-31-0000-01010-0000

Review comments 1-22-2026

The City of Palm Coast Planning Division has reviewed the applications and technical staff report as they relate to the Future Land Use Amendment and Rezoning to the Flagler County for the MPC lots of approximately 119 +/- acres along Seminole Woods Blvd. The City concurred with Flagler County staff analysis. Our comments are provided as they relate to the theoretical maximum development potential and/or limiting policies. A more thorough review will be assessed as the project moves forward toward site development.

The overarching concern is the availability of water supplies, public facilities, and services. Potable water and sanitary sewer are proposed to be provided by the City of Palm Coast. The applicant needs to secure such commitments from the City for reservation of capacity. In addition, road infrastructure also needs to be evaluated which will discuss below based on the applicant's Future Land Use Map Amendment and Rezoning Traffic Impact Analysis (RTIA) reports.

The proposed Future Land Use Development Scenario of 138 single family detached, 144 single family attached, 220 multifamily housing, 300 beds of assisted living facility and 147.7 ksf shopping plaza appear to be a reasonable and compatible proposed development. However, the applicant must propose limiting policies in the FLU amendment and Rezoning applications so that the density and intensity do not exceed what has been evaluated as the theoretical maximum development potential. For compatibility with existing surrounding developments, the City suggests perimeter landscape buffers and similar lot width and size of adjacent developments for residential developments. The location of non-residential to be near Seminole Woods Blvd frontage.

The City has also reviewed the MPC Mixed-Use PUD Future Land Use Change/Rezoning Traffic Analysis dated October 8, 2025. We reviewed the difference in the theoretical maximum development potential and not based on Sample Development Scenario as depicted on Table 14 unless the applicant will limit its development to such development scenario. Also, the City based on PM peak hour trips to evaluate development impacts. As a result, the difference in the theoretical maximum development potential will generate, from the existing land use to the proposed land use, an increase of 1,416 PM peak hour trips. Based on the City's latest traffic counts conducted in 2025, there is adequate roadway capacity to

accommodate this proposed land use and zoning changes. Traffic concurrency will be evaluated and measured at site development application which will include access related needs such as turn lanes and/or traffic signals, and proportionate share, if warranted.

We appreciate the opportunity to provide comments. If you have any questions, please don't hesitate to contact me directly.

Phong Nguyen, PTP
Planning Manager
160 Lake Avenue
Palm Coast, FL 32164
Tel: 386-986-3779
www.palmcoast.gov



How are we doing?
Let us know below.
PalmCoast.gov/feedback

From: Adam Mengel, AICP, LEED AP BD+C <amengel@flaglercounty.gov>
Sent: Friday, January 16, 2026 11:59 AM
To: Phong Nguyen, PTP <PNguyen@palmcoastgov.com>; Jose Papa, AICP <JPapa@palmcoastgov.com>
Cc: Simone Kenny, AICP <SKenny@flaglercounty.gov>; Chuck Merenda <cmerenda@flaglercounty.gov>
Subject: RE: Seminole woods request for rezoning

Yes, so far. May be dependent on the receipt of City comments though. 😊

From: Phong Nguyen, PTP <PNguyen@palmcoastgov.com>
Sent: Friday, January 16, 2026 11:36 AM
To: Adam Mengel, AICP, LEED AP BD+C <amengel@flaglercounty.gov>; Jose Papa, AICP <JPapa@palmcoastgov.com>
Cc: Simone Kenny, AICP <SKenny@flaglercounty.gov>; Chuck Merenda <cmerenda@flaglercounty.gov>
Subject: RE: Seminole woods request for rezoning

That is still scheduled for February 10 at 6pm, right?

Phong Nguyen, PTP
Planning Manager
160 Lake Avenue
Palm Coast, FL 32164
Tel: 386-986-3779
www.palmcoast.gov

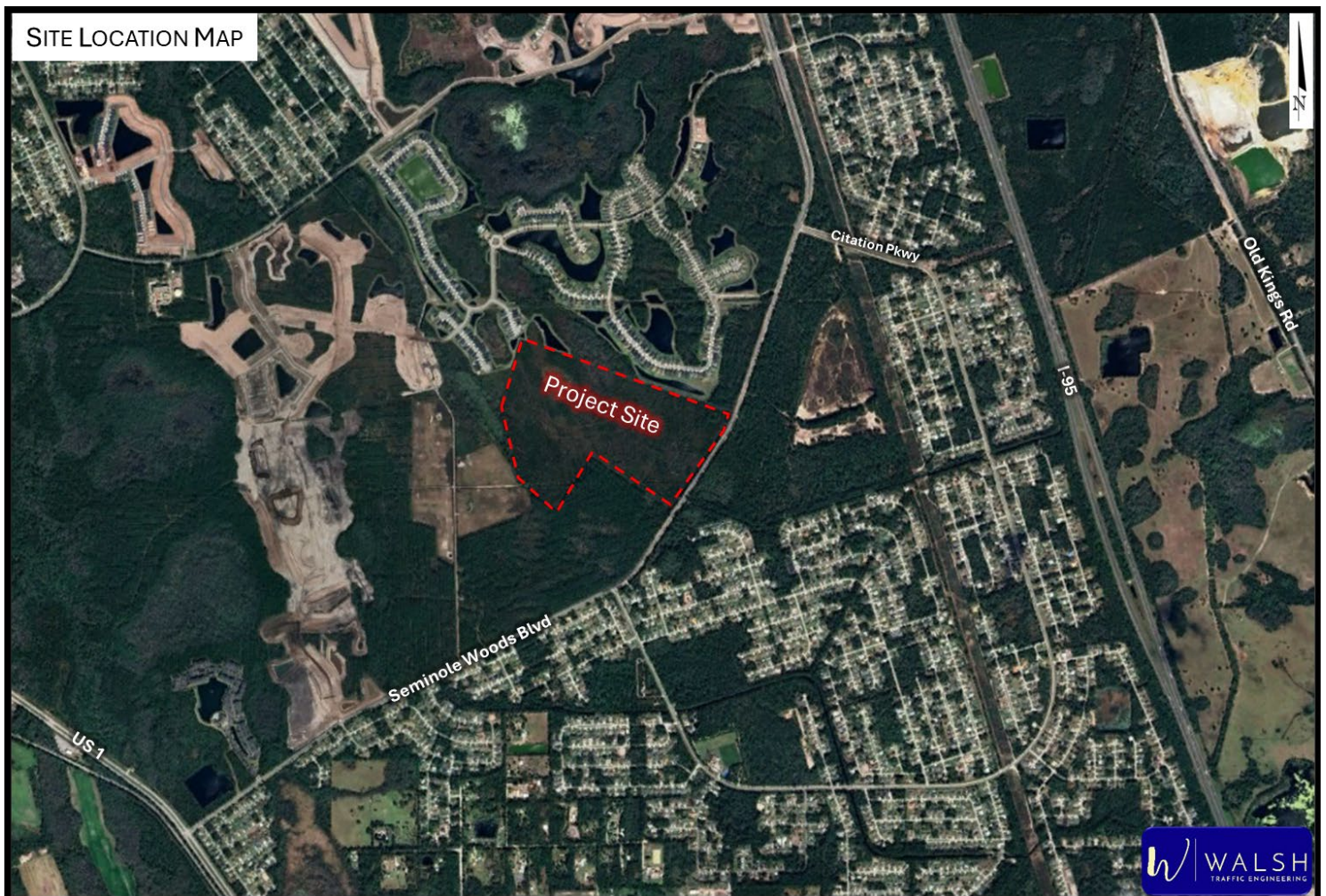


How are we doing?
Let us know below.
PalmCoast.gov/feedback

MEMORANDUM

To: Mr. Adam Mengel, AICP – Growth Management Director, Flagler County
From: Mr. Chris J. Walsh, P.E.
Date: October 8, 2025
Subject: Seminole Woods Mixed-Use PUD Future Land Use Change/Rezoning Traffic Analysis
Flagler County, Florida

Walsh Traffic Engineering, LLC (Walsh Traffic) has been retained to conduct a traffic impact analysis for the proposed future land use (FLU) amendment and rezoning of property located on the northwest side of Seminole Woods Boulevard, approximately 0.3 miles north of Sesame Boulevard in Flagler County, Florida (see **Site Location Map** below). The property, which encompasses approximately 119.06 acres, is currently vacant. Details of the proposed FLU change and the rezoning are provided on the following page. This memorandum provides a trip generation comparison between the existing FLU/zoning and the proposed FLU/zoning while also providing an evaluation of the proposed impacts on the adjacent roadway network.





Existing and Proposed Future Land Use/Zoning

The project is comprised of two parcels as summarized in **Table 1** below:

Table 1 – Existing Future Land Use

	Existing FLU	Maximum Density	Maximum Development
<i>Parcel ID: 28-12-31-0000-010101-0000 (41.44 acres)</i>			
11.3 acres	Commercial Low Intensity	0.3 FAR	147,668 SF
30.14 acres	Agriculture & Timberlands	1 unit/5 ac	6 DU
<i>Parcel ID: 29-12-31-0000-010101-0000 (77.62 acres)</i>			
77.62 acres	Agriculture & Timberlands	1 unit/5 ac	16 DU
<i>Total <u>Uses</u></i>			
119.06 acres	Commercial Single-Family Detached	- -	147,668 SF 22 DU

It is proposed to change the Future Land Use to Mixed-Use High Density and change the zoning to Planned Unit Development (PUD) with maximum development intensities summarized in **Table 2** below:

Table 2 – Proposed Future Land Use/Zoning

	Proposed FLU/zoning	Maximum Density	Maximum Development
<i>Parcel ID: 28-12-31-0000-010101-0000 (41.44 acres)/29-12-31-0000-010101-0000 (77.62 acres)</i>			
47.62 acres	Commercial (40% of property)	0.4 FAR	829,731 SF
71.44 acres	Single-Family Detached (60% of property)	~7 unit/ac	502 DU



Trip Generation

Existing FLU - Trip generation for the maximum development allowed under the existing Future Land Use (FLU) was estimated based on trip generation rates/equations provided in the Institute of Transportation Engineer's, *Trip Generation Manual, 11th Edition*. As summarized in **Table 3** below, the maximum development under the existing FLU is projected to generate 14,207 total daily trips, 540 total AM peak-hour trips (328 in, 212 out), and 1,358 total PM peak-hour trips (665 in, 703 out).

Table 3 – Total Trip Generation Potential for Existing FLU

Land Use	ITE Land Use Code	Intensity	Daily		
			Total Trips		
			In	Out	Total
Single-Family Detached	210	22 DU	125	126	251
Shopping Plaza (40-150KSF)	821	147.7 KSF	6,978	6,978	13,956
Total			7,103	7,104	14,207

Land Use	ITE Land Use Code	Intensity	AM Peak Hour		
			Total Trips		
			In	Out	Total
Single-Family Detached	210	22 DU	5	14	19
Shopping Plaza (40-150KSF)	821	147.7 KSF	323	198	521
Total			328	212	540

Land Use	ITE Land Use Code	Intensity	PM Peak Hour		
			Total Trips		
			In	Out	Total
Single-Family Detached	210	22 DU	15	9	24
Shopping Plaza (40-150KSF)	821	147.7 KSF	640	694	1,334
Total			655	703	1,358

Internal capture was then estimated between the residential and commercial uses in accordance with *NCHRP 684*. The internal capture worksheets are attached. The resulting internal capture rate for the AM peak hour is 0% and 2% for the PM peak hour. Pass-by trips were then estimated for the shopping plaza based on ITE. More specifically, there is no AM peak-hour pass-by rate available from ITE, but the ITE PM peak-hour pass-by rate is 40% for LUC 821. Pass-by trips were then limited to 14% of the traffic volume on Seminole Woods Boulevard adjacent to the site. As summarized in **Table 4**, the maximum development under the existing FLU is projected to generate 540 new external AM peak-hour trips (328 in, 212 out) and 1,207 new external PM peak-hour trips (579 in, 628 out).

Table 4 – New External Trip Generation Potential for Existing FLU

Land Use	ITE Land Use Code	Intensity	AM Peak Hour															
			Total Trips			ITE Internal Capture			ITE Pass-By		Applied Pass-By			Net New External Trips				
			In	Out	Total	%	In	Out	Total	%	Total	In	Out	Total	In	Out	Total	
Single-Family Detached	210	22 DU	5	14	19	0%	0	0	0	0%	0	0	0	0	0	5	14	19
Shopping Plaza (40-150KSF)	821	147.7 KSF	323	198	521	0%	0	0	0	0%	0	0	0	0	323	198	521	
Total			328	212	540	0%	0	0	0	0%	0	0	0	0	328	212	540	

Land Use	ITE Land Use Code	Intensity	PM Peak Hour														
			Total Trips			ITE Internal Capture			ITE Pass-By		Applied Pass-By*			Net New External Trips			
			In	Out	Total	%	In	Out	Total	%	Total	In	Out	Total	In	Out	Total
Single-Family Detached	210	22 DU	15	9	24	46%	7	4	11	0%	0	0	0	0	8	5	13
Shopping Plaza (40-150KSF)	821	147.7 KSF	640	694	1,334	1%	4	7	11	40%	529	65	64	129	571	623	1,194
Total			655	703	1,358	2%	11	11	22	40%	529	65	64	129	579	628	1,207

* The future background PM peak-hour volume projection on Seminole Woods Blvd is 918 vehicles. Pass-by is limited to 14% x 918 = 129 trips.



Proposed FLU - The total daily, AM peak-hour and PM peak-hour trip generation potential for the maximum development intensity allowed under the proposed FLU is provided below in **Table 5**. As summarized below, the maximum development allowed under the proposed FLU is projected to generate 34,513 total daily trips, 1,072 total AM peak-hour trips (545 in, 527 out), and 3,130 total PM peak-hour trips (1,589 in, 1,541 out).

Table 5 – Total Trip Generation Potential for Proposed FLU

Land Use	ITE Land Use Code	Intensity	Daily		
			Total Trips		
			In	Out	Total
Single-Family Detached	210	500 DU	2,158	2,159	4,317
Shopping Center (>150ksf)	820	829.8 KSF	15,098	15,098	30,196
Total			17,256	17,257	34,513

Land Use	ITE Land Use Code	Intensity	AM Peak Hour		
			Total Trips		
			In	Out	Total
Single-Family Detached	210	502 DU	92	250	342
Shopping Center (>150ksf)	820	829.8 KSF	453	277	730
Total			545	527	1,072

Land Use	ITE Land Use Code	Intensity	PM Peak Hour		
			Total Trips		
			In	Out	Total
Single-Family Detached	210	502 DU	263	162	425
Shopping Center (>150ksf)	820	829.8 KSF	1,326	1,379	2,705
Total			1,589	1,541	3,130

Internal capture was then estimated between the residential and commercial uses during the AM and PM peak hours in accordance with *NCHRP 684*. The internal capture worksheets are attached. The resulting internal capture rate for the AM peak hour is 1% and 12% for the PM peak hour. Pass-by trips were then estimated based on ITE and then limited to 14% of the traffic volume on Seminole Woods Boulevard adjacent to the site. As summarized in **Table 6**, the maximum development under the proposed FLU is projected to generate 1,062 new external AM peak-hour trips (540 in, 522 out) and 2,623 new external PM peak-hour trips (1,335 in, 1,288 out).

Table 6 – New External Trip Generation Potential for Proposed FLU

Land Use	ITE Land Use Code	Intensity	AM Peak Hour															
			Total Trips			ITE Internal Capture			ITE Pass-By		Applied Pass-By			Net New External Trips				
			In	Out	Total	%	In	Out	Total	%	Total	In	Out	Total	In	Out	Total	
Single-Family Detached	210	502 DU	92	250	342	1%	2	3	5	0%	0	0	0	0	0	90	247	337
Shopping Center (>150ksf)	820	829.8 KSF	453	277	730	1%	3	2	5	0%	0	0	0	0	0	450	275	725
Total			545	527	1,072	1%	5	5	10	0%	0	0	0	0	0	540	522	1,062

Land Use	ITE Land Use Code	Intensity	PM Peak Hour															
			Total Trips			ITE Internal Capture			ITE Pass-By		Applied Pass-By			Net New External Trips				
			In	Out	Total	%	In	Out	Total	%	Total	In	Out	Total	In	Out	Total	
Single-Family Detached	210	502 DU	263	162	425	44%	121	68	189	0%	0	0	0	0	0	142	94	236
Shopping Center (>150ksf)	820	829.8 KSF	1,326	1,379	2,705	7%	68	121	189	19%	478	65	64	129	1,193	1,194	2,387	
Total			1,589	1,541	3,130	12%	189	189	378	17%	478	65	64	129	1,335	1,288	2,623	

* The future background PM peak-hour volume projection on Seminole Woods Blvd is 1,138 vehicles. Pass-by is limited to 14% x 918 = 129 trips.



Based on the trip generation projections, and as summarized in **Table 7**, the maximum development allowed under the proposed FLU is projected to generate 522 more new external AM trips and 1,416 more new external PM peak-hour trips than the maximum development allowed under the existing FLU.

Table 7 – Trip Generation Comparison Summary for Proposed FLU

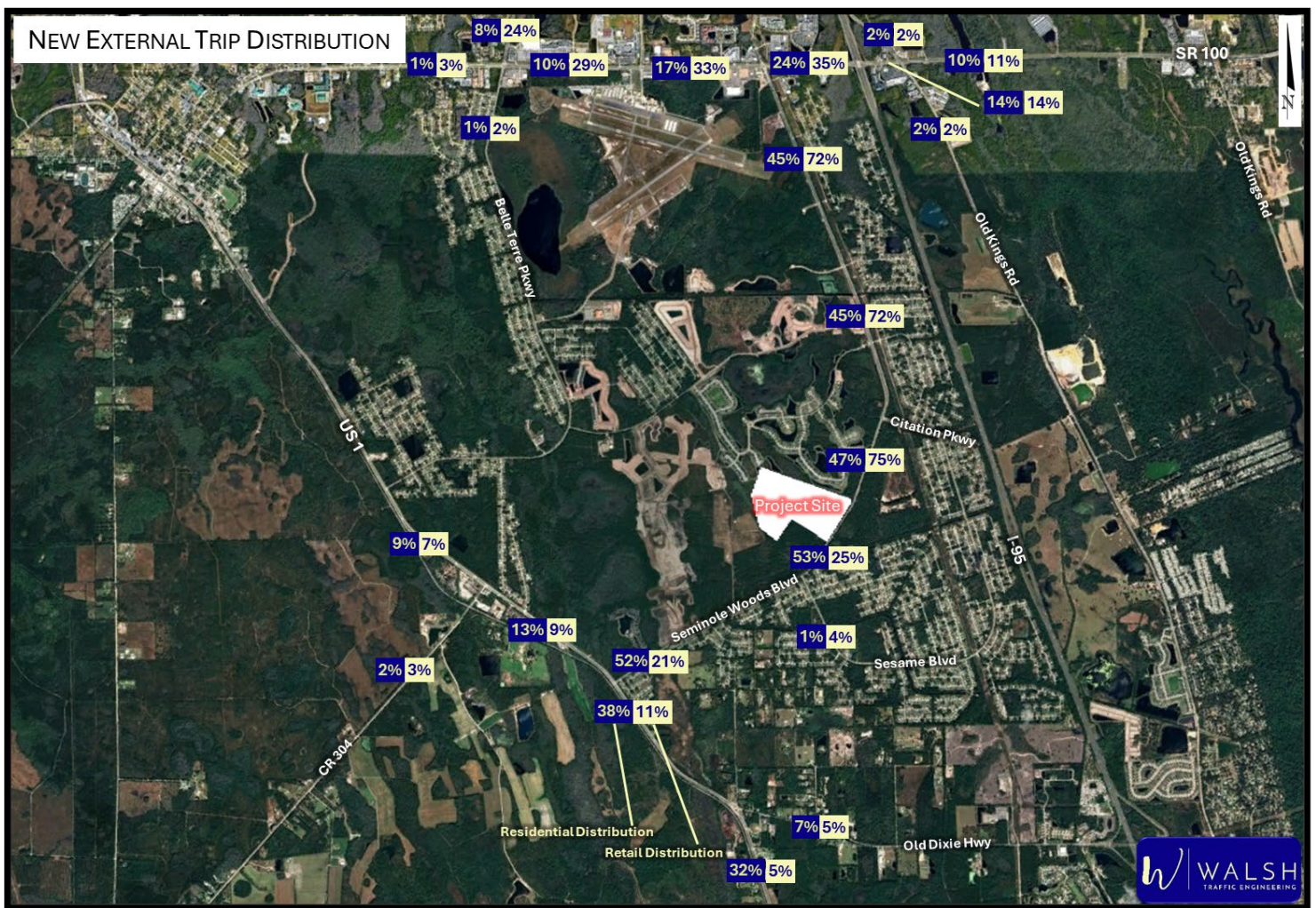
Land Use	AM Peak Hour					
	Total Trips			Net New External Trips		
	In	Out	Total	In	Out	Total
Existing FLU	328	212	540	328	212	540
Proposed FLU	545	527	1,072	540	522	1,062
Total	217	315	532	212	310	522

Land Use	PM Peak Hour					
	Total Trips			Net New External Trips		
	In	Out	Total	In	Out	Total
Existing FLU	655	703	1,358	579	628	1,207
Proposed FLU	1,589	1,541	3,130	1,335	1,288	2,623
Total	934	838	1,772	756	660	1,416

Roadway Segment Analysis for Proposed FLU

Because the proposed FLU will potentially result in an increase in AM and PM peak-hour trip impacts, an operational analysis was conducted for those roadways where the net increase in new external trips between the existing and proposed FLU equates to a three-percent (3%) significant impact or greater.

For purposes of conducting the significant impact evaluation, trip distribution was identified for the new external trips. Recognizing that the trip distribution for residential trips is expected to be different than the trip distribution for commercial trips, two different select-zone model runs were used (one for commercial uses and one for residential uses). It should be noted that the commercial model was obtained for a nearby commercial development, thus the location is not entirely consistent with the proposed development location. However, given the relatively close proximity of the proposed development to the model, the model distribution is reasonable/applicable for the commercial uses of this project. The Figure below provides the commercial and residential trip distributions. The model plots are attached.





The new external trip differential between the existing and proposed FLU was calculated separately for the residential and commercial uses, recognizing that the trips for each use have different distributions. **Table 8** below provides the trip differential for the residential uses showing that the proposed FLU will increase the residential trips by 318 trips in the AM and 223 trips in the PM peak. **Table 9** provides the trip differential for the commercial uses showing that the proposed FLU will increase the residential trips by 204 trips in the AM and 1,193 trips in the PM peak.

Table 8 – Trip Differential for Residential Uses for Proposed FLU

Land Use	AM Peak Hour		
	Net New External Trips		
	In	Out	Total
Existing FLU Residential	5	14	19
Proposed FLU Residential	90	247	337
Total	85	233	318

Land Use	PM Peak Hour		
	Net New External Trips		
	In	Out	Total
Existing FLU Residential	8	5	13
Proposed FLU Residential	142	94	236
Total	134	89	223

Table 9 – Trip Differential for Commercial Uses for Proposed FLU

Land Use	AM Peak Hour		
	Net New External Trips		
	In	Out	Total
Existing FLU Commercial	323	198	521
Proposed FLU Commercial	450	275	725
Total	127	77	204

Land Use	PM Peak Hour		
	Net New External Trips		
	In	Out	Total
Existing FLU Commercial	571	623	1,194
Proposed FLU Commercial	1,193	1,194	2,387
Total	622	571	1,193



The study area for the analysis was then identified based on those roadways where the net increase in trips from the proposed FLU change equals or exceeds three percent of the roadway's service volume. **Table 10** below provides the significance analysis.

Table 10 – Project Significance Evaluation

Roadway Segment	ID	# of Lanes	Adopted LOS	Existing Conditions (2-Way)		Project Trips (Residential)		Project Trips (Commercial)		Total Project Trips		
				Service Volume (vph)	Source	% Assign	Project Trips (vph)	% Assign	Project Trips (vph)	Project Trips (vph)	% Significant	Significant?
Seminole Woods Boulevard												
US 1 to Sesame Blvd	3305	2	D	2,170	PC	52.0%	116	21.0%	251	367	16.91%	YES
Sesame Blvd to Project	3310	2	D	2,170	PC	53.0%	118	25.0%	298	416	19.17%	YES
Project to Citation Pkwy	3310	2	D	2,170	PC	47.0%	105	75.0%	895	1000	46.08%	YES
Citation Pkwy to Ulturn PI	3300	4	D	5,900	PC	45.0%	100	72.0%	859	959	16.25%	YES
Ulturn PI to SR 100	3325	4	D	5,900	PC	43.0%	96	68.0%	811	907	15.37%	YES
Town Center Boulevard												
SR 100 to Hospital Dr	4100	4	D	5,900	PC	2.0%	4	1.0%	12	16	0.27%	no
Sesame Blvd												
Seminole Woods Blvd to Selma Trail	3320	2	D	2,170	PC	2.0%	4	4.0%	48	52	2.40%	no
CR 304												
west of US 1	-	2	D	1,330	FDOT	2.0%	4	3.0%	35	39	2.93%	no
Old Dixie Highway												
US 1 to Plantation Bay Dr	-	2	D	1,330	FDOT	7.0%	16	5.0%	60	76	5.71%	YES
Plantation Bay Dr to I-95	-	2	D	1,330	FDOT	2.0%	4	1.0%	12	16	1.20%	no
US 1												
Volusia County Line to Old Dixie Hwy	-	4	D	5,290	FDOT	32.0%	71	5.0%	60	131	2.48%	no
Old Dixie Hwy to Seminole Woods Blvd	235	4	D	3,580	PC	38.0%	85	11.0%	131	216	6.03%	YES
Seminole Woods Blvd to DuPont Rd	3755	4	D	3,580	PC	13.0%	29	9.0%	107	136	3.80%	YES
DuPont Rd to Belle Terre Pkwy	3750	4	D	3,580	PC	9.0%	20	7.0%	84	104	2.91%	no
Belle Terre Pkwy/Blvd												
Zebulas Trl to SR 100	1263	2	D	2,170	PC	1.0%	2	2.0%	24	26	1.20%	no
SR 100 to East Hampton Blvd	1260	4	D	3,580	PC	8.0%	18	24.0%	286	304	8.49%	YES
East Hampton Blvd to Royal Palms Pkwy	1254	4	D	3,580	PC	7.0%	16	20.0%	239	255	7.12%	YES
Royal Palms Pkwy to Rymfire Dr	1252	4	D	3,580	PC	5.0%	11	16.0%	191	202	5.64%	YES
Rymfire Dr to White View Pkwy	1250	4	D	3,580	PC	4.0%	9	11.0%	131	140	3.91%	YES
White View Pkwy to Parkview Dr	1245	4	D	3,580	PC	2.0%	4	5.0%	60	64	1.79%	no
Royal Palms Parkway												
Rymfire Dr to Belle Terre Pkwy	3210	2	D	1,600	PC	1.0%	2	2.0%	24	26	1.63%	no
Belle Terre Pkwy to Town Center Blvd	3212	2	D	1,600	PC	8.0%	18	24.0%	286	304	19.00%	YES
Rymfire Drive												
Ravenwood Dr to Belle Terre Pkwy	3225	2	D	2,170	PC	1.0%	2	5.0%	60	62	2.86%	no
White View Parkway												
White Mill Dr to Belle Terre Pkwy	3910	2	D	1,600	PC	0.0%	0	1.0%	12	12	0.75%	no
Belle Terre Pkwy to Pritchard Dr	3900	2	D	1,600	PC	1.0%	2	3.0%	36	38	2.38%	no
Bulldog Drive												
SR 100 to Central Ave	4300	2	D	1,330	PC	3.0%	7	2.0%	24	31	2.33%	no
SR 100												
US 1 to Belle Terre Pkwy	3500	4	C	3,420	PC	1.0%	2	3.0%	36	38	1.11%	no
Belle Terre Pkwy to Landings Blvd	3505	4	C	3,420	PC	10.0%	22	29.0%	346	368	10.76%	YES
Landings Blvd to Bulldog Dr	3510	4	C	3,420	PC	12.0%	27	29.0%	346	373	10.91%	YES
Bulldog Dr to Seminole Woods Blvd	3515	4	C	3,420	PC	17.0%	38	33.0%	394	432	12.63%	YES
Seminole Woods Blvd to Memorial Medical Pkwy	3520	4	C	3,420	PC	24.0%	54	35.0%	418	472	13.80%	YES
Memorial Medical Pkwy to I-95	3525	4	C	3,420	PC	23.0%	51	35.0%	418	469	13.71%	YES
I-95 to Old Kings Rd	3530	4	D	3,580	PC	14.0%	31	14.0%	167	198	5.53%	YES
Old Kings Rd to Tuscany Blvd	3540	4	D	3,580	PC	10.0%	22	11.0%	131	153	4.27%	YES
Tuscany Blvd to Colbert Ln	3550	4	D	3,580	PC	7.0%	16	7.0%	84	100	2.79%	no
I-95												
Old Dixie Highway to SR 100	255	6	C	8,370	PC	0.0%	0	0.0%	0	0	0.00%	no
SR 100 to Palm Coast Pkwy	292	6	C	8,370	PC	9.0%	20	20.0%	239	259	3.09%	YES
Old Kings Rd												
Palm Coast City Limits to SR 100	2750	2	D	2,170	PC	2.0%	4	2.0%	24	28	1.29%	no
SR 100 to Town Center Blvd	2745	4	D	5,900	PC	2.0%	4	2.0%	24	28	0.47%	no

Because the City of Palm Coast's Transportation Facility Status Report is based on the PM peak hour and that typically the two-way volumes on roadways are higher in the PM peak hour as compared to the AM peak hour, the roadway segments were evaluated under PM peak-hour conditions only. **Table 11** below compares the existing PM peak-hour two-way volumes against the generalized service volumes of the study roadways. As shown, with one exception, the existing volume on all roadways is currently below the service volume thereby indicating that each roadway currently operates acceptably. The one exception is SR 100 from Seminole Woods Boulevard to Memorial Medical Parkway, which requires six laning.

Table 11 – Existing Conditions Roadway Segment Analysis (PM Peak – Two-Way Analysis)

Roadway Segment	ID	# of Lanes	Adopted LOS	Service Volume (vph)	Source	Existing Volume (vph)	Year	Source	Service Volume	V/C	Existing Volume Exceeds Svc Vol?
Seminole Woods Boulevard											
US 1 to Sesame Blvd	3305	2	D	2,170	PC	684	2023	PC	2,170	0.32	no
Sesame Blvd to Project	3310	2	D	2,170	PC	612	2023	PC	2,170	0.28	no
Project to Citation Pkwy	3310	2	D	2,170	PC	612	2023	PC	2,170	0.28	no
Citation Pkwy to Ulaturm PI	3300	4	D	5,900	PC	1,104	2023	PC	5,900	0.19	no
Ulaturm PI to SR 100	3325	4	D	5,900	PC	1,287	2023	PC	5,900	0.22	no
Old Dixie Highway											
US 1 to Plantation Bay Dr	-	2	D	1,330	FDOT	328	2024	PC	1,330	0.25	no
US 1											
Old Dixie Hwy to Seminole Woods Blvd	235	4	D	3,580	PC	1,680	2023	PC	3,580	0.47	no
Seminole Woods Blvd to DuPont Rd	3755	4	D	3,580	PC	1,920	2023	PC	3,580	0.54	no
Belle Terre Pkwy/Blvd											
SR 100 to East Hampton Blvd	1260	4	D	3,580	PC	2,217	2023	PC	3,580	0.62	no
East Hampton Blvd to Royal Palms Pkwy	1254	4	D	3,580	PC	2,781	2023	PC	3,580	0.78	no
Royal Palms Pkwy to Rymfire Dr	1252	4	D	3,580	PC	2,836	2023	PC	3,580	0.79	no
Rymfire Dr to White View Pkwy	1250	4	D	3,580	PC	2,512	2023	PC	3,580	0.70	no
Royal Palms Parkway											
Belle Terre Pkwy to Town Center Blvd	3212	2	D	1,600	PC	876	2023	PC	1,600	0.55	no
SR 100											
Belle Terre Pkwy to Landings Blvd	3505	4	C	3,420	PC	2,783	2023	PC	3,420	0.81	no
Landings Blvd to Bulldog Dr	3510	4	C	3,420	PC	2,628	2023	PC	3,420	0.77	no
Bulldog Dr to Seminole Woods Blvd	3515	4	C	3,420	PC	2,156	2023	PC	3,420	0.63	no
Seminole Woods Blvd to Memorial Medical Pkwy	3520	4	C	3,420	PC	3,497	2023	PC	3,420	1.02	yes
Memorial Medical Pkwy to I-95	3525	4	C	3,420	PC	3,241	2023	PC	3,420	0.95	no
I-95 to Old Kings Rd	3530	4	D	3,580	PC	1,828	2023	PC	3,580	0.51	no
Old Kings Rd to Tuscany Blvd	3540	4	D	3,580	PC	1,775	2023	PC	3,580	0.50	no

* Source: PC - Palm Coast Transportation Facility Status Report; FDOT - FDOT's Quality LOS Handbook



For purposes of calculating future background volumes for analysis year 2035, the volume growth for each study roadway segment was first calculated by applying the higher of the historical annual growth rates or a 2% annual growth rate to the existing volumes. The resulting volume growth was then compared against the vested trips provided in the Palm Coast Transportation Facility Status Report, and the existing volume factored up by the higher of the two. The historical data, the vested trip information, and the printouts of the growth rate trend spreadsheets for each study roadway are attached. The resulting future background two-way PM peak-hour volumes for the study roadways are summarized in **Table 12**. As shown, the future background volumes on all roadways are below the service volume with the exception of the following:

- SR 100 – from Belle Terre Parkway to Landings Boulevard
- SR 100 - from Seminole Woods Boulevard to Memorial Medical Parkway
- SR 100 – from Memorial Medical Parkway to I-95

The improvement needed to address the deficient segments of SR 100 is the widening to six lanes. All other roadways are projected to operate acceptably under future background conditions.

Table 12 – Future Background Volumes for Roadway Segments (PM Peak – Two-Way Analysis)

Roadway Segment	ID	Applicable Annual Growth Rate	Applied Annual Growth Rate	Existing Volume (vph)	Existing Year	Buildout Year	Based on Growth Rate	Vested Trips (vph)	Applied Volume Growth	Total Background Vol. (vph)	Service Volume (vph)	V/C	Volume Exceeds Svc Vol?
Seminole Woods Boulevard													
US 1 to Sesame Blvd	3305	3.5%	3.5%	684	2023	2035	287	310	310	994	2,170	0.46	no
Sesame Blvd to Project	3310	0.0%	2.0%	612	2023	2035	147	306	306	918	2,170	0.42	no
Project to Citation Pkwy	3310	0.0%	2.0%	612	2023	2035	147	306	306	918	2,170	0.42	no
Citation Pkwy to Ulaturm PI	3300	4.8%	4.8%	1,104	2023	2035	636	381	636	1,740	5,900	0.29	no
Ulaturm PI to SR 100	3325	4.8%	4.8%	1,287	2023	2035	741	384	741	2,028	5,900	0.34	no
Old Dixie Highway													
US 1 to Plantation Bay Dr	-	4.7%	4.7%	328	2024	2035	169	0	169	497	1,330	0.37	no
US 1													
Old Dixie Hwy to Seminole Woods Blvd	235	0.3%	2.0%	1,680	2023	2035	403	325	403	2,083	3,580	0.58	no
Seminole Woods Blvd to DuPont Rd	3755	0.3%	2.0%	1,920	2023	2035	461	281	461	2,381	3,580	0.67	no
Belle Terre Pkwy/Blvd													
SR 100 to East Hampton Blvd	1260	1.7%	2.0%	2,217	2023	2035	532	269	532	2,749	3,580	0.77	no
East Hampton Blvd to Royal Palms Pkwy	1254	2.3%	2.3%	2,781	2023	2035	768	384	768	3,549	3,580	0.99	no
Royal Palms Pkwy to Rymfire Dr	1252	2.0%	2.0%	2,836	2023	2035	681	412	681	3,517	3,580	0.98	no
Rymfire Dr to White View Pkwy	1250	2.2%	2.2%	2,512	2023	2035	663	428	663	3,175	3,580	0.89	no
Royal Palms Parkway													
Belle Terre Pkwy to Town Center Blvd	3212	0.9%	2.0%	876	2023	2035	210	146	210	1,086	3,580	0.30	no
SR 100													
Belle Terre Pkwy to Landings Blvd	3505	1.5%	2.0%	2,783	2023	2035	668	232	668	3,451	3,420	1.01	yes
Landings Blvd to Bulldog Dr	3510	1.5%	2.0%	2,628	2023	2035	631	232	631	3,259	3,420	0.95	no
Bulldog Dr to Seminole Woods Blvd	3515	1.5%	2.0%	2,156	2023	2035	517	249	517	2,673	3,420	0.78	no
Seminole Woods Blvd to Memorial Medical Pkwy	3520	3.2%	3.2%	3,497	2023	2035	1,343	745	1,343	4,840	3,420	1.42	yes
Memorial Medical Pkwy to I-95	3525	3.2%	3.2%	3,241	2023	2035	1,245	747	1,245	4,486	3,420	1.31	yes
I-95 to Old Kings Rd	3530	0.0%	2.0%	1,828	2023	2035	439	408	439	2,267	3,580	0.63	no
Old Kings Rd to Tuscany Blvd	3540	1.2%	2.0%	1,775	2023	2035	426	252	426	2,201	3,580	0.61	no



The net change in residential and commercial trips between the existing and proposed FLU were then applied to the 2035 future background traffic volumes. The resulting total volumes were then compared against each roadway’s generalized service volume. As shown in **Table 13**, all study roadways are projected to operate acceptably in year 2035 with exception of the following:

- Belle Terre Boulevard – from Easthampton Blvd to Royal Palms Pkwy
- Belle Terre Boulevard – from Royal Palms Pkwy to Rymfire Dr
- SR 100 – from Belle Terre Pkwy to Landings Blvd
- SR 100 – from Landings Blvd to Bulldog Dr
- SR 100 - from Seminole Woods Boulevard to Memorial Medical Parkway
- SR 100 – from Memorial Medical Parkway to I-95

The improvement needed to address the deficient segments of SR 100 and Belle Terre Boulevard is widening to six lanes. It is also important to note that the six-laning of SR 100 from Belle Terre Parkway to Landings Boulevard and from Seminole Woods Boulevard to I-95 is required to address the deficiency under future background conditions. All other roadways are projected to operate acceptably under future buildout conditions.

Table 13 – Future Buildout Conditions Roadway Segment Analysis (PM Peak – Two-Way Analysis) For Proposed FLU

Roadway Segment	ID	# of Lanes	Adopted LOS	Total Background Volume (vph)	Residential Project Trips		Commercial Project Trips		Total Project Trips Volume (vph)	Total Buildout Volume (vph)	Service Volume (vph)	V/C	Volume Exceeds Svc Vol?
					% Assign	Volume (vph)	% Assign	Volume (vph)					
Seminole Woods Boulevard													
US 1 to Sesame Blvd	3305	2	D	994	52.0%	116	21.0%	251	367	1,361	2,170	0.63	no
Sesame Blvd to Project	3310	2	D	918	53.0%	118	25.0%	298	416	1,334	2,170	0.61	no
Project to Citation Pkwy	3310	2	D	918	47.0%	105	75.0%	895	1000	1,918	2,170	0.88	no
Citation Pkwy to Ulaturm Pl	3300	4	D	1,740	45.0%	100	72.0%	859	959	2,699	5,900	0.46	no
Ulaturm Pl to SR 100	3325	4	D	2,028	43.0%	96	68.0%	811	907	2,935	5,900	0.50	no
Old Dixie Highway													
US 1 to Plantation Bay Dr	-	2	D	497	7.0%	16	5.0%	60	76	573	1,330	0.43	no
US 1													
Old Dixie Hwy to Seminole Woods Blvd	235	4	D	2,083	38.0%	85	11.0%	131	216	2,299	3,580	0.64	no
Seminole Woods Blvd to DuPont Rd	3755	4	D	2,381	13.0%	29	9.0%	107	136	2,517	3,580	0.70	no
Belle Terre Pkwy/Blvd													
SR 100 to East Hampton Blvd	1260	4	D	2,749	8.0%	18	24.0%	286	304	3,053	3,580	0.85	no
East Hampton Blvd to Royal Palms Pkwy	1254	4	D	3,549	7.0%	16	20.0%	239	255	3,804	3,580	1.06	yes
Royal Palms Pkwy to Rymfire Dr	1252	4	D	3,517	5.0%	11	16.0%	191	202	3,719	3,580	1.04	yes
Rymfire Dr to White View Pkwy	1250	4	D	3,175	4.0%	9	11.0%	131	140	3,315	3,580	0.93	no
Royal Palms Parkway													
Belle Terre Pkwy to Town Center Blvd	3212	2	D	1,086	8.0%	18	24.0%	286	304	1,390	1,600	0.87	no
SR 100													
Belle Terre Pkwy to Landings Blvd	3505	4	C	3,451	10.0%	22	29.0%	346	368	3,819	3,420	1.12	yes
Landings Blvd to Bulldog Dr	3510	4	C	3,259	12.0%	27	29.0%	346	373	3,632	3,420	1.06	yes
Bulldog Dr to Seminole Woods Blvd	3515	4	C	2,673	17.0%	38	33.0%	394	432	3,105	3,420	0.91	no
Seminole Woods Blvd to Memorial Medical Pkwy	3520	4	C	4,840	24.0%	54	35.0%	418	472	5,312	3,420	1.55	yes
Memorial Medical Pkwy to I-95	3525	4	C	4,486	23.0%	51	35.0%	418	469	4,955	3,420	1.45	yes
I-95 to Old Kings Rd	3530	4	D	2,267	14.0%	31	14.0%	167	198	2,465	3,580	0.69	no
Old Kings Rd to Tuscany Blvd	3540	4	D	2,201	10.0%	22	11.0%	131	153	2,354	3,580	0.66	no



Roadway Segment Analysis for Sample Development Scenario

Although the proposed Future Land Use and rezoning will allow for up to 829,731 square feet of commercial development, the anticipated development is likely to be much less than this maximum scenario. Provided herein, for informational purposes, is an additional analysis of the traffic impacts associated with a sample development scenario that is more representative of the anticipated development quantities for the property. A sample conceptual plan of this development scenario is attached. The total daily, AM peak-hour and PM peak-hour trip generation potential for this sample development scenario is provided below in **Table 14**. As summarized below, this development scenario is projected to generate 18,626 total daily trips, 835 total AM peak-hour trips (419 in, 416 out), and 1,738 total PM peak-hour trips (875 in, 863 out).

Table 14 – Total Trip Generation Potential for Sample Development Scenario

Land Use	ITE Land Use Code	Intensity	Daily		
			Total Trips		
			In	Out	Total
Single-Family Detached	210	138 DU	679	678	1,357
Single-Family Attached	215	144 DU	523	524	1,047
Multifamily Housing	220	220 DU	743	743	1,486
Assisted Living Facility	254	300 beds	390	390	780
Shopping Plaza (40-150KSF)	821	147.7 KSF	6,978	6,978	13,956
Total			9,313	9,313	18,626

Land Use	ITE Land Use Code	Intensity	AM Peak Hour		
			Total Trips		
			In	Out	Total
Single-Family Detached	210	138 DU	25	75	100
Single-Family Attached	215	144 DU	17	52	69
Multifamily Housing	220	220 DU	22	69	91
Assisted Living Facility	254	300 beds	32	22	54
Shopping Plaza (40-150KSF)	821	147.7 KSF	323	198	521
Total			419	416	835

Land Use	ITE Land Use Code	Intensity	PM Peak Hour		
			Total Trips		
			In	Out	Total
Single-Family Detached	210	138 DU	85	50	135
Single-Family Attached	215	144 DU	49	33	82
Multifamily Housing	220	220 DU	73	42	115
Assisted Living Facility	254	300 beds	28	44	72
Shopping Plaza (40-150KSF)	821	147.7 KSF	640	694	1,334
Total			875	863	1,738



Internal capture was then estimated between the residential and commercial uses during the AM and PM peak hours in accordance with *NCHRP 684*. The internal capture worksheets are attached. The resulting internal capture rate for the AM peak hour is 1% and 20% for the PM peak hour. Pass-by trips were then estimated based on ITE and then limited to 14% of the traffic volume on Seminole Woods Boulevard adjacent to the site. As summarized in **Table 15** on the following page, the maximum development under the proposed FLU is projected to generate 827 new external AM peak-hour trips (415 in, 415 out) and 1,265 new external PM peak-hour trips (638 in and 627 out).

Table 15 – New External Trip Generation Potential for Sample Development Scenario

Land Use	ITE Land Use Code	Intensity	AM Peak Hour															
			Total Trips			ITE Internal Capture			ITE Pass-By		Applied Pass-By			Net New External Trips				
			In	Out	Total	%	In	Out	Total	%	Total	In	Out	Total	In	Out	Total	
Single-Family Detached	210	138 DU	25	75	100	2%	1	1	2	0%	0	0	0	0	0	24	74	98
Townhomes	215	144 DU	17	52	69	0%	0	0	0	0%	0	0	0	0	17	52	69	
Multifamily Housing	220	220 DU	22	69	91	1%	0	1	1	0%	0	0	0	0	22	68	90	
Assisted Living Facility	254	300 beds	32	22	54	2%	1	0	1	0%	0	0	0	0	31	22	53	
Shopping Plaza (40-150KSF)	821	147.7 KSF	323	198	521	1%	2	2	4	0%	0	0	0	0	321	196	517	
Total			419	416	835	1%	4	4	8	0%	0	0	0	0	415	412	827	

* The future background PM peak-hour volume projection on Seminole Woods Blvd is 918 vehicles. Pass-by is limited to 14% x 918 = 129 trips.

Land Use	ITE Land Use Code	Intensity	PM Peak Hour														
			Total Trips			ITE Internal Capture			ITE Pass-By		Applied Pass-By			Net New External Trips			
			In	Out	Total	%	In	Out	Total	%	Total	In	Out	Total	In	Out	Total
Single-Family Detached	210	138 DU	85	50	135	43%	39	19	58	0%	0	0	0	0	46	31	77
Townhomes	215	144 DU	49	33	82	43%	23	12	35	0%	0	0	0	0	26	21	47
Multifamily Housing	220	220 DU	73	42	115	43%	34	16	50	0%	0	0	0	0	39	26	65
Assisted Living Facility	254	300 beds	28	44	72	40%	12	17	29	0%	0	0	0	0	16	27	43
Shopping Plaza (40-150KSF)	821	147.7 KSF	640	694	1,334	13%	64	108	172	29%	337	65	64	129	511	522	1,033
Total			875	863	1,738	20%	172	172	344	24%	337	65	64	129	638	627	1,265

* The future background PM peak-hour volume projection on Seminole Woods Blvd is 1,116 vehicles. Pass-by is limited to 14% x 1,116 = 156 trips.



The new external trip differential between the existing FLU and the sample development scenario was calculated separately for the residential and commercial uses, recognizing that the trips for each use have different distributions. **Table 16** below provides the trip differential for the residential uses showing that the sample development scenario will increase the residential trips by 291 trips in the AM and 219 trips in the PM peak. **Table 17** provides the trip differential for the commercial uses showing that the sample development scenario will reduce the commercial trip impact by 4 trips in the AM and 161 trips in the PM peak. This reduction is logical given that under the existing FLU there are very few residential units and thus minimal internal capture. Under the proposed zoning, there is a notable increase in residential units and a commensurate increase in internal capture, resulting in less new external trips for the commercial use.

Table 16 – Trip Differential for Residential Uses for Sample Development Scenario

Land Use	AM Peak Hour		
	Net New External Trips		
	In	Out	Total
Existing FLU Residential	5	14	19
Sample Development Scenario	94	216	310
Total	89	202	291

Land Use	PM Peak Hour		
	Net New External Trips		
	In	Out	Total
Existing FLU Residential	8	5	13
Sample Development Scenario	127	105	232
Total	119	100	219

Table 17 – Trip Differential for Commercial Uses for Sample Development Scenario

Land Use	AM Peak Hour		
	Net New External Trips		
	In	Out	Total
Existing FLU Commercial	323	198	521
Sample Development Scenario	321	196	517
Total	-2	-2	-4

Land Use	PM Peak Hour		
	Net New External Trips		
	In	Out	Total
Existing FLU Commercial	571	623	1,194
Sample Development Scenario	511	522	1,033
Total	-60	-101	-161



The net change in residential and commercial trips between the existing FLU and sample development scenario were then applied to the 2035 future background traffic volumes. The resulting total volumes were then compared against each roadway’s generalized service volume. As shown in **Table 18**, all study roadways are projected to operate acceptably in year 2035 with exception of the following:

- SR 100 – from Belle Terre Parkway to Landings Boulevard
- SR 100 - from Seminole Woods Boulevard to Memorial Medical Parkway
- SR 100 – from Memorial Medical Parkway to I-95

However, the analysis shows that the sample development scenario results in a net reduction in trips on these three segments as compared to the impact of the maximum development allowed under the existing FLU. This demonstrates that the eventual development for the property is not expected to adversely impact the adjacent roadway network. With that being said, the eventual development on the property will need to abide by the County’s transportation concurrency requirements. This process will involve a more detailed traffic impact analysis of both impacted roadways segments and intersections to determine their operating conditions at buildout of the known development. Further, the transportation concurrency process will identify any mitigation requirements necessary of the development for identified deficiencies.

Table 18 – Future Buildout Conditions Roadway Segment Analysis (PM Peak – Two-Way Analysis) For Sample Development Scenario

Roadway Segment	ID	# of Lanes	Adopted LOS	Total Background Volume (vph)	Residential Project Trips		Commercial Project Trips		Total Project Trips Volume (vph)	Total Buildout Volume (vph)	Service Volume (vph)	V/C	Volume Exceeds Svc Vol?
					% Assign	Volume (vph)	% Assign	Volume (vph)					
Seminole Woods Boulevard													
US 1 to Sesame Blvd	3305	2	D	994	52.0%	114	21.0%	-34	80	1,074	2,170	0.49	no
Sesame Blvd to Project	3310	2	D	918	53.0%	116	25.0%	-40	76	994	2,170	0.46	no
Project to Citation Pkwy	3310	2	D	918	47.0%	103	75.0%	-121	-18	900	2,170	0.41	no
Citation Pkwy to Ulaturn PI	3300	4	D	1,740	45.0%	99	72.0%	-116	-17	1,723	5,900	0.29	no
Ulaturn PI to SR 100	3325	4	D	2,028	43.0%	94	68.0%	-109	-15	2,013	5,900	0.34	no
Old Dixie Highway													
US 1 to Plantation Bay Dr	-	2	D	497	7.0%	15	5.0%	-8	7	504	1,330	0.38	no
US 1													
Old Dixie Hwy to Seminole Woods Blvd	235	4	D	2,083	38.0%	83	11.0%	-18	65	2,148	3,580	0.60	no
Seminole Woods Blvd to DuPont Rd	3755	4	D	2,381	13.0%	28	9.0%	-14	14	2,395	3,580	0.67	no
Belle Terre Pkwy/Blvd													
SR 100 to East Hampton Blvd	1260	4	D	2,749	8.0%	18	24.0%	-39	-21	2,728	3,580	0.76	no
East Hampton Blvd to Royal Palms Pkwy	1254	4	D	3,549	7.0%	15	20.0%	-32	-17	3,532	3,580	0.99	no
Royal Palms Pkwy to Rymfire Dr	1252	4	D	3,517	5.0%	11	16.0%	-26	-15	3,502	3,580	0.98	no
Rymfire Dr to White View Pkwy	1250	4	D	3,175	4.0%	9	11.0%	-18	-9	3,166	3,580	0.88	no
Royal Palms Parkway													
Belle Terre Pkwy to Town Center Blvd	3212	2	D	1,086	8.0%	18	24.0%	-39	-21	1,065	1,600	0.67	no
SR 100													
Belle Terre Pkwy to Landings Blvd	3505	4	C	3,451	10.0%	22	29.0%	-47	-25	3,426	3,420	1.00	yes
Landings Blvd to Bulldog Dr	3510	4	C	3,259	12.0%	26	29.0%	-47	-21	3,238	3,420	0.95	no
Bulldog Dr to Seminole Woods Blvd	3515	4	C	2,673	17.0%	37	33.0%	-53	-16	2,657	3,420	0.78	no
Seminole Woods Blvd to Memorial Medical Pkwy	3520	4	C	4,840	24.0%	53	35.0%	-56	-3	4,837	3,420	1.41	yes
Memorial Medical Pkwy to I-95	3525	4	C	4,486	23.0%	50	35.0%	-56	-6	4,480	3,420	1.31	yes
I-95 to Old Kings Rd	3530	4	D	2,267	14.0%	31	14.0%	-23	8	2,275	3,580	0.64	no
Old Kings Rd to Tuscany Blvd	3540	4	D	2,201	10.0%	22	11.0%	-18	4	2,205	3,580	0.62	no

Conclusion

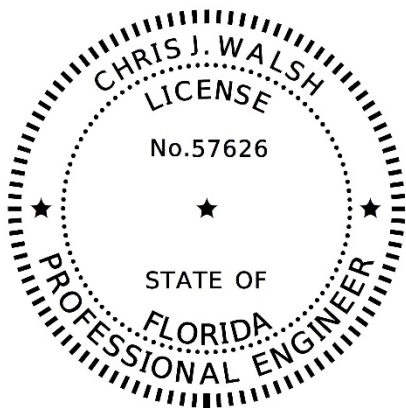
A traffic impact analysis was conducted for the proposed future land use amendment and rezoning of property located on the northwest side of Seminole Woods Boulevard, approximately 0.3 miles north of Sesame Boulevard in Flagler County. Based on the analysis, with the proposed FLU/zoning change, all study roadways are projected to operate acceptably in year 2035 with exception of the following:

- Belle Terre Boulevard – from Easthampton Blvd to Royal Palms Pkwy
- Belle Terre Boulevard – from Royal Palms Pkwy to Rymfire Dr
- SR 100 – from Belle Terre Pkwy to Landings Blvd
- SR 100 – from Landings Blvd to Bulldog Dr
- SR 100 - from Seminole Woods Boulevard to Memorial Medical Parkway
- SR 100 – from Memorial Medical Parkway to I-95

The improvement needed to address the deficient segments of SR 100 and Belle Terre Boulevard is widening to six lanes. It is also important to note that the six-laning of SR 100 from Belle Terre Parkway to Landings Boulevard and from Seminole Woods Boulevard to I-95 is also required to address the deficiency under future background conditions. All other roadways are projected to operate acceptably under future buildout conditions.

Based on an additional analysis of a sample development scenario that is more representative of the anticipated development quantities for the property, the eventual development for the property is not expected to adversely impact the adjacent roadway network. With that being said, the eventual development on the property will need to abide by the County's transportation concurrency requirements. This process will involve a more detailed traffic impact analysis of both impacted roadway segments and intersections to determine their operating conditions at buildout of the known development. Further, the transportation concurrency process will identify any mitigation requirements necessary of the development for identified deficiencies.

Please let us know if you have any questions.



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES



Attachments

Internal Capture Spreadsheets

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Seminole Woods Mixed-Use	Organization:	WTE
Project Location:	Flagler County, FL	Performed By:	
Scenario Description:	Existing Future Land Use	Date:	8/8/2025
Analysis Year:		Checked By:	
Analysis Period:	AM Street Peak Hour	Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				521	323	198
Restaurant				0		
Cinema/Entertainment				0		
Residential				19	5	14
Hotel				0		
All Other Land Uses ²				0		
Total				540	328	212

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	540	328	212
Internal Capture Percentage	0%	0%	0%
External Vehicle-Trips ³	540	328	212
External Transit-Trips ⁴	0	0	0
External Non-Motorized Trips ⁴	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	0%	0%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	0%	0%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

³Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

⁴Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Seminole Woods Mixed-Use	Organization:	WTE
Project Location:	Flagler County, FL	Performed By:	
Scenario Description:	Existing Future Land Use	Date:	8/8/2025
Analysis Year:		Checked By:	
Analysis Period:	PM Street Peak Hour	Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				1334	640	694
Restaurant				0		
Cinema/Entertainment				0		
Residential				24	15	9
Hotel				0		
All Other Land Uses ²				0		
Total				1358	655	703

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	7	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	4	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	1,358	655	703
Internal Capture Percentage	2%	2%	2%
External Vehicle-Trips ³	1,336	644	692
External Transit-Trips ⁴	0	0	0
External Non-Motorized Trips ⁴	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	1%	1%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	47%	44%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

³Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

⁴Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Seminole Woods Mixed-Use	Organization:	WTE
Project Location:	Flagler County, FL	Performed By:	
Scenario Description:	Proposed Future Land Use	Date:	8/8/2025
Analysis Year:		Checked By:	
Analysis Period:	AM Street Peak Hour	Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				730	453	277
Restaurant				0		
Cinema/Entertainment				0		
Residential				342	92	250
Hotel				0		
All Other Land Uses ²				0		
Total				1072	545	527

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	2	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	3	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	1,072	545	527
Internal Capture Percentage	1%	1%	1%
External Vehicle-Trips ³	1,062	540	522
External Transit-Trips ⁴	0	0	0
External Non-Motorized Trips ⁴	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	1%	1%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	2%	1%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

³Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

⁴Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Seminole Woods Mixed-Use	Organization:	WTE
Project Location:	Flagler County, FL	Performed By:	
Scenario Description:	Proposed Future Land Use	Date:	8/8/2025
Analysis Year:		Checked By:	
Analysis Period:	PM Street Peak Hour	Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				2705	1326	1379
Restaurant				0		
Cinema/Entertainment				0		
Residential				425	263	162
Hotel				0		
All Other Land Uses ²				0		
Total				3130	1589	1541

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	121	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	68	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	3,130	1,589	1,541
Internal Capture Percentage	12%	12%	12%
External Vehicle-Trips ³	2,752	1,400	1,352
External Transit-Trips ⁴	0	0	0
External Non-Motorized Trips ⁴	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	5%	9%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	46%	42%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

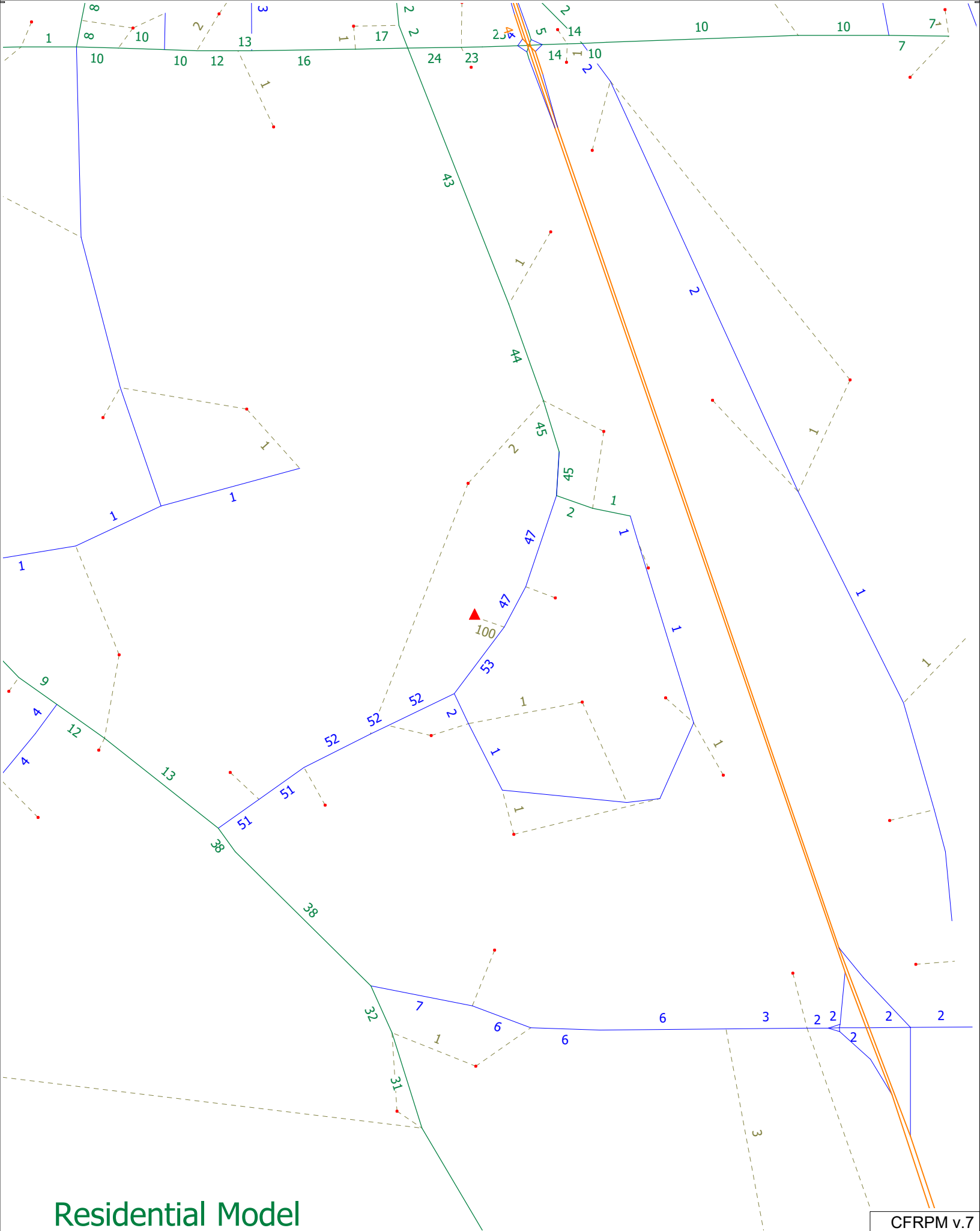
³Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

⁴Person-Trips

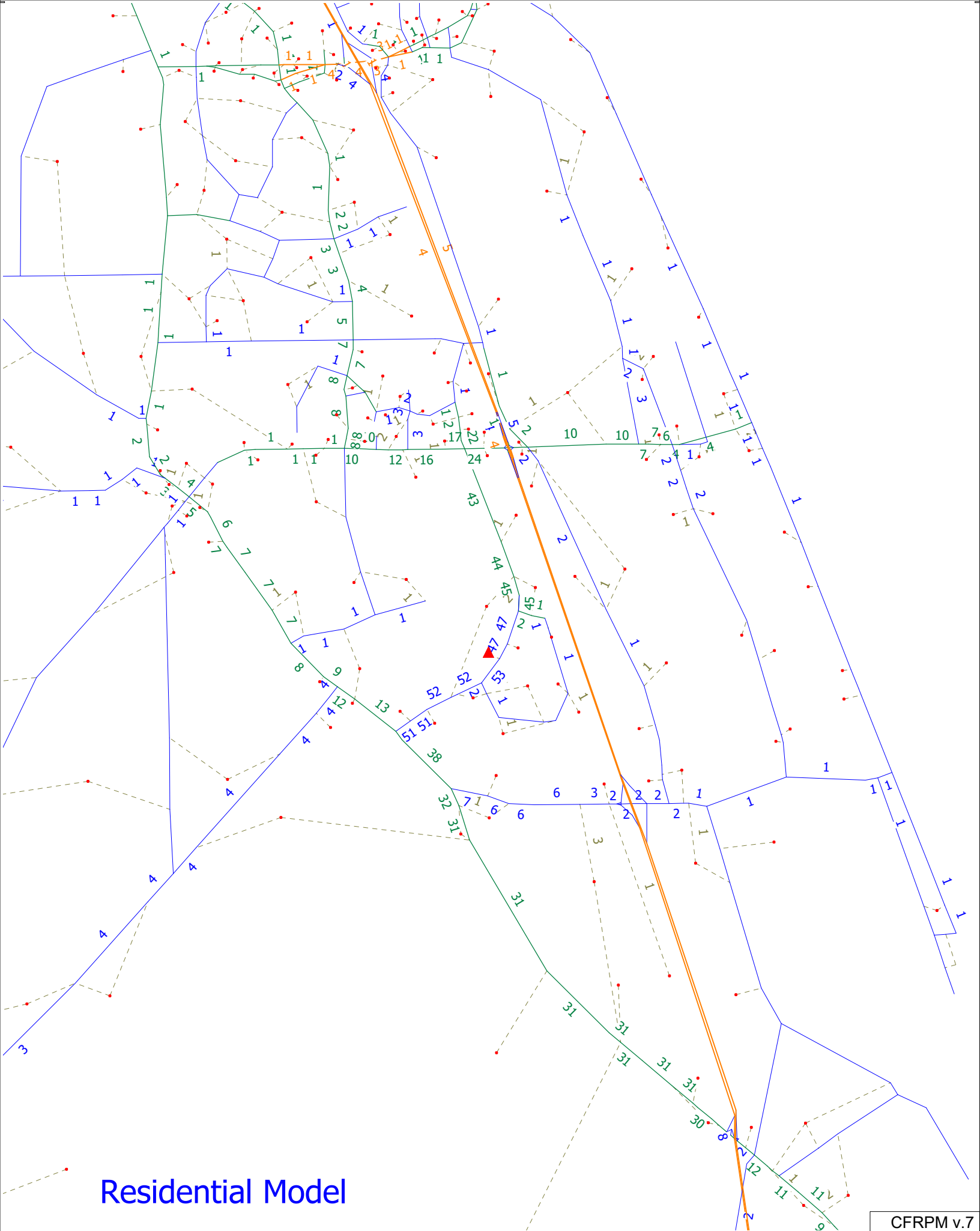
*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

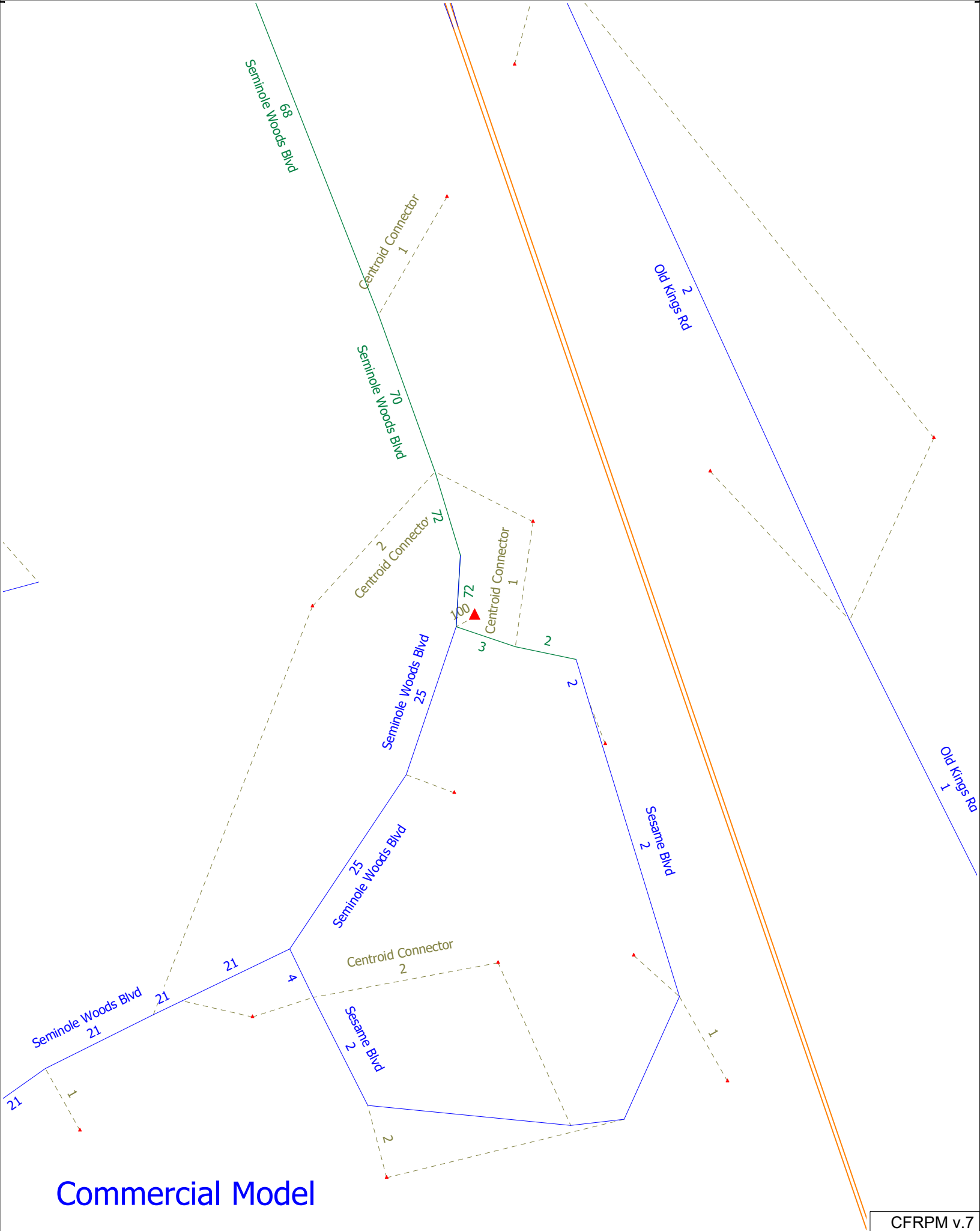
Model Plots



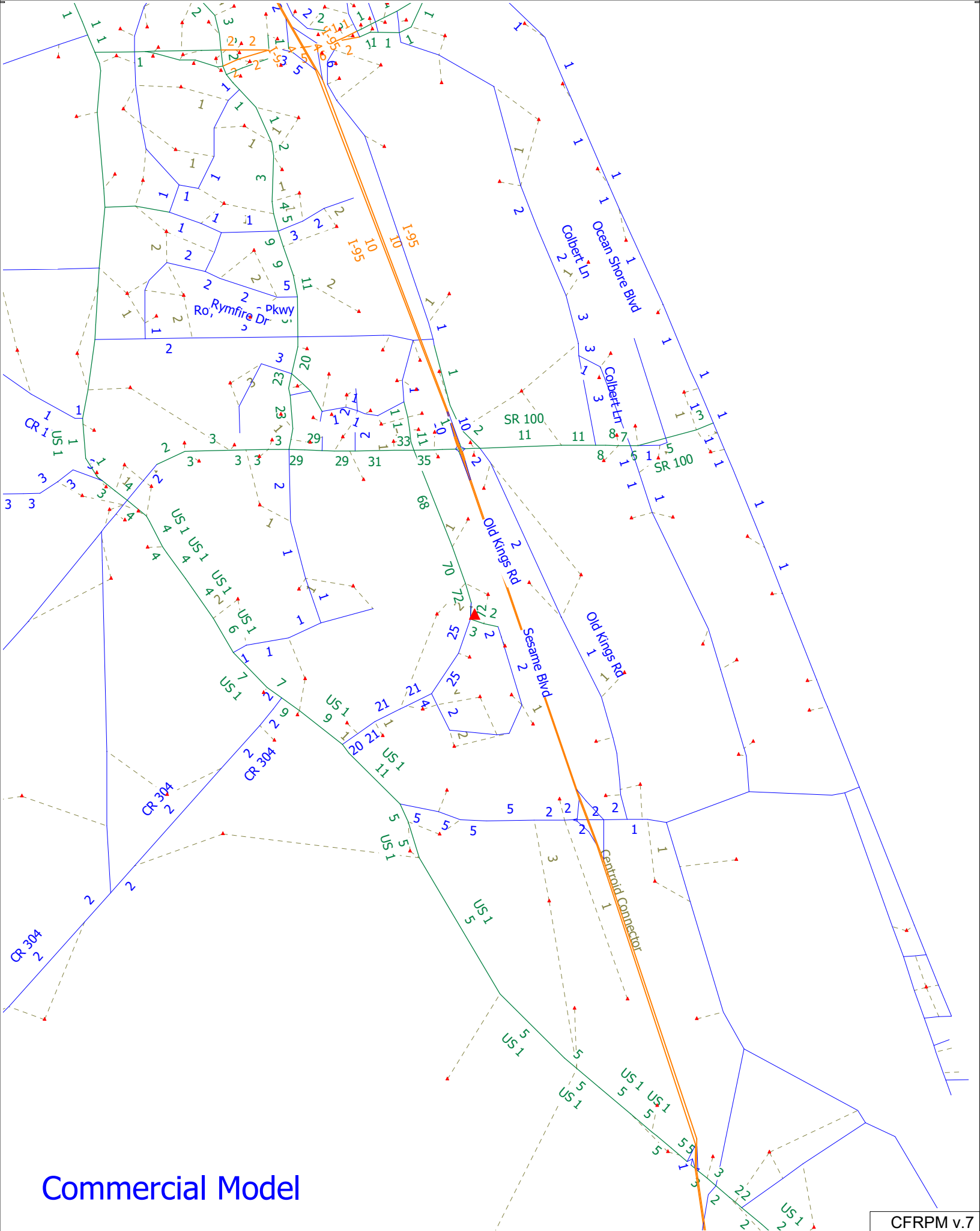
Residential Model



Residential Model



Commercial Model



Commercial Model

Palm Coast Transportation Facility Status Report

Transportation Facility Status Report		Published May 19, 2024																							
		Citywide Traffic Counts Fall 2023 / Vested trips through 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 Parkway																									
1200	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	Bird of Paradise Drive to Pine Lakes Parkway (North)			0.71								16,208	0.0908	1,472	367	1,839									
1210	Pine Lakes Parkway (North) to Bellaire Drive			0.85								14,871	0.0955	1,420	252	1,672									
1215	Bellaire Drive to Palm Coast Parkway(WB)			0.48								18,724	0.0897	1,680	314	1,994									
				Segment Length:	3.90																				
Belle Terre Blvd.																									
1220	Palm Coast Parkway (WB) to Palm Coast Parkway (EB)	Arterial	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	Palm Coast Parkway (EB) to Cypress Point Parkway			0.13								21,694	0.0826	1,792	363	2,155									
1230	Cypress Point Parkway to Pine Lakes Parkway (South)			0.27								35,119	0.083	2,897	378	3,275									
				Segment Length:	0.62																				
Belle Terre Blvd.																									
1240	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	Parkview Drive to White View Parkway			1.02								27,740	0.0855	2,372	375	2,747									
1250	White View Parkway to Rymfire Drive			0.92								28,101	0.0894	2,512	428	2,940									
1252	Rymfire Drive to Royal Palms Parkway			0.53								30,109	0.0942	2,836	412	3,248									
1254	Royal Palms Parkway to East Hampton Boulevard			0.52								30,628	0.0908	2,781	384	3,165									
1260	East Hampton Boulevard to SR 100			1.04								25,394	0.0873	2,217	269	2,486									
				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	9,353	0.0898	840	179	1,019	*	770	1,530	2,170	2,990	D	C	C	
1265	Zebulas Trail to Zaun Trail			0.84								7,688	0.0879	676	167	843									
1270	Zaun Trail to Citation Parkway			1.37								5,297	0.0967	512	167	679									
1275	Citation Parkway to US 1			1.31								4,301	0.106	456	184	640									
				Segment Length:	3.73																				
Bird of Paradise Drive																									
2420	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	Birchwood Drive to Belle Terre Parkway			1.01								7,069	0.1019	720	0	720									
				Segment Length:	2.32																				
Bulldog Drive																									
4300	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	Central Avenue to Lake Avenue			0.28								1386	0.127	176	0	176									
4320	Lake Avenue to terminus			0.08																					
				Segment Length:	0.90																				
Central Avenue																									
4400	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	Market Avenue to Lake Avenue			0.11								4,777	0.1398	668	292	960									
4420	Lake Avenue to Landings Blvd.			0.23								5,804	0.096	557	215	772									
				Segment Length:	0.69																				
4430	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	Park Street to Bulldog Drive			0.16								4,543	0.1453	660	292	952									
4450	Bulldog Drive to Brookhaven Drive			0.29								3,084	0.1401	432	292	724									
4460	Brookhaven Drive to Town Center Blvd.			0.41								3,084	0.1401	432	292	724									
				Segment Length:	1.19																				
Citation Parkway																									
3312	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	Seminole Woods Parkway to Sesame Boulevard			0.41							40	1,564	0.089	139	0	139									
				Segment Length:	1.18																				
Club House Drive																									
1300	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	Palm Coast Parkway (WB) to Palm Coast Parkway (EB)			0.15								3,293	0.102	336	78	414									
				Segment Length:	1.80																				

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			
Sesame Boulevard																								
3320	Seminole Woods Parkway 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	John Anderson Drive to Colbert Lane	Arterial	State Class 1	1.17	4	Yes	Yes	No	2	0.74	55	23,062	0.0846	1,951	232	2,183	*	**	3,420	3,580	***	D	C	C
3550	Colbert Lane to Tuscany Blvd.			24,630								0.0888	2,187	252	2,439	C							C	
3540	Tuscany Blvd. to Old Kings Road			24,346								0.0729	1,775	252	2,027	C							C	
	Segment Length:			2.70																				
3530	Old Kings Road to I-95	Arterial	State Class 1	0.49	4	Yes	Yes	No	6	1.96	55	27,565	0.0663	1,828	408	2,236	*	**	3,420	3,580	***	D	C	C
3525	I-95 to Memorial Medical Parkway			0.27								37,732	0.0859	3,241	747	3,988							C	F
3520	Memorial Medical Pkwy to Seminole Woods Parkway			0.35								34,523	0.1013	3,497	745	4,242							D	F
3515	Seminole Woods Pkwy to Bulldog Drive			0.27								34,279	0.0629	2,156	249	2,405							C	C
3510	Bulldog Drive to Landings Blvd.			0.78								32,283	0.0814	2,628	232	2,860							C	C
3505	Landings Blvd. to Belle Terre Parkway			0.45								28,600	0.0892	2,551	232	2,783							C	C
3500	Belle Terre Parkway 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	SR 100 to Hospital Drive	Collector	UFH	0.29	4	Yes	n.a.	n.a.	n.a.	n.a.	25	7,242	0.1265	916	686	1,602	*	3,300	4,660	5,900	6,530	D	B	B
4110	Hospital Drive to Central Avenue			0.39								7,129	0.1246	888	648	1,536							B	B
4120	Central Avenue to Lake Avenue			0.30	2	No	n.a.	n.a.	n.a.	n.a.	25	6,810	0.1521	1,036	35	1,071	*	770	1,530	2,170	2,990	D	C	C
4130	Lake Avenue to Royal Palm Parkway			0.59								6,409	0.1267	812	35	847							C	C
4140	Royal Palm Parkway to Old Kings Road			0.25								10,206	0.0909	928	390	1,318							C	C
	Segment Length:			1.82																				
Tuscany Blvd.																								
4145	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	St. Johns County Line to Old Kings Road	Arterial	State Class 1	0.76	4	Yes	Yes	No	3	0.25	60	13,684	0.1117	1,529	508	2,037	*	**	3,420	3,580	***	D	C	C
3702	Old Kings Road to Matanzas Woods Parkway			2.61								15,505	0.096	1,488	739	2,227							C	C
3705	Matanzas Woods Parkway to Palm Coast Parkway			3.65								18,687	0.0955	1,785	1,383	3,168							C	C
3710	Palm Coast Parkway to White View Parkway			2.11								20,783	0.0943	1,960	545	2,505							C	C
3720	White View Parkway to Royal Palms Parkway			1.78								22,118	0.093	2,057	463	2,520							C	C
3725	Royal Palms Parkway to Espanola Road			1.07								24,367	0.0913	2,225	273	2,498							C	C
	Segment Length:			11.98																				
101	Palm Coast City Limit to Belle Terre Parkway	Arterial	State Class 1	0.57	4	Yes	Yes	No	2	0.69	60	14,567	0.0901	1,312	264	1,576	*	**	3,420	3,580	***	D	C	C
3750	Belle Terre Parkway to DuPont Road			0.9								17,288	0.085	1,469	490	1,959							C	C
3755	DuPont Road to Seminole Woods Parkway			1.04								19,314	0.0994	1,920	281	2,201							C	C
235	Seminole Woods Parkway 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	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	US 1 to White Mill Drive	Arterial	Class 1	0.88	4	Yes	Yes	No	1	0.28	45	8,964	0.0982	880	10	890	*	**	3,420	3,580	***	D	C	C
3910	White Mill Drive to Belle Terre Parkway			1.53	2	No					50	8,446	0.0928	784	23	807							C	C
3900	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.

Historical Data and Annual Growth Trend Spreadsheets

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 73 - FLAGLER

SITE: 8018 - OLD DIXIE HIGHWAY, E OF US-1/SR-5 - OFF SYSTEM

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
2024	3600	F	E	1700	W	1900	9.00	56.40	10.10
2023	3500	C	E	1700	W	1800	9.00	58.90	10.10
2022	2600	S	E	1300	W	1300	9.00	58.70	10.20
2021	2600	F	E	1300	W	1300	9.00	58.50	9.90
2020	2600	C	E	1300	W	1300	9.00	60.10	7.00
2019	2600	S	E	1300	W	1300	9.00	60.70	10.10
2018	2600	F	E	1300	W	1300	9.00	59.70	8.80
2017	2600	C	E	1300	W	1300	9.00	59.80	8.20
2016	2000	T	E	1000	W	1000	9.00	60.00	7.50
2015	2000	S	E	1000	W	1000	9.00	60.00	6.60
2014	1950	F	E	950	W	1000	9.00	62.50	7.00
2013	1950	C	E	950	W	1000	9.50	60.70	6.60
2012	2000	F		0		0	9.50	60.90	6.20
2011	2000	C	E	0	W	0	9.50	61.50	6.50

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 73 - FLAGLER

SITE: 0006 - ON SR-100, 0.209 MI. W OF I-95 (UCLP)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	38500	S	E 19500		W 19000	9.00	56.40	4.60
2023	37500	F	E 19000		W 18500	9.00	58.90	4.60
2022	35500	C	E 18000		W 17500	9.00	58.70	4.60
2021	31000	S	E 16500		W 14500	9.00	58.50	4.60
2020	31000	F	E 16500		W 14500	9.00	60.10	4.60
2019	32000	C	E 17000		W 15000	9.00	60.70	4.60
2018	27500	F	E 14000		W 13500	9.00	59.70	7.40
2017	27500	C	E 14000		W 13500	9.00	59.80	7.40
2016	29000	C	E 14000		W 15000	9.00	60.00	4.60
2015	29000	C	E 14500		W 14500	9.00	60.00	4.00
2014	27000	C	E 14000		W 13000	9.00	62.50	3.50
2013	26000	C	E 13500		W 12500	9.00	60.70	3.20
2012	27500	C	E 13500		W 14000	9.00	60.90	3.50
2011	26000	C	E 12500		W 13500	9.00	61.50	3.90
2010	27500	C	E 13500		W 14000	9.79	57.48	4.00
2009	27000	C	E 13500		W 13500	10.15	58.20	4.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 73 - FLAGLER

SITE: 0262 - ON SR-100, 0.066 MI. E OF I-95 (UVL)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	29000	F	E 14500		W 14500	9.00	56.40	3.90
2023	28000	C	E 14000		W 14000	9.00	58.90	3.90
2022	26000	S	E 13500		W 12500	9.00	58.70	5.70
2021	26000	F	E 13500		W 12500	9.00	58.50	5.70
2020	26000	C	E 13500		W 12500	9.00	60.10	5.70
2019	28000	F	E 14500		W 13500	9.00	60.70	4.90
2018	28000	C	E 14500		W 13500	9.00	59.70	4.90
2017	28000	C	E 14500		W 13500	9.00	59.80	5.10
2016	28000	C	E 14500		W 13500	9.00	60.00	5.10
2015	27000	C	E 14000		W 13000	9.00	60.00	4.70
2014	21000	C	E 10500		W 10500	9.00	62.50	5.00
2013	22500	C	E 11000		W 11500	9.00	60.70	4.70
2012	22000	C	E 11000		W 11000	9.00	60.90	4.30
2011	21000	C	E 10500		W 10500	9.00	61.50	4.60
2010	24000	C	E 12000		W 12000	9.79	57.48	4.70
2009	21000	C	E 10500		W 10500	10.15	58.20	4.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 73 - FLAGLER

SITE: 0335 - SR-100,1500' E OF OLD KINGS ROAD, FLAGLER CO.

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	23649 C	E 11984	W 11665	9.50	51.70	6.10
2023	23642 C	E 12103	W 11539	9.50	52.20	5.80
2022	22733 C	E 11497	W 11236	9.50	51.90	5.70
2021	22514 C	E 11388	W 11126	9.50	52.00	5.00
2020	19996 C	E 10182	W 9814	9.50	52.30	4.70
2019	21007 C	E 10598	W 10409	9.50	52.50	4.40
2018	21444 C	E 10904	W 10540	9.50	52.10	4.70
2017	21549 C	E 10980	W 10569	9.50	51.90	4.40
2016	21448 C	E 10923	W 10525	9.00	51.80	3.90
2015	21147 C	E 10701	W 10446	9.00	51.50	3.60
2014	18908 C	E 9608	W 9300	9.00	52.30	3.60
2013	18804 C	E 9591	W 9213	9.00	52.30	3.50
2012	18363 C	E 9390	W 8973	9.00	52.50	3.30
2011	17998 C	E 9207	W 8791	9.00	52.90	3.20
2010	17306 C	E 8865	W 8441	9.86	53.13	3.50
2009	16723 C	E 8559	W 8164	9.96	52.89	3.80

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

CITY OF PALM COAST AVERAGE ANNUAL DAILY TRAFFIC (AADT)												6 year
		AADT										Annual
Link		1997	2002	2004	2006	2008	2011	2013	2015	2017	2019	% difference
Number	Link Description											
Belle Terre Parkway												
1200	Matanzas Woods Parkway to Bird of Paradise Drive	6,000	3,800	4,700	7,700	5,300	6,200	7,400	8,600	6,600	7,100	-0.69%
1205	Bird of Paradise Drive to Pine Lakes Parkway	-	3,800	11,000	15,000	12,000	11,000	15,300	14,800	14,100	14,800	-0.55%
1210	Pine Lakes Parkway to Bellaire Drive	10,500	10,500	12,500	16,000	13,000	13,000	15,800	15,700	14,700	15,800	0.00%
1215	Bellaire Drive to Palm Coast Parkway(WB)	-	15,500	17,000	20,500	15,000	16,500	18,700	18,000	17,400	18,600	-0.09%
1220	Palm Coast Parkway (WB) to Palm Coast Parkway (EB)	9,500	14,000	17,500	18,500	9,300	23,000	18,500	23,000	24,700	23,000	3.70%
1225	Palm Coast Parkway (EB) to Cypress Point Parkway	11,500	12,000	15,000	21,000	14,000	19,500	21,300	20,700	21,100	25,300	2.91%
1230	Cypress Point Parkway to Pine Lakes Parkway	17,500	26,000	30,000	41,500	31,000	26,000	32,400	34,700	34,000	38,300	2.83%
1240	Pine Lakes Parkway to Parkview Drive (S)	1,300	16,000	22,500	33,000	21,000	21,000	24,000	25,000	26,300	24,600	0.41%
1245	Parkview Drive (S) to White View Parkway	-	16,000	20,500	40,000	20,500	18,000	24,200	24,900	22,800	25,600	0.94%
1250	White View Parkway to Rymfire Drive - Northbound	10,000	14,500	18,500	25,500	18,500	19,500	22,200	23,900	23,500	25,500	2.34%
1252	Rymfire Drive to Royal Palms Parkway - northbound	-	13,500	17,500	26,000	20,000	23,500	25,100	26,000	25,700	28,200	1.96%
1254	Royal Palms Parkway to East Hampton Boulevard	-	14,500	19,500	25,500	22,000	19,000	24,000	25,500	25,400	27,000	1.98%
1260	East Hampton Boulevard to SR 100	8,800	13,000	12,000	21,500	19,000	20,500	24,100	22,800	22,000	24,500	0.27%
Belle Terre Blvd.												
1263	SR 100 to Zebulas Trail	-	6,800	5,300	6,000	5,900	4,900	5,400	6,700	8,400	7,200	4.91%
1265	Zebulas Trail to Zaun Trail	-	3,400	5,300	4,700	5,900	4,800	6,200	5,600	6,600	6,900	1.80%
1270	Zaun Trail to Citation Parkway	-	2,500	3,300	3,700	4,700	3,200	3,500	5,200	4,000	6,200	10.00%
1275	Citation Parkway to US 1	-	1,700	3,500	4,200	4,200	2,900	3,600	3,600	3,800	4,500	3.79%
Bird of Paradise Drive												
2420	Matanzas Woods Parkway to Birchwood Drive	-	700	1,000	1,000	1,600	2,100	2,200	2,100	2,900	3,500	8.05%
2430	Birchwood Drive to Belle Terre Parkway	-	3,000	2,400	1,500	2,800	3,000	4,100	4,000	3,000	5,100	3.70%
Bulldog Drive												
4300	SR 100 to Central Avenue	-	-	-	-	-	1,700	1,700	2,900	2,800	2,900	9.31%
Central Avenue												
4400	Belle Terre Parkway to Market Avenue	-	-	-	-	-	4,700	4,900	5,400	3,200	3,100	-7.35%
4410	Market Avenue to Lake Avenue	-	-	-	-	-	2,600	2,200	2,800	3,500	3,300	6.99%
4420	Lake Avenue to Landings Blvd.	-	-	-	-	-	2,600	2,200	2,800	3,600	3,500	8.05%
4430	Landings Blvd to Park Street	-	-	-	-	-	2,300	2,300	2,800	3,300	3,300	6.20%
4440	Park Street to Bulldog Drive	-	-	-	-	-	2,600	2,300	2,900	3,100	3,300	6.20%
4450	Bulldog Drive to Brookhaven Drive	-	-	-	-	-	1,300	1,500	1,900	2,300	2,200	6.59%
4460	Brookhaven Drive to Town Center Blvd.	-	-	-	-	-	1,600	1,500	1,600	1,900	1,900	4.02%
Citation Parkway												
3312	Belle Terre Parkway to Laguna Forest Lane	-	500	500	900	700	400	200	500	600	600	20.09%
3315	Seminole Woods Parkway to Sesame Boulevard	-	500	1,000	2,700	1,900	2,500	2,900	2,500	3,000	2,900	0.00%
Club House Drive												
1300	Palm Harbor Parkway to Palm Coast Parkway (WB)	2,300	2,400	4,200	4,000	2,400	2,800	2,900	3,600	3,400	4,200	6.37%
1310	Palm Coast Parkway (WB) to Palm Coast Parkway (EB)	3,300	3,900	3,600	5,100	3,200	2,800	3,100	3,100	3,400	3,500	2.04%
Colbert Lane												
3105	Palm Coast Parkway (WB) to Palm Coast Parkway (EB)	-	3,700	4,000	4,300	3,600	4,800	5,100	4,600	5,500	4,700	-1.35%
3110	Palm Coast Parkway (EB) to Waterside Parkway (N)	3,200	5,100	6,300	7,000	6,100	5,800	6,900	7,100	7,900	7,800	2.06%
3120	Waterside Parkway (N) to Waterside Park (S)	-	4,200	4,800	4,900	4,200	4,100	4,800	4,600	5,500	5,400	1.98%
3125	Waterside Park (S) to South Park Road	-	3,800	5,500	5,400	4,300	4,700	5,300	5,000	6,300	3,900	-4.98%
3130	South Park Road to Roberts Road	-	-	5,200	5,400	4,200	4,700	5,200	5,200	6,200	5,800	1.84%
3135	Roberts Road to SR 100	-	-	5,200	5,400	4,200	3,300	3,500	4,200	4,500	4,200	3.09%
Cypress Point Parkway												
4200	Belle Terre Parkway to Pine Cone Drive	-	15,500	17,000	30,500	18,500	15,500	19,500	17,100	19,000	22,100	2.11%
4205	Pine Cone Drive to Cypress Edge (S)	-	14,000	17,000	20,500	16,500	14,500	16,100	17,000	18,100	18,800	2.62%
4210	Cypress Edge (S) to Cypress Edge (N) - eastbound	-	14,000	17,000	20,500	16,500	11,500	17,200	16,500	16,900	17,000	-0.19%
4215	Cypress Edge (N) to Palm Coast Parkway - eastbound	-	20,500	21,500	29,500	16,500	24,500	30,100	28,300	31,100	26,100	-2.35%
Farmsworth Drive												
2716	Old Kings Road to Florida Park Drive	-	1,400	3,000	1,800	1,500	1,800	2,000	2,200	1,700	1,900	-0.85%
Farragut Drive												
2717	Old Kings Road to Florida Park Drive	-	900	900	1,400	800	500	260	370	400	200	-4.28%
Fleetwood Drive												
2714	Old Kings Road to Florida Park Drive	-	2,500	2,500	2,500	900	1,200	920	950	1,000	1,000	1.40%
Florida Park Drive												
2090	Palm Harbor Parkway to Forest Hill Drive	-	4,800	4,500	6,900	5,100	4,900	5,400	5,500	5,700	5,800	1.20%
2100	Forest Hill Drive to Fleetwood Drive	-	5,400	5,400	7,200	5,100	5,700	6,300	6,400	6,600	6,700	1.03%
2105	Fleetwood Drive to Farragut Drive	-	5,400	7,500	7,600	5,100	7,000	7,800	8,000	8,100	8,600	1.64%
2110	Farragut Drive to Palm Coast Parkway (WB)	8,800	10,000	7,500	11,000	7,300	8,600	8,500	8,900	8,100	11,000	4.39%
2120	Palm Coast Parkway (WB) to Palm Coast Parkway (EB)	4,400	5,400	3,200	6,300	4,900	4,500	5,200	6,300	5,600	6,100	2.70%
Forest Grove Drive												
4000	Old Kings Road (W) to Old Kings Road (E)	900	1,100	1,800	2,400	3,400	2,900	3,500	3,900	-	-	#VALUE!
4010	Old Kings Road (E) to Palm Harbor Parkway	-	500	1,300	1,300	3,200	3,600	4,700	4,100	-	-	#VALUE!
Frontier Drive												
2712	Old Kings Road to Florida Park Drive	-	2,800	4,000	3,000	2,100	1,400	1,400	1,900	1,800	1,700	3.29%
Hargrove Grade Road												
3707	US 1 to Otis Stone Hunter Road	-	3,000	3,000	3,100	1,900	2,400	3,500	5,100	3,400	3,700	0.93%
I-95 (SR 9)												
251	Palm Coast City Limit to Palm Coast Parkway	34,500	43,000	54,500	45,500	51,000	45,500	45,000	46,000	49,500	49,500	1.60%
292	Palm Coast Parkway to SR 100	47,500	52,500	63,500	46,500	60,000	64,500	63,200	67,300	63,700	63,700	0.13%
255	SR 100 to Old Dixie Highway	43,500	53,500	67,500	54,000	67,000	67,000	39,000	44,500	47,000	47,000	3.16%
Lakeview Boulevard												
3925	London Drive to Matanzas Woods Parkway	-	-	2,100	2,500	1,900	2,500	3,200	3,000	3,500	3,800	2.91%
Market Avenue												
4600	Belle Terre Parkway to Central Avenue	-	-	-	-	-	200	280	360	500	-	#VALUE!

	Matanzas Woods Parkway											
2400	US 1 to Belle Terre Parkway	1,100	2,100	3,000	6,200	5,200	3,700	4,500	4,800	4,000	4,200	-1.14%
2410	Belle Terre Parkway to Bird of Paradise Drive	500	700	900	1,600	3,600	4,000	4,700	5,200	8,200	7,300	7.61%
2415	Bird of Paradise Drive to I-95 SB	-	-	-	-	4,100	4,500	5,100	5,900	10,700	14,000	18.33%
2416	I-95 SB to I-95 NB	-	-	-	-	4,100	4,500	5,100	5,900	10,100	12,000	15.33%
2417	I-95 NB to Old Kings Rd Extension	-	-	-	-	4,100	4,500	5,100	5,900	9,300	10,700	13.15%
2418	Old Kings Rd Extension to Old Kings Rd/Matanzas HS Entrance	-	-	-	-	4,100	4,500	5,100	5,900	6,800	7,300	6.16%
	Old Kings Road											
2700	US 1 to Princess Place Preserve Entrance	200	200	200	400	1,500	1,700	1,900	2,600	1,400	-	#VALUE!
2702	Princess Place Preserve Entrance to Forest Grove Drive	-	200	1,200	400	1,600	1,700	2,000	2,700	1,300	1,100	-9.48%
2705	Forest Grove Drive to Farnsworth Drive	-	2,700	2,100	6,600	4,000	5,000	3,600	6,500	4,900	5,300	6.66%
2707	Farnsworth Drive to Frontier Drive	-	2,700	5,200	6,800	6,800	6,800	8,000	8,900	8,600	8,500	1.02%
2710	Frontier Drive to Fleetwood Drive	3,400	9,300	8,700	11,000	9,300	9,700	10,500	12,300	11,600	11,400	1.38%
2715	Fleetwood Drive to Farragut Drive	10,000	9,300	12,000	16,500	12,000	11,500	12,600	15,000	13,700	13,200	0.78%
2720	Farragut Drive to Palm Coast Parkway	20,000	15,500	14,000	18,500	14,500	15,000	15,600	15,600	18,700	16,000	0.42%
2730	Palm Coast Parkway to Utility Drive	4,400	6,600	6,200	6,900	6,900	7,200	8,400	9,600	10,700	11,100	4.75%
2735	Utility Drive to Oak Trails Boulevard	-	4,300	4,300	6,200	5,400	4,700	7,300	7,800	9,000	9,500	4.49%
2740	Oak Trails Boulevard to Hidden Lakes Entrance	1,800	3,400	3,500	5,500	4,700	5,400	6,700	7,800	8,400	9,000	5.04%
2743	Hidden Lakes Entrance to Town Center Boulevard	1,800	3,400	3,500	5,500	4,700	5,400	6,700	7,800	8,700	9,400	5.81%
2745	Town Center Boulevard to SR 100	-	3,400	3,500	5,500	3,900	4,800	6,500	6,800	8,900	8,500	4.57%
2750	SR 100 to Palm Coast City Limit	3,400	3,900	4,100	3,800	3,600	8,000	8,400	8,500	7,600	4,900	-8.59%
	Palm Coast Parkway											
2800	US 1 to Pine Lakes Parkway	7,700	9,600	11,500	12,000	14,000	9,900	10,400	12,300	12,700	12,900	3.66%
	Palm Coast Parkway (Eastbound)											
2815 EB	Pine Lakes Parkway to Belle Terre Parkway	6,600	9,000	9,400	9,300	8,700	9,900	10,200	10,800	10,600	9,100	-1.88%
2825 EB	Belle Terre Parkway to Cypress Point Parkway	11,500	15,000	15,500	30,500	14,500	18,000	16,300	17,600	17,000	18,300	1.95%
	Palm Coast Parkway (Westbound)											
2810 WB	Belle Terre Parkway to Pine Lakes Parkway	6,900	15,000	15,500	18,000	14,500	16,000	9,800	9,700	10,100	10,300	0.83%
2820 WB	Cypress Point Parkway to Belle Terre Parkway	11,500	8,600	9,200	10,500	8,200	9,700	17,700	18,800	18,500	17,300	-0.38%
	Palm Coast Parkway											
2826	Cypress Point Parkway to I-95 South Bound Ramps	17,000	42,500	42,500	49,500	39,000	42,000	42,600	-	47,900	50,600	2.91%
2827	I-95 South Bound Ramps to I-95 North Bound Ramps	34,500	42,500	45,000	49,000	40,500	39,000	41,600	-	45,400	50,700	3.35%
2830	I-95 North Bound Ramps to Old Kings Road	36,500	44,500	41,000	49,000	38,000	40,000	42,600	-	42,100	53,300	3.81%
	Palm Coast Parkway (Eastbound)											
2845 EB	Old Kings Road to Florida Park Drive	11,000	12,000	14,500	13,000	13,500	14,000	15,000	-	12,900	13,600	-1.62%
2855 EB	Florida Park Drive to Club House Drive	8,300	10,500	10,500	13,000	12,000	10,000	11,800	12,600	12,500	12,600	1.10%
2865 EB	Club House Drive to Colbert Lane	6,500	8,200	11,000	13,000	5,800	8,900	9,500	10,300	9,900	10,600	1.84%
2875 EB	Colbert Lane to Palm Harbor Parkway	3,800	5,700	4,500	8,900	5,300	5,100	6,000	6,300	7,300	7,400	3.56%
	Palm Coast Parkway (Westbound)											
2870 WB	Palm Harbor Parkway to Colbert Lane	3,300	4,400	4,900	6,400	5,100	5,800	6,000	7,100	7,500	8,000	4.91%
2860 WB	Colbert Lane to Club House Drive	5,800	7,400	7,900	12,500	8,100	6,500	9,400	9,700	9,600	10,200	1.37%
2850 WB	Club House Drive to Florida Park Drive	9,000	10,500	10,500	12,000	10,000	10,000	11,800	11,500	11,800	12,700	1.23%
2840 WB	Florida Park Drive to Old Kings Road	9,800	13,000	13,000	22,500	12,500	15,000	15,400	-	14,600	15,600	0.22%
	Palm Coast Parkway (Hammock Dunes Parkway)											
2880 EB	Palm Harbor Parkway to SR A1A	6,000	6,400	8,700	9,100	7,700	11,000	10,400	12,000	12,500	12,400	2.97%
	Palm Harbor Parkway											
2890	Old Kings Rd/Matanzas HS Entrance to Cris Lane	-	-	-	-	-	-	-	-	5,200	6,100	#VALUE!
2895	Cris Lane to Fellowship Drive	-	-	-	-	-	-	-	-	5,300	5,600	#VALUE!
2900	Forest Grove Drive to Florida Park Drive	1,500	3,100	3,300	1,200	3,400	5,100	4,900	5,700	7,100	5,900	3.14%
2910	Florida Park Drive to Club House Drive	4,500	3,400	3,300	3,900	7,400	4,600	4,400	6,900	4,700	5,300	3.15%
2920	Club House Drive to Palm Coast Parkway	3,600	4,400	5,200	4,500	4,000	4,900	5,200	5,400	5,100	5,800	1.84%
	Pine Lakes Parkway											
3000	Belle Terre Parkway (N) to Palm Coast Parkway	1,700	2,100	2,900	4,000	2,800	3,500	3,600	4,500	4,300	4,100	2.19%
3002	Palm Coast Parkway to Commerce Boulevard	-	7,100	8,000	10,000	8,400	8,400	9,000	9,500	9,500	5,800	-7.06%
3010	Commerce Boulevard to White Mill Drive	9,800	7,100	4,000	10,500	5,200	5,700	8,500	5,000	6,500	5,900	-5.90%
3020	White Mill Drive to Belle Terre Parkway (S)	-	6,500	4,600	5,300	3,600	6,400	12,300	12,800	8,300	8,600	-5.79%
	Ravenwood Drive											
3911	White View Parkway to Rymfire Drive	-	1,400	2,700	3,900	2,200	4,200	4,500	4,800	5,200	5,100	2.11%
	Royal Palms Parkway											
3200	US 1 to Rymfire Drive	600	1,200	3,500	5,200	4,200	4,000	5,400	6,300	6,600	6,200	2.33%
3210	Rymfire Drive to Belle Terre Parkway	-	1,900	2,200	2,800	3,100	3,600	5,200	5,700	5,900	4,500	-2.38%
3212	Belle Terre Parkway to Town Center Boulevard	-	-	-	-	-	2,100	7,000	8,000	8,900	9,400	5.04%
	Rymfire Drive											
3215	Royal Palms Parkway to Ravenwood Drive	-	800	1,900	3,600	3,200	3,300	3,300	4,000	4,000	3,900	2.82%
3225	Ravenwood Drive to Belle Terre Parkway	-	1,400	2,800	4,200	4,400	4,700	5,000	5,700	5,700	6,300	3.93%
	Seminole Woods Parkway											
3325	SR 100 to Ulaturm Place	1,500	2,000	3,100	5,700	5,400	5,700	7,600	8,900	10,100	10,900	6.19%
3300	Ulaturm Place to Citation Parkway	-	1,200	2,600	4,100	4,100	4,600	5,500	7,400	8,500	7,900	6.22%
3310	Citation Parkway to Sesame Boulevard	-	900	1,600	3,000	2,700	4,500	4,000	4,500	5,200	6,000	6.99%
3305	Sesame Boulevard to US 1	-	1,200	2,400	3,700	3,600	3,700	4,200	5,000	5,500	5,600	4.91%
	Sesame Boulevard											
3320	Seminole Woods Parkway to terminus	-	700	1,900	3,600	3,300	1,100	1,300	1,000	1,300	1,500	2.41%
	State Road 100											
3560	John Anderson Drive to Colbert Lane	-	14,500	11,000	26,000	14,500	16,500	17,500	20,300	21,100	11,800	-6.36%
3550	Colbert Lane to Tuscany Blvd.	-	19,500	17,500	18,500	13,500	17,500	18,200	21,200	22,600	19,700	1.33%
3540	Tuscany Blvd. to Old Kings Road	-	19,500	17,500	18,500	13,500	17,500	18,500	21,800	22,500	20,600	1.81%
3530	Old Kings Road to I-95	1,600	19,500	17,500	23,000	21,000	23,000	25,700	27,700	31,100	23,400	-1.55%
3525	I-95 to Memorial Medical Parkway	16,000	25,000	19,500	24,500	18,500	27,500	31,200	30,700	27,900	33,700	1.29%
3520	Memorial Medical Pkwy to Seminole Woods Parkway	13,500	25,000	19,500	24,500	18,500	25,000	28,400	28,900	28,200	28,000	-0.24%
3515	Seminole Woods Pkwy to Bulldog Drive	-	19,500	23,000	29,000	18,000	23,000	27,000	27,400	28,100	32,800	3.30%
3510	Bulldog Drive to Landings Blvd.	4,100	19,500	18,500	28,000	19,500	24,500	29,700	29,500	26,900	29,800	0.06%
3505	Landings Blvd. to Belle Terre Parkway	-	19,500	18,500	28,000	19,500	23,500	26,100	25,000	25,800	27,900	1.12%
3500	Belle Terre Parkway to Palm Coast City Limits	9,300	14,500	18,500	15,500	11,500	16,000	17,900	19,600	17,200	17,900	0.00%

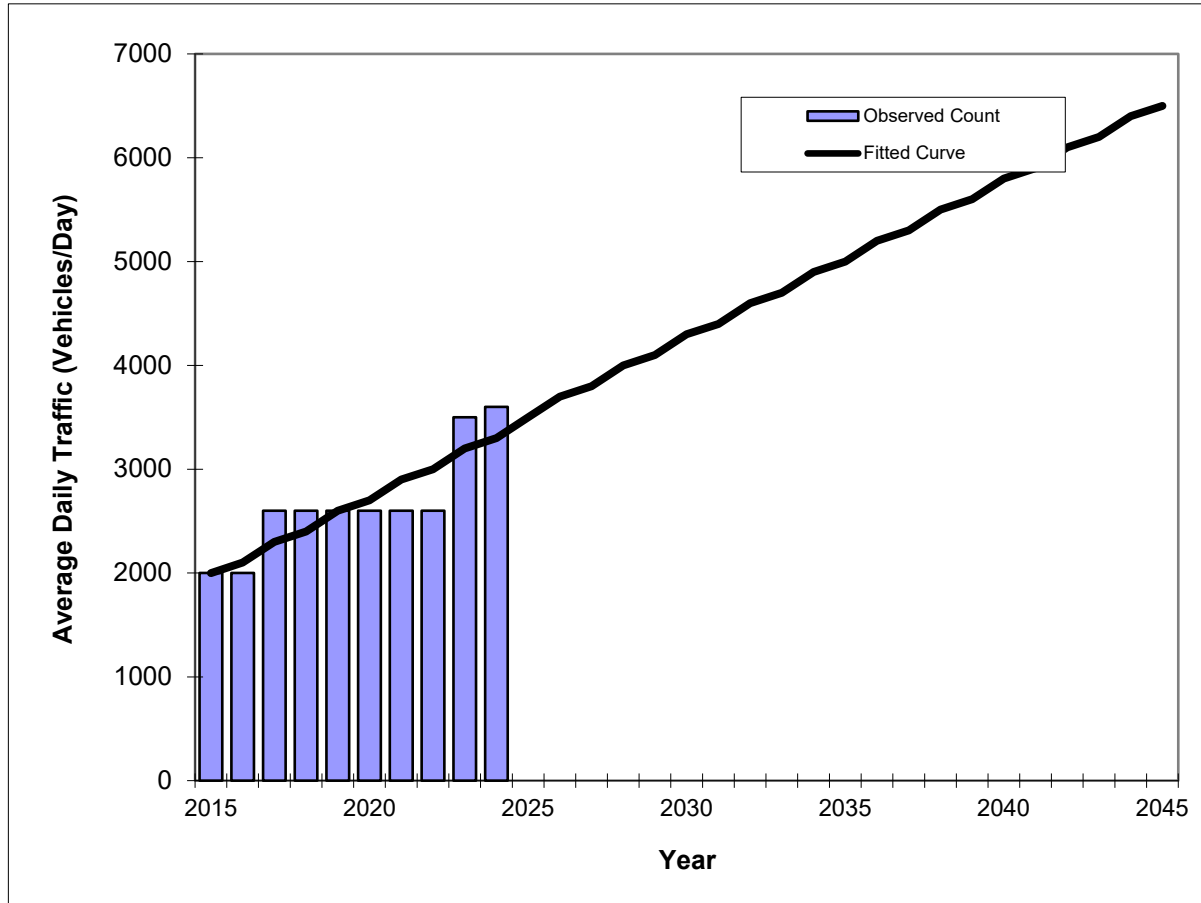
	Town Center Blvd.												
4100	SR 100 to Hospital Drive	-	-	-	-	-	4,400	3,800	5,400	5,600	6,700	9.91%	
4110	Hospital Drive to Central Avenue	-	-	-	-	-	5,400	4,000	5,100	5,800	7,000	9.78%	
4120	Central Avenue to Lake Avenue	-	-	-	-	-	3,800	4,400	5,100	5,700	8,400	11.38%	
4130	Lake Avenue to Royal Palm Parkway	-	-	-	-	-	3,500	4,300	5,000	5,400	6,300	6.57%	
4140	Royal Palm Parkway to Old Kings Road	-	-	-	-	-	5,400	6,900	7,800	9,500	10,000	6.38%	
	US1 (SR5)												
3700	St. Johns County Line to Old Kings Road	-	6,500	4,500	9,500	9,100	9,400	11,300	12,300	11,800	12,000	1.01%	
3702	Old Kings Road to Matanzas Woods Parkway	4,200	6,600	4,500	11,500	7,900	8,100	10,000	9,700	10,400	11,900	2.94%	
3705	Matanzas Woods Parkway to Palm Coast Parkway	6,600	5,500	8,500	7,900	7,300	7,600	8,900	10,000	10,200	11,100	3.75%	
3710	Palm Coast Parkway to White View Parkway	7,000	11,000	15,000	13,500	12,500	11,500	13,000	14,600	15,500	11,700	-1.74%	
3720	White View Parkway to Royal Palms Parkway	9,900	14,000	15,000	19,000	12,500	12,000	14,400	15,300	15,700	12,800	-1.94%	
3725	Royal Palms Parkway to Espanola Road	8,400	14,500	18,000	18,500	14,500	15,500	15,200	17,200	18,100	18,800	3.61%	
101	Palm Coast City Limit to Belle Terre Parkway	9,500	11,000	11,500	18,000	10,500	15,000	10,200	11,600	11,700	14,100	5.54%	
3750	Belle Terre Parkway to CR 304	9,300	11,000	14,000	18,000	13,500	15,000	12,700	13,300	13,500	14,000	1.64%	
3755	CR 304 to Seminole Woods Parkway	9,700	11,500	14,500	18,500	14,000	18,500	12,700	14,600	13,300	12,900	0.26%	
235	Seminole Woods Parkway to Palm Coast City Limit	8,200	11,000	19,000	19,000	15,500	16,500	13,400	15,300	14,500	15,500	2.46%	
	White Mill Drive												
3915	Pine Lakes Parkway to White View Parkway	-	2,000	2,400	3,100	2,400	3,000	3,300	3,600	4,100	4,000	3.26%	
	White View Parkway												
3920	US 1 to White Mill Drive	-	3,000	4,100	7,400	5,400	5,000	5,300	5,700	6,500	6,600	3.72%	
3910	White Mill Drive to Belle Terre Parkway	-	3,200	3,800	5,700	4,700	6,300	6,100	6,400	7,600	6,800	1.83%	
3900	Belle Terre Parkway to Pritchard Drive	600	1,400	2,000	4,300	1,700	2,800	2,900	3,400	3,800	4,000	5.51%	
EB = Eastbound; WB = Westbound; SB = Southbound; NB = Northbound; E = East; W= West; S= South; N= North													

Traffic Trends - V03.a

Old Dixie Hwy - east of US 1 --

FIN#	
Location	

County:	Flagler County
Station #:	
Highway:	Old Dixie Hwy - east of US 1



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	2000	2000
2016	2000	2100
2017	2600	2300
2018	2600	2400
2019	2600	2600
2020	2600	2700
2021	2600	2900
2022	2600	3000
2023	3500	3200
2024	3600	3300
2033 Opening Year Trend		
2033	N/A	4700
2034 Mid-Year Trend		
2034	N/A	4900
2035 Design Year Trend		
2035	N/A	5000
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	151
Trend R-squared:	75.73%
Trend Annual Historic Growth Rate:	7.22%
Trend Growth Rate (2024 to Design Year):	4.68%
Printed:	7-Oct-25
Straight Line Growth Option	

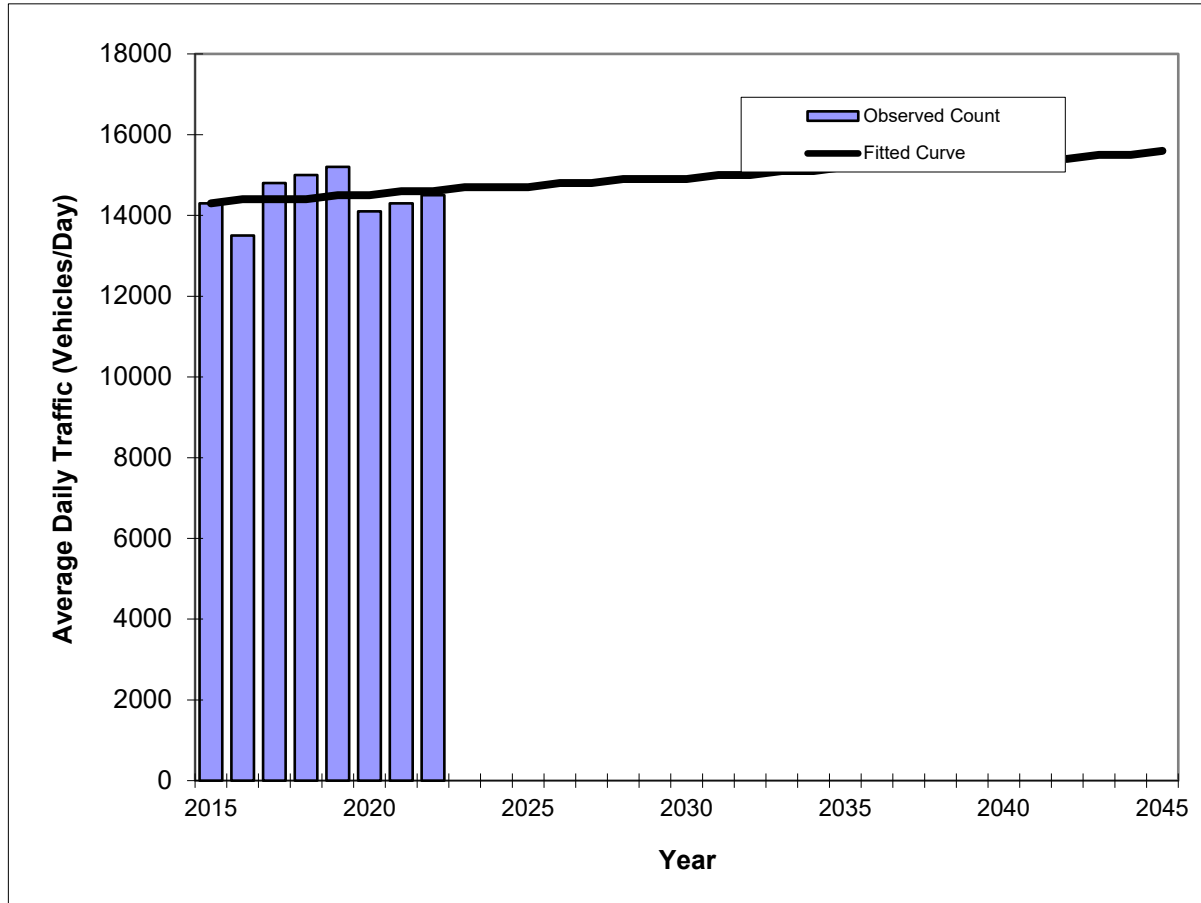
*Axle-Adjusted

Traffic Trends - V03.a

US 1, Old Dixie Hwy to DuPont Rd --

FIN#	
Location	

County:	Palm Beach (93)
Station #:	
Highway:	US 1, Old Dixie Hwy to DuPont Rd



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	14300	14300
2016	13500	14400
2017	14800	14400
2018	15000	14400
2019	15200	14500
2020	14100	14500
2021	14300	14600
2022	14500	14600
2033 Opening Year Trend		
2033	N/A	15100
2034 Mid-Year Trend		
2034	N/A	15100
2035 Design Year Trend		
2035	N/A	15200
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	42
Trend R-squared:	3.54%
Trend Annual Historic Growth Rate:	0.30%
Trend Growth Rate (2022 to Design Year):	0.32%
Printed:	7-Oct-25
Straight Line Growth Option	

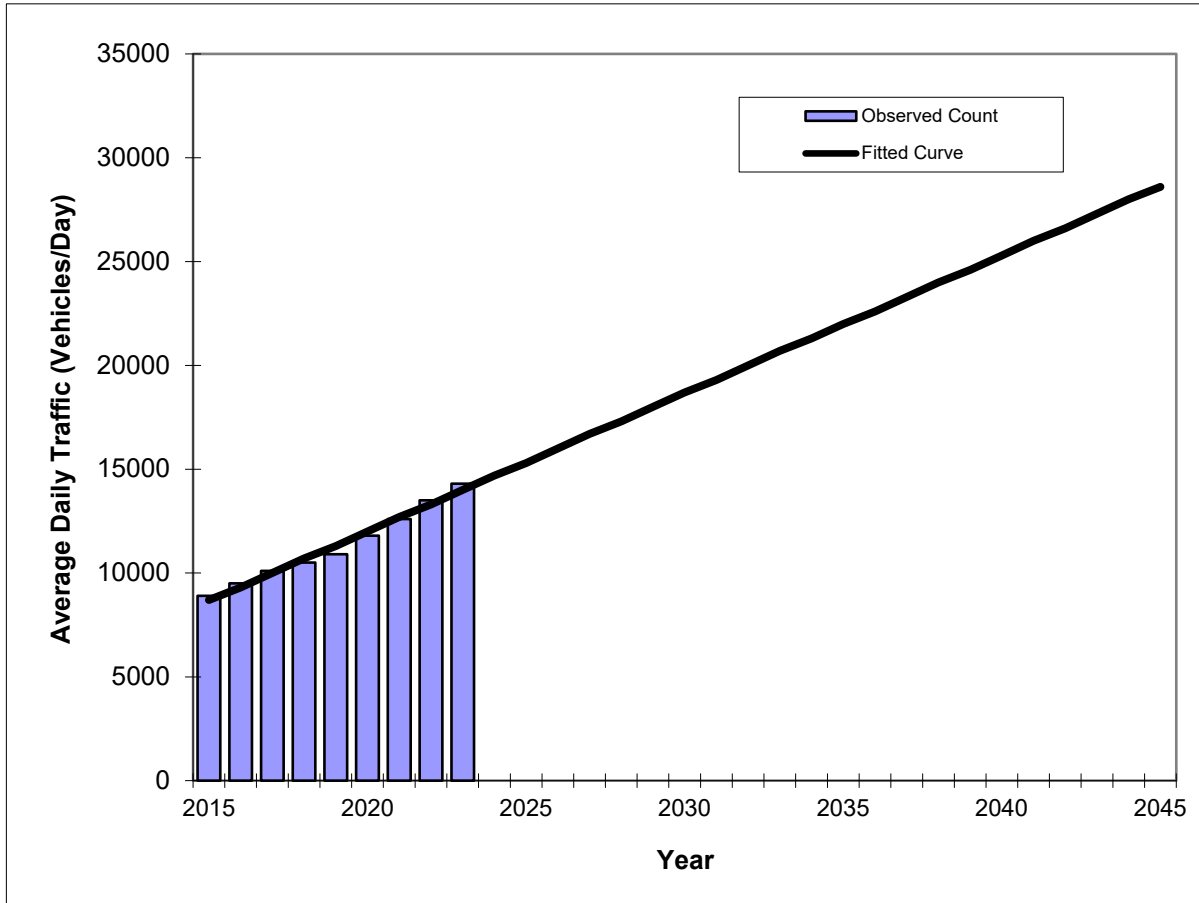
*Axle-Adjusted

Traffic Trends - V03.a

Seminole Woods Blvd - Ulaturm PI to Sr 100 --

FIN#	
Location	

County:	Flagler County
Station #:	
Highway:	Seminole Woods Blvd - Ulaturm PI to Sr 100



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	8900	8700
2016	9500	9300
2017	10100	10000
2018	10500	10700
2019	10900	11300
2020	11800	12000
2021	12600	12700
2022	13500	13300
2023	14300	14000
2033 Opening Year Trend		
2033	N/A	20700
2034 Mid-Year Trend		
2034	N/A	21300
2035 Design Year Trend		
2035	N/A	22000
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	665
Trend R-squared:	98.26%
Trend Annual Historic Growth Rate:	7.61%
Trend Growth Rate (2023 to Design Year):	4.76%
Printed:	7-Oct-25
Straight Line Growth Option	

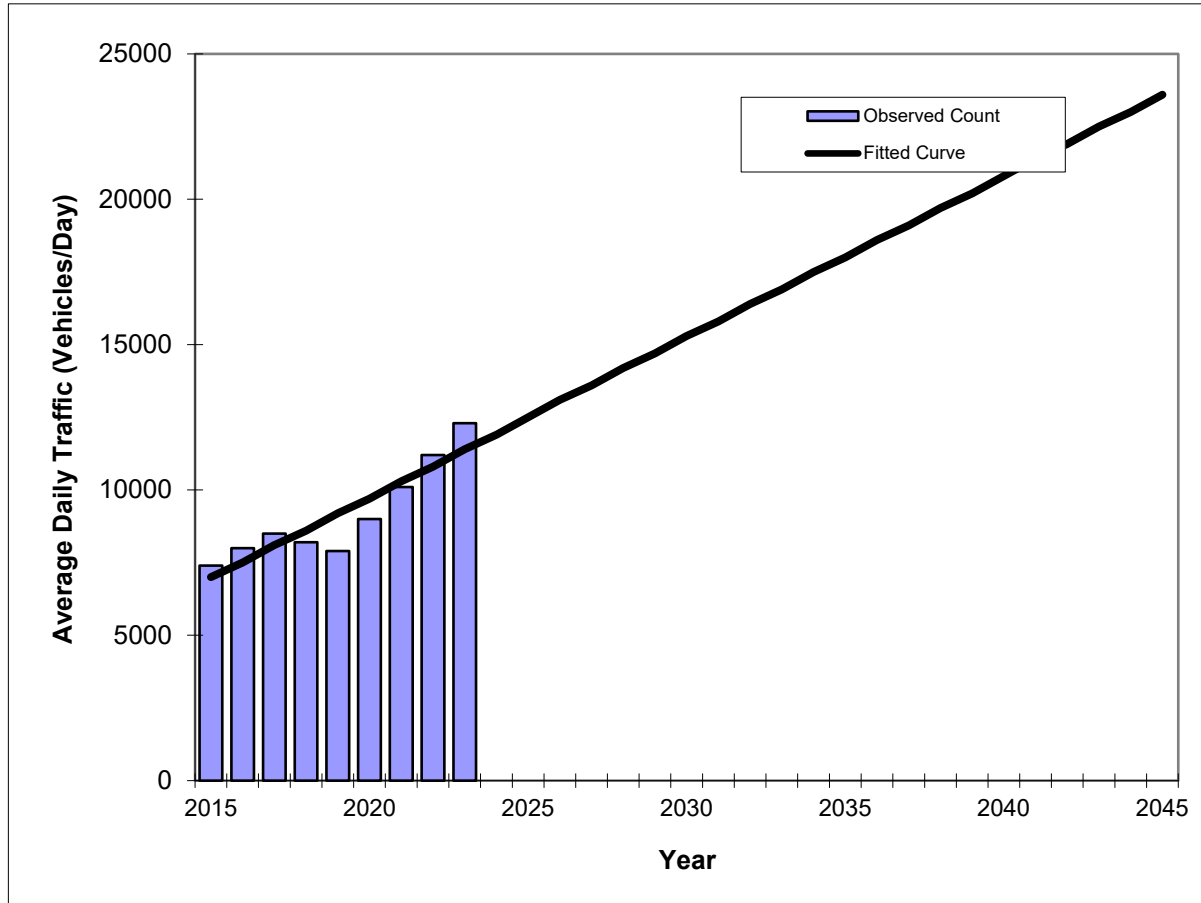
*Axle-Adjusted

Traffic Trends - V03.a

Seminole Woods Blvd - Citation Pkwy to Ulatur PI --

FIN#	
Location	

County:	Flagler County
Station #:	
Highway:	Seminole Woods Blvd - Citation Pkwy to Ulaturr



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	7400	7000
2016	8000	7500
2017	8500	8100
2018	8200	8600
2019	7900	9200
2020	9000	9700
2021	10100	10300
2022	11200	10800
2023	12300	11400
2033 Opening Year Trend		
2033	N/A	16900
2034 Mid-Year Trend		
2034	N/A	17500
2035 Design Year Trend		
2035	N/A	18000
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	553
Trend R-squared:	82.32%
Trend Annual Historic Growth Rate:	7.86%
Trend Growth Rate (2023 to Design Year):	4.82%
Printed:	7-Oct-25
Straight Line Growth Option	

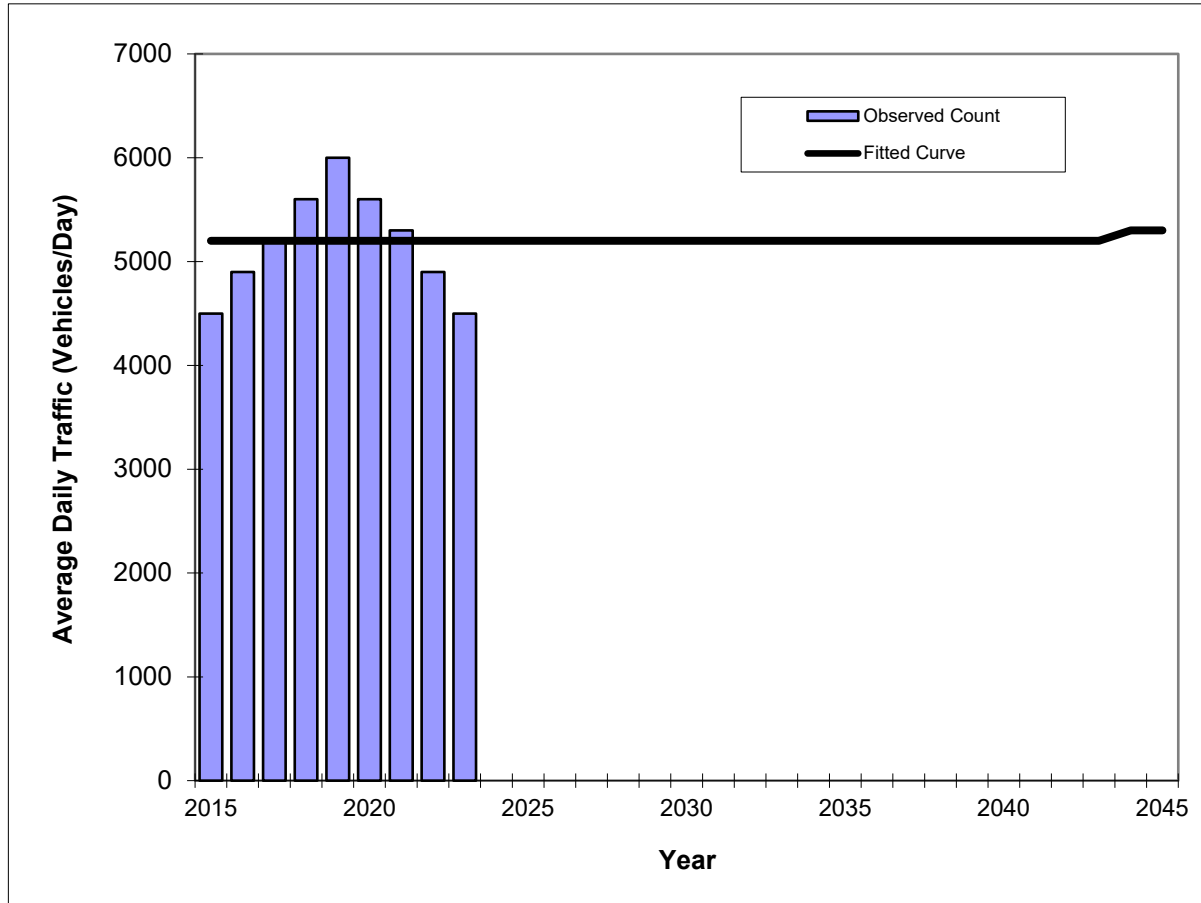
*Axle-Adjusted

Traffic Trends - V03.a

Seminole Woods Blvd - Sesame Blvd to Citation --

FIN#	
Location	

County:	Flagler County
Station #:	
Highway:	Seminole Woods Blvd - Sesame Blvd to Citation



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	4500	5200
2016	4900	5200
2017	5200	5200
2018	5600	5200
2019	6000	5200
2020	5600	5200
2021	5300	5200
2022	4900	5200
2023	4500	5200
2033 Opening Year Trend		
2033	N/A	5200
2034 Mid-Year Trend		
2034	N/A	5200
2035 Design Year Trend		
2035	N/A	5200
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	3
Trend R-squared:	0.03%
Trend Annual Historic Growth Rate:	0.00%
Trend Growth Rate (2023 to Design Year):	0.00%
Printed:	7-Oct-25
Straight Line Growth Option	

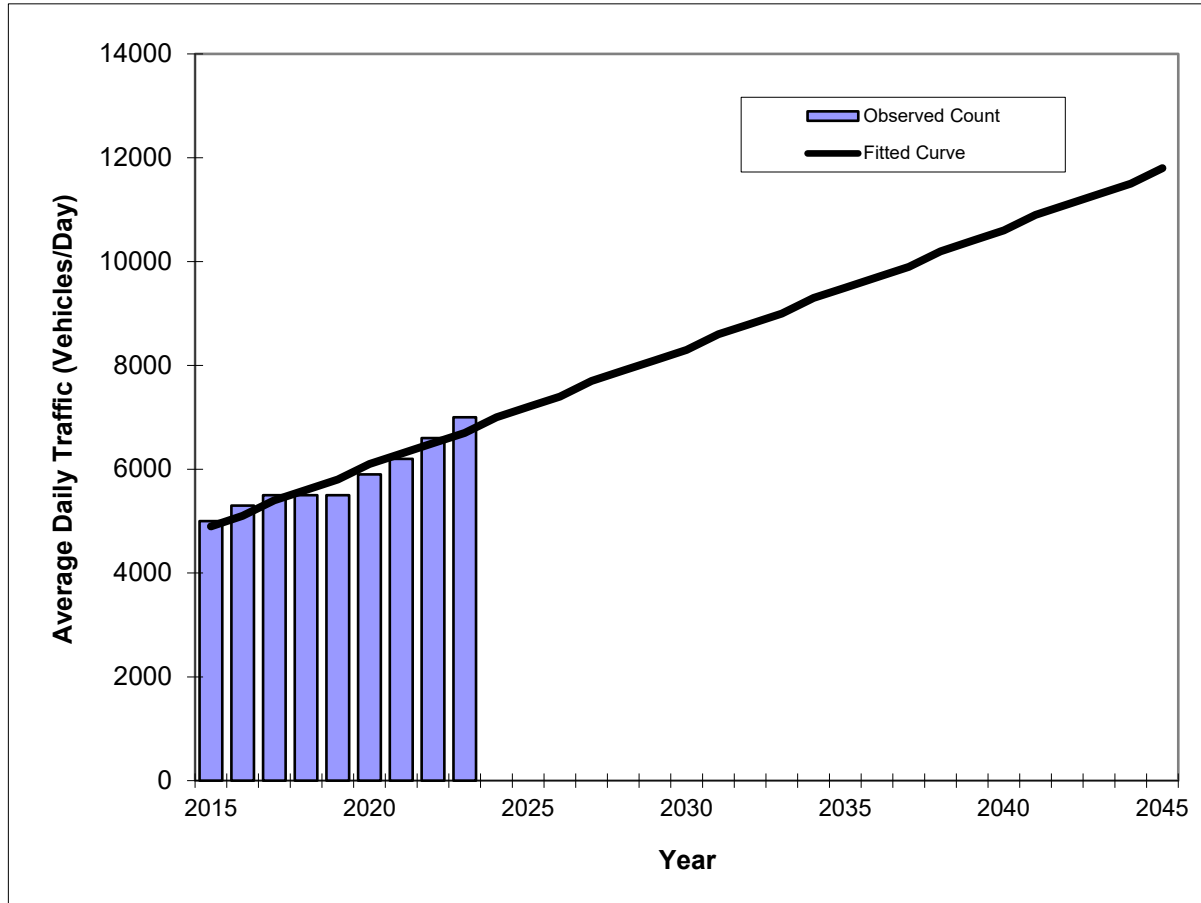
*Axle-Adjusted

Traffic Trends - V03.a

Seminole Woods Blvd - US 1 to Sesame Blvd --

FIN#	
Location	

County:	Flagler County
Station #:	
Highway:	Seminole Woods Blvd - US 1 to Sesame Blvd



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	5000	4900
2016	5300	5100
2017	5500	5400
2018	5500	5600
2019	5500	5800
2020	5900	6100
2021	6200	6300
2022	6600	6500
2023	7000	6700
2033 Opening Year Trend		
2033	N/A	9000
2034 Mid-Year Trend		
2034	N/A	9300
2035 Design Year Trend		
2035	N/A	9500
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	228
Trend R-squared:	92.00%
Trend Annual Historic Growth Rate:	4.59%
Trend Growth Rate (2023 to Design Year):	3.48%
Printed:	7-Oct-25
Straight Line Growth Option	

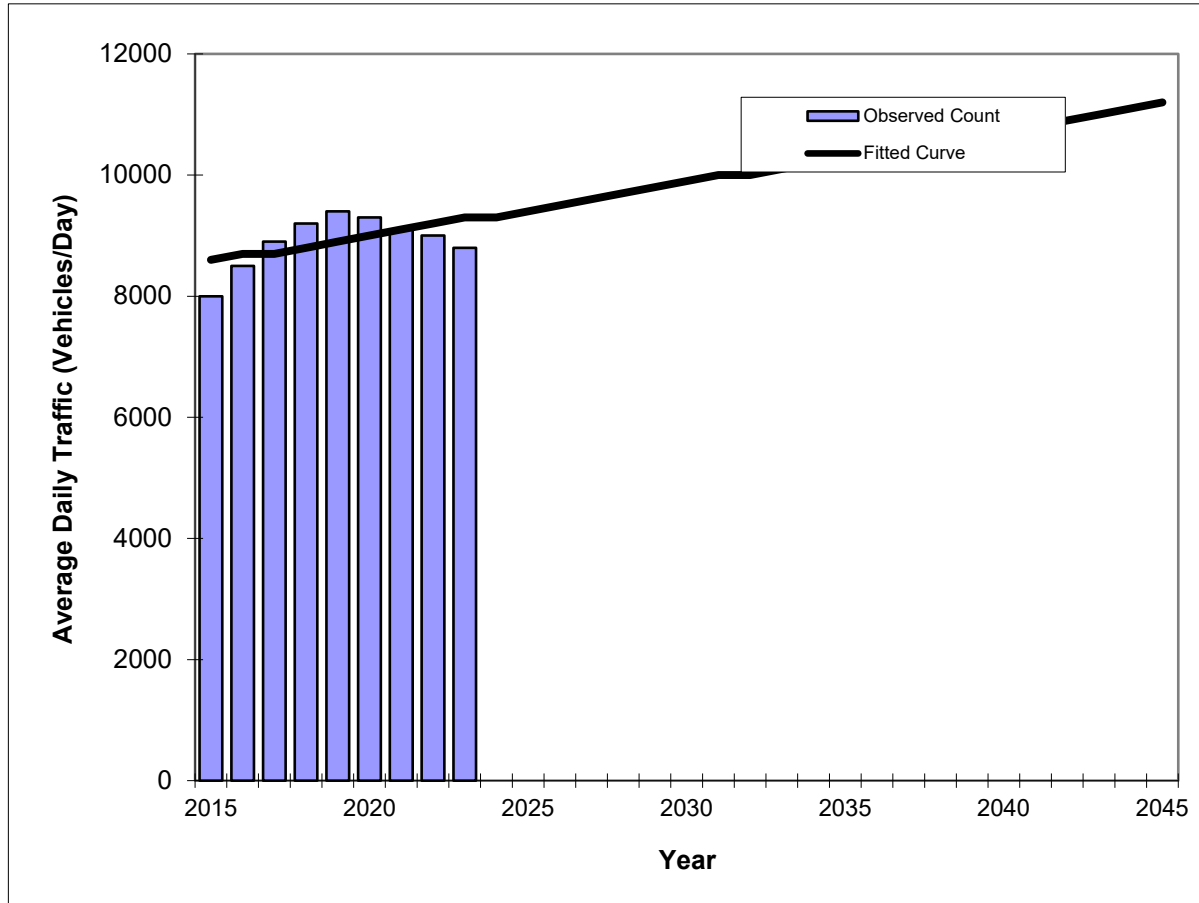
*Axle-Adjusted

Traffic Trends - V03.a

Royal Palm Pkwy, Belle Terre Pkwy to Town Center Blvd --

FIN#	
Location	

County:	Palm Beach (93)
Station #:	
Highway:	Palm Pkwy, Belle Terre Pkwy to Town Center



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	8000	8600
2016	8500	8700
2017	8900	8700
2018	9200	8800
2019	9400	8900
2020	9300	9000
2021	9100	9100
2022	9000	9200
2023	8800	9300
2033 Opening Year Trend		
2033	N/A	10100
2034 Mid-Year Trend		
2034	N/A	10200
2035 Design Year Trend		
2035	N/A	10300
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	87
Trend R-squared:	29.48%
Trend Annual Historic Growth Rate:	1.02%
Trend Growth Rate (2023 to Design Year):	0.90%
Printed:	7-Oct-25
Straight Line Growth Option	

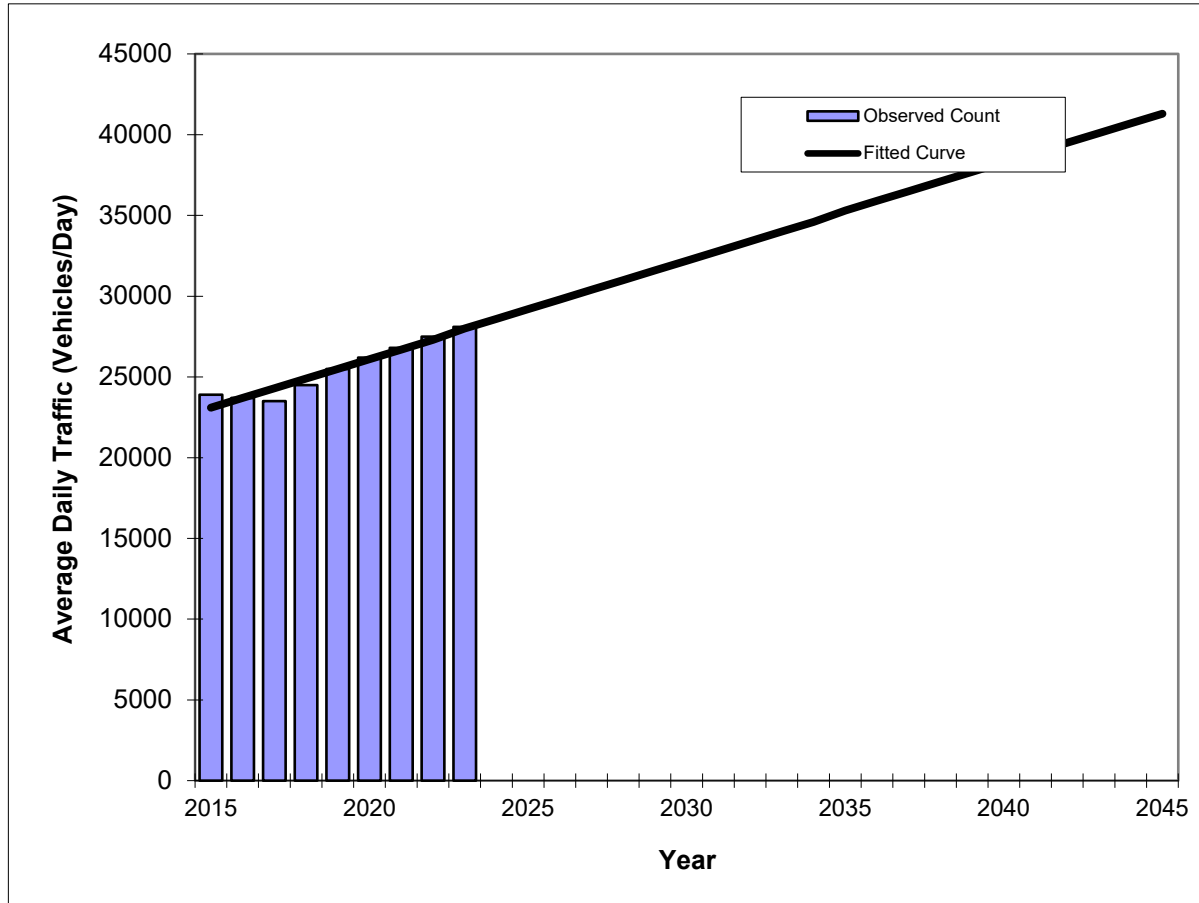
*Axle-Adjusted

Traffic Trends - V03.a

Belle Terre Pkwy, Rymfire Dr to White View Pkwy --

FIN#	
Location	

County:	Palm Beach (93)
Station #:	
Highway:	Belle Terre Pkwy, Rymfire Dr to White View Pk



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	23900	23100
2016	23700	23700
2017	23500	24300
2018	24500	24900
2019	25500	25500
2020	26200	26100
2021	26800	26700
2022	27500	27300
2023	28100	28000
2033 Opening Year Trend		
2033	N/A	34000
2034 Mid-Year Trend		
2034	N/A	34600
2035 Design Year Trend		
2035	N/A	35300
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	608
Trend R-squared:	93.55%
Trend Annual Historic Growth Rate:	2.65%
Trend Growth Rate (2023 to Design Year):	2.17%
Printed:	7-Oct-25
Straight Line Growth Option	

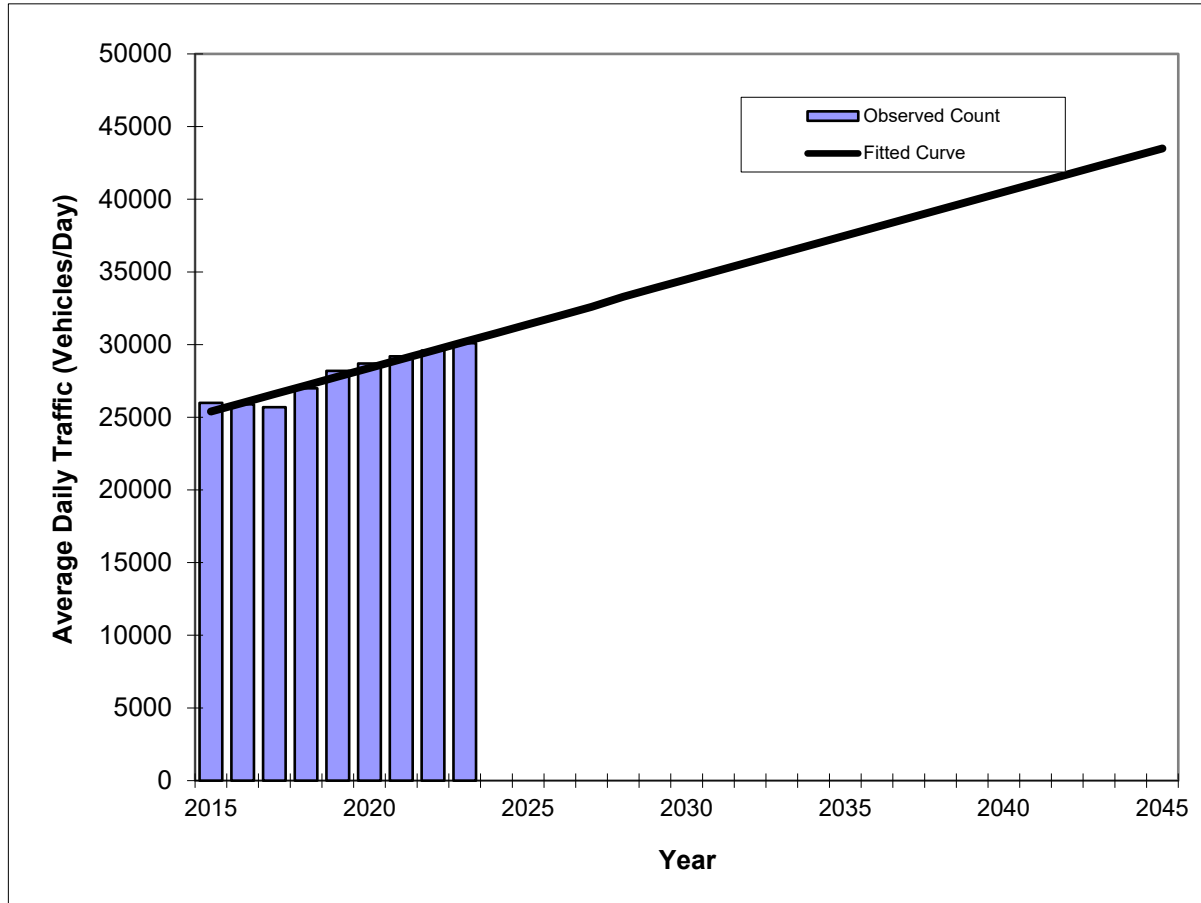
*Axle-Adjusted

Traffic Trends - V03.a

Belle Terre Pkwy, Royal Palms Pkwy to Rymfire Dr --

FIN#	
Location	

County:	Palm Beach (93)
Station #:	
Highway:	Belle Terre Pkwy, Royal Palms Pkwy to Rymfire



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	26000	25400
2016	25900	26000
2017	25700	26600
2018	27000	27200
2019	28200	27800
2020	28700	28400
2021	29200	29000
2022	29600	29600
2023	30100	30200
2033 Opening Year Trend		
2033	N/A	36300
2034 Mid-Year Trend		
2034	N/A	36900
2035 Design Year Trend		
2035	N/A	37500
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	603
Trend R-squared:	93.51%
Trend Annual Historic Growth Rate:	2.36%
Trend Growth Rate (2023 to Design Year):	2.01%
Printed:	7-Oct-25
Straight Line Growth Option	

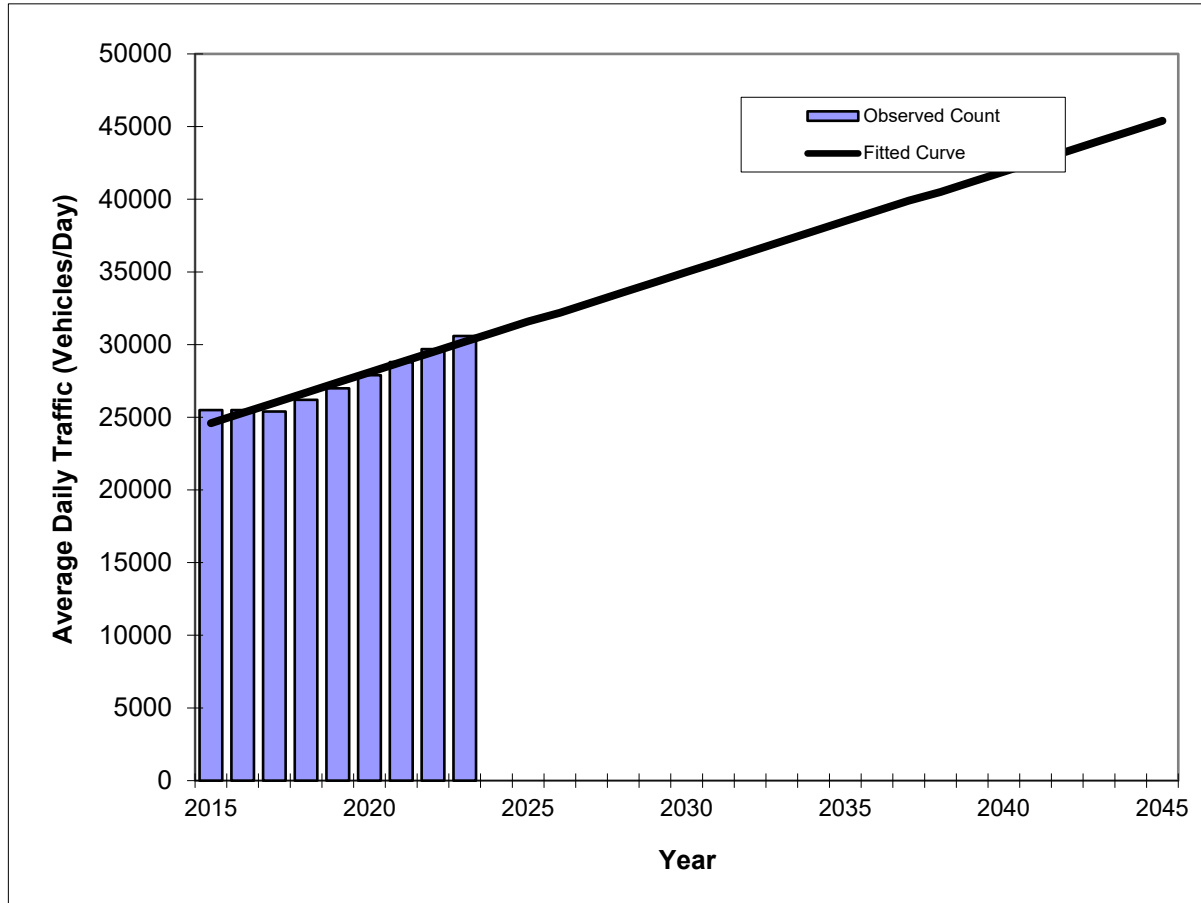
*Axle-Adjusted

Traffic Trends - V03.a

Belle Terre Pkwy, Easthampton to Royal Palms Pkwy --

FIN#	
Location	

County:	Palm Beach (93)
Station #:	
Highway:	e Terre Pkwy, Easthampton to Royal Palms F



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	25500	24600
2016	25500	25300
2017	25400	26000
2018	26200	26700
2019	27000	27400
2020	27900	28100
2021	28800	28800
2022	29700	29500
2023	30600	30200
2033 Opening Year Trend		
2033	N/A	37100
2034 Mid-Year Trend		
2034	N/A	37800
2035 Design Year Trend		
2035	N/A	38500
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	692
Trend R-squared:	93.93%
Trend Annual Historic Growth Rate:	2.85%
Trend Growth Rate (2023 to Design Year):	2.29%
Printed:	7-Oct-25
Straight Line Growth Option	

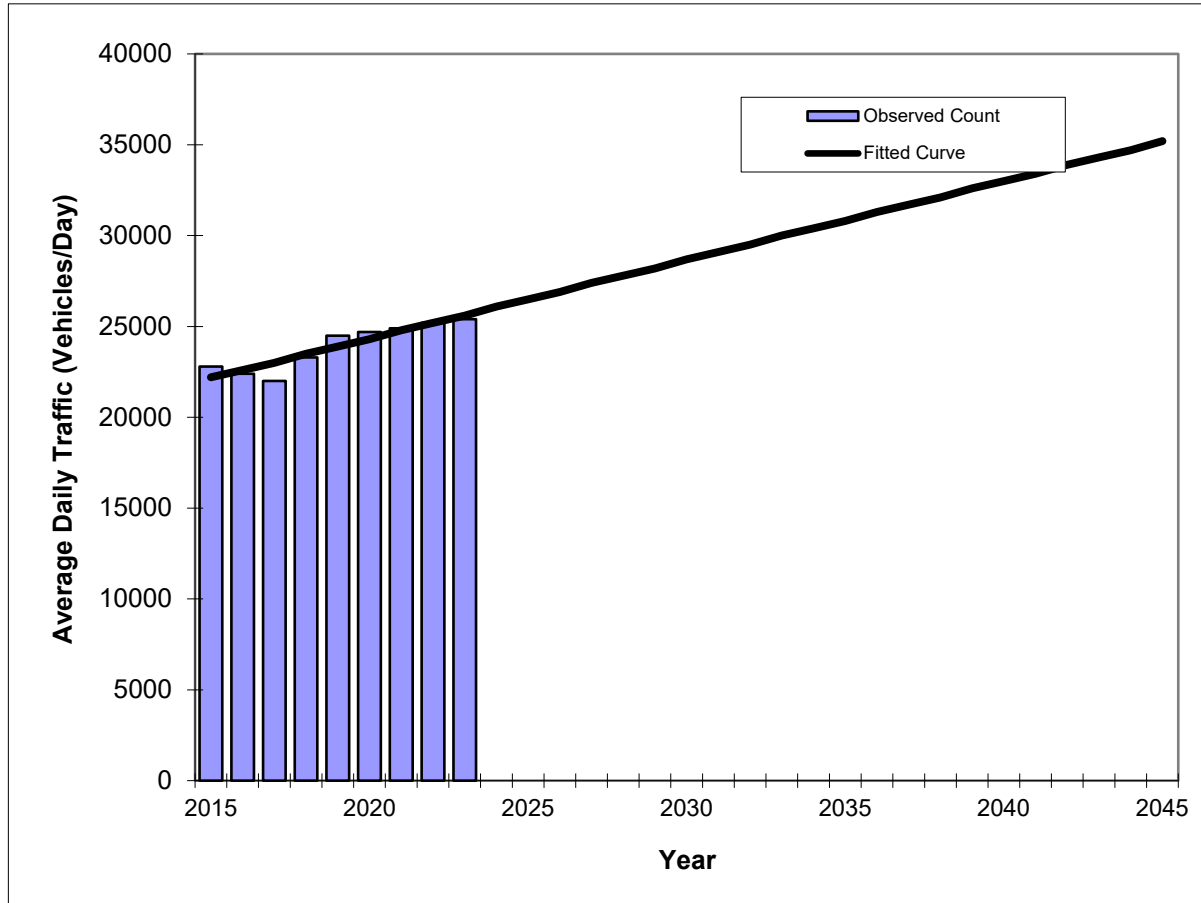
*Axle-Adjusted

Traffic Trends - V03.a

Belle Terre Pkwy, SR 100 to Easthampton --

FIN#	
Location	

County:	Palm Beach (93)
Station #:	
Highway:	Belle Terre Pkwy, SR 100 to Easthampton



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	22800	22200
2016	22400	22600
2017	22000	23000
2018	23300	23500
2019	24500	23900
2020	24700	24300
2021	24900	24800
2022	25200	25200
2023	25400	25600
2033 Opening Year Trend		
2033	N/A	30000
2034 Mid-Year Trend		
2034	N/A	30400
2035 Design Year Trend		
2035	N/A	30800
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	433
Trend R-squared:	84.28%
Trend Annual Historic Growth Rate:	1.91%
Trend Growth Rate (2023 to Design Year):	1.69%
Printed:	7-Oct-25
Straight Line Growth Option	

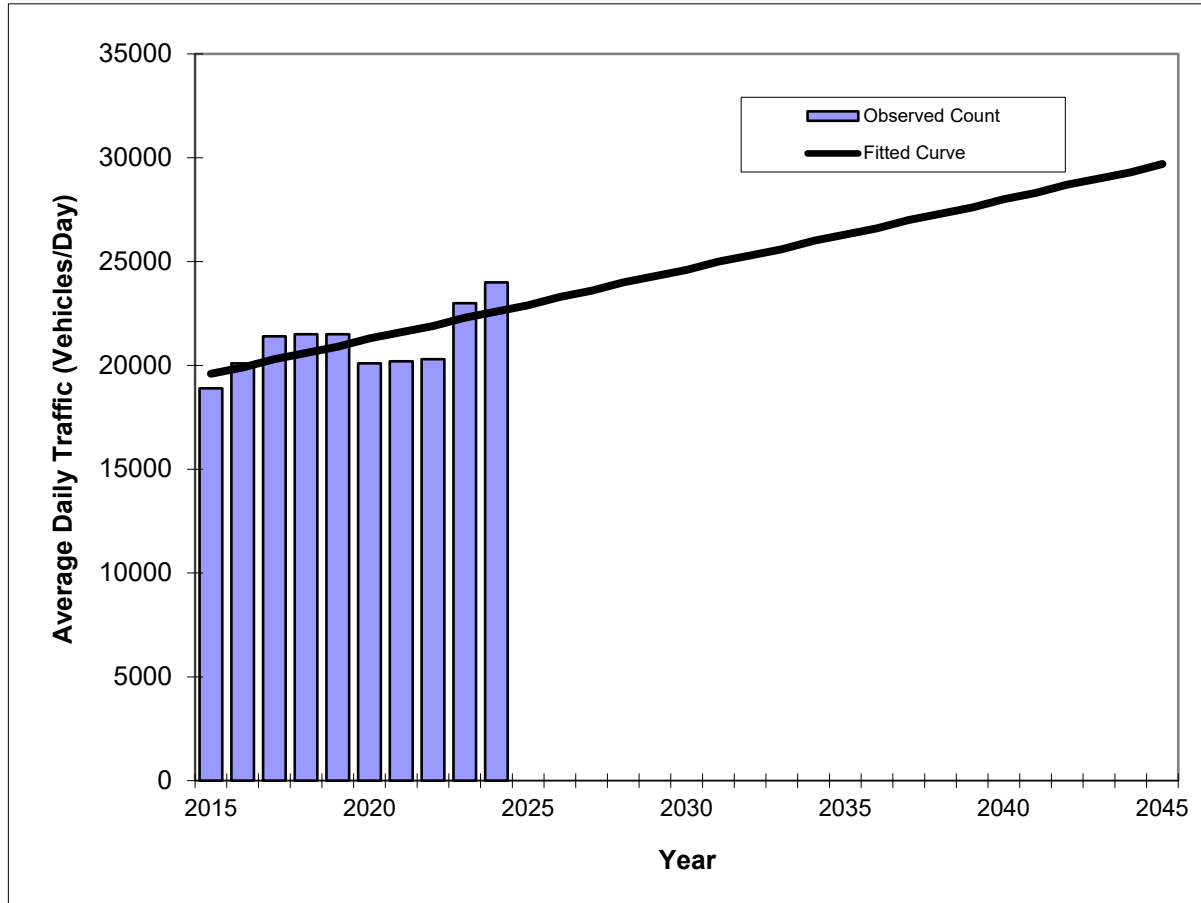
*Axle-Adjusted

Traffic Trends - V03.a

SR 100, Belle Terre Pkwy to Seminole Woods Pkwy --

FIN#	
Location	

County:	Palm Beach (93)
Station #:	
Highway:	100, Belle Terre Pkwy to Seminole Woods P



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	18900	19600
2016	20100	19900
2017	21400	20300
2018	21500	20600
2019	21500	20900
2020	20100	21300
2021	20200	21600
2022	20300	21900
2023	23000	22300
2024	24000	22600
2033 Opening Year Trend		
2033	N/A	25600
2034 Mid-Year Trend		
2034	N/A	26000
2035 Design Year Trend		
2035	N/A	26300
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	336
Trend R-squared:	44.89%
Trend Annual Historic Growth Rate:	1.70%
Trend Growth Rate (2024 to Design Year):	1.49%
Printed:	7-Oct-25
Straight Line Growth Option	

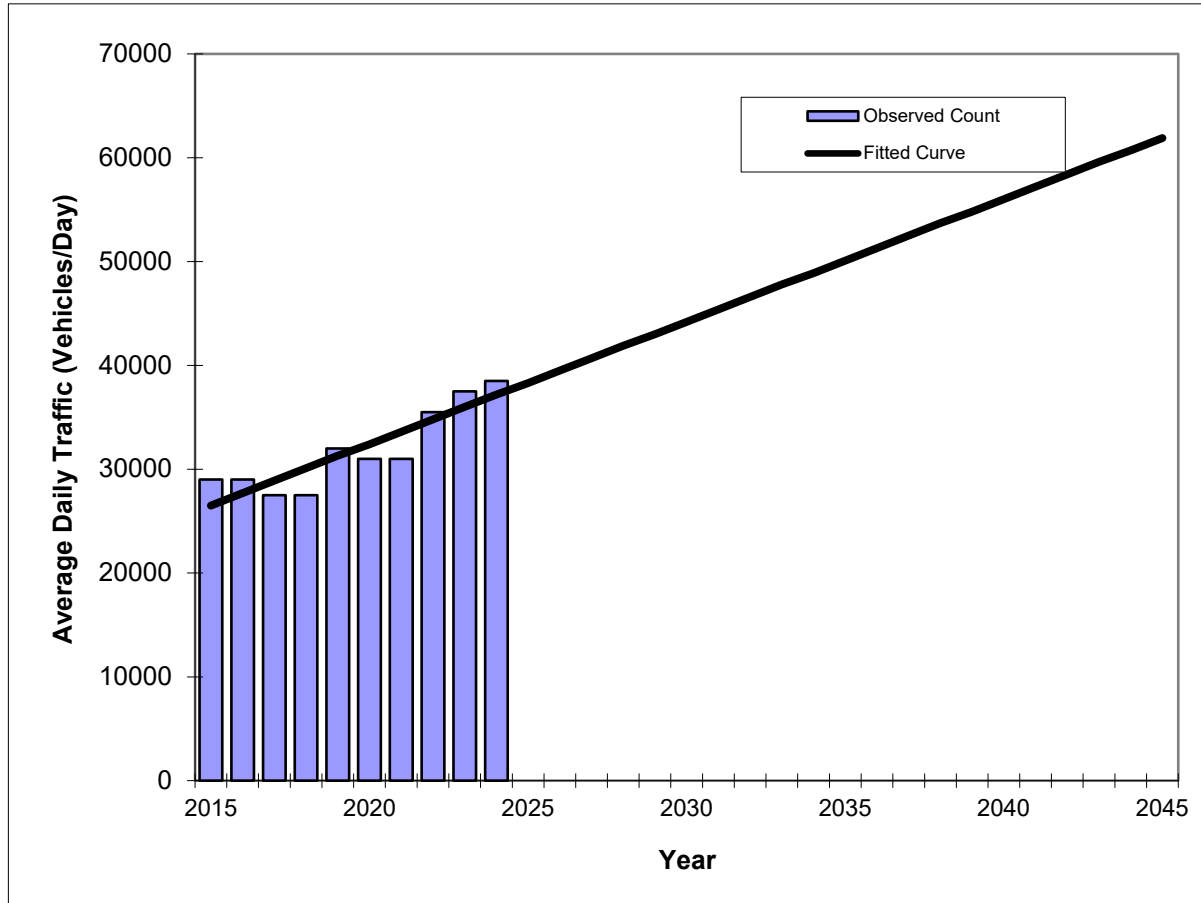
*Axle-Adjusted

Traffic Trends - V03.a

SR 100, Seminole Woods Pkwy to I-95 --

FIN#	
Location	

County:	Palm Beach (93)
Station #:	
Highway:	SR 100, Seminole Woods Pkwy to I-95



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	29000	26500
2016	29000	27700
2017	27500	28900
2018	27500	30100
2019	32000	31300
2020	31000	32400
2021	31000	33600
2022	35500	34800
2023	37500	36000
2024	38500	37200
2033 Opening Year Trend		
2033	N/A	47800
2034 Mid-Year Trend		
2034	N/A	48900
2035 Design Year Trend		
2035	N/A	50100
TRANPLAN Forecasts/Trends		

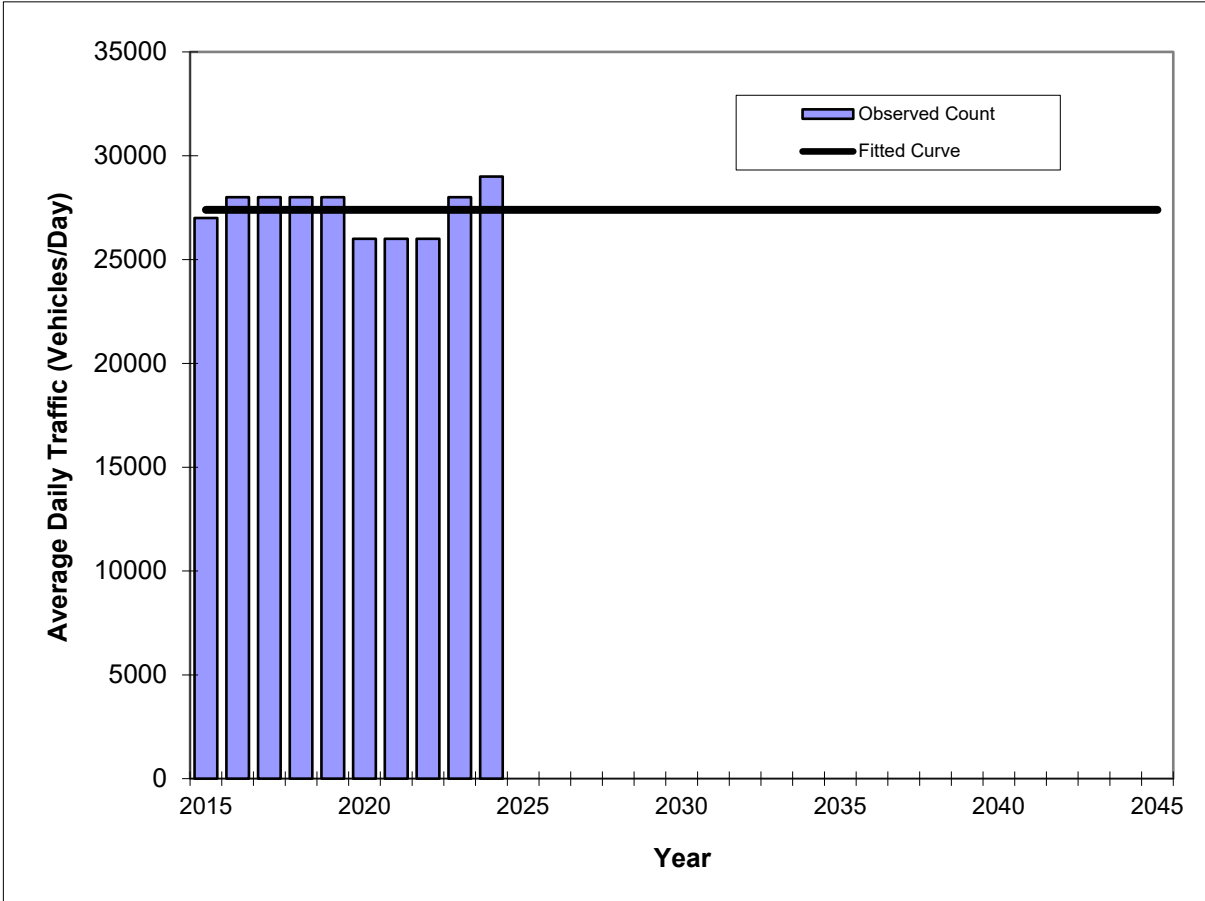
** Annual Trend Increase:	1,179
Trend R-squared:	79.05%
Trend Annual Historic Growth Rate:	4.49%
Trend Growth Rate (2024 to Design Year):	3.15%
Printed:	7-Oct-25
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends - V03.a
SR 100, I-95 to Old Kings Rd --

FIN#	
Location	

County:	Palm Beach (93)
Station #:	
Highway:	SR 100, I-95 to Old Kings Rd



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	27000	27400
2016	28000	27400
2017	28000	27400
2018	28000	27400
2019	28000	27400
2020	26000	27400
2021	26000	27400
2022	26000	27400
2023	28000	27400
2024	29000	27400
2033 Opening Year Trend		
2033	N/A	27400
2034 Mid-Year Trend		
2034	N/A	27400
2035 Design Year Trend		
2035	N/A	27400
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	0
Trend R-squared:	0.00%
Trend Annual Historic Growth Rate:	0.00%
Trend Growth Rate (2024 to Design Year):	0.00%
Printed:	7-Oct-25
Straight Line Growth Option	

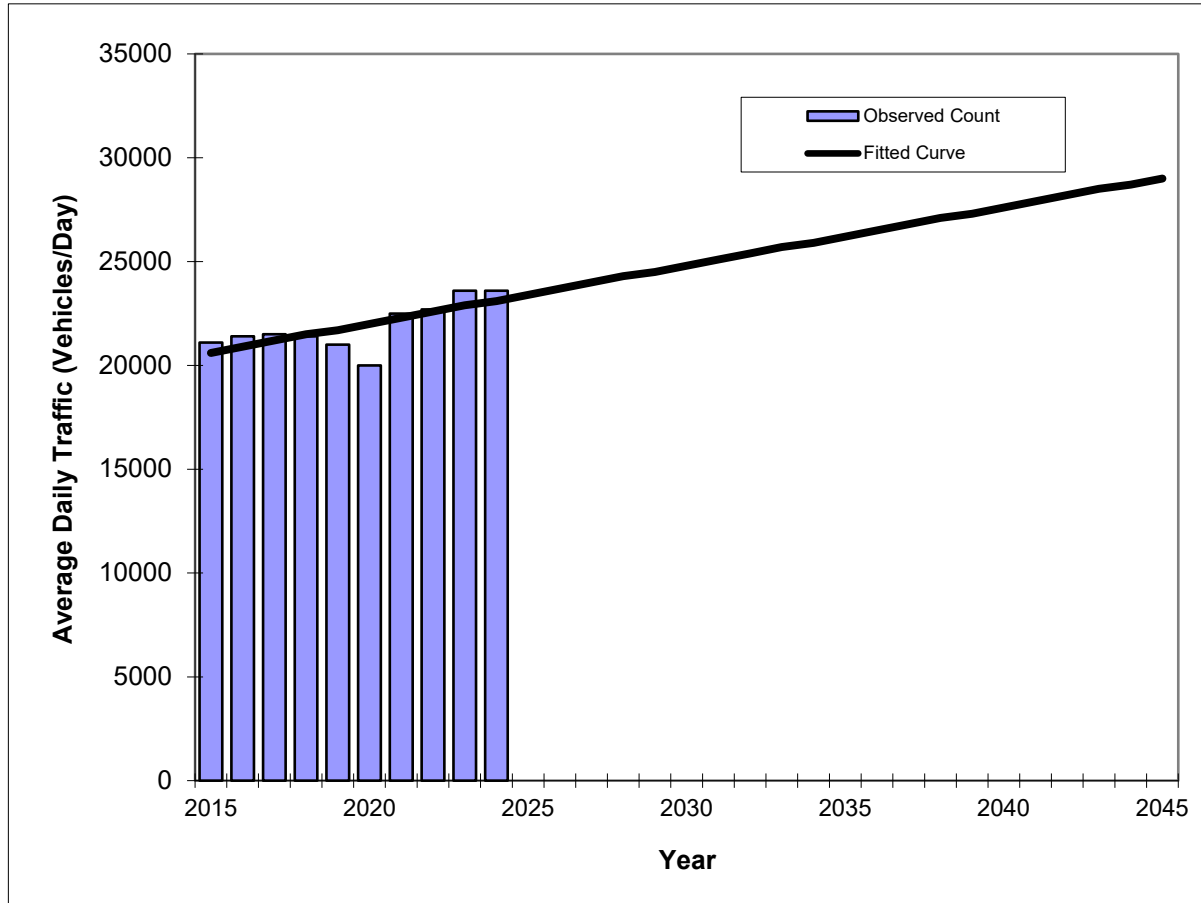
*Axle-Adjusted

Traffic Trends - V03.a

SR 100, E of Old Kings Rd --

FIN#	
Location	

County:	Palm Beach (93)
Station #:	
Highway:	SR 100, E of Old Kings Rd



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	21100	20600
2016	21400	20900
2017	21500	21200
2018	21400	21500
2019	21000	21700
2020	20000	22000
2021	22500	22300
2022	22700	22600
2023	23600	22900
2024	23600	23100
2033 Opening Year Trend		
2033	N/A	25700
2034 Mid-Year Trend		
2034	N/A	25900
2035 Design Year Trend		
2035	N/A	26200
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	280
Trend R-squared:	51.76%
Trend Annual Historic Growth Rate:	1.35%
Trend Growth Rate (2024 to Design Year):	1.22%
Printed:	7-Oct-25
Straight Line Growth Option	

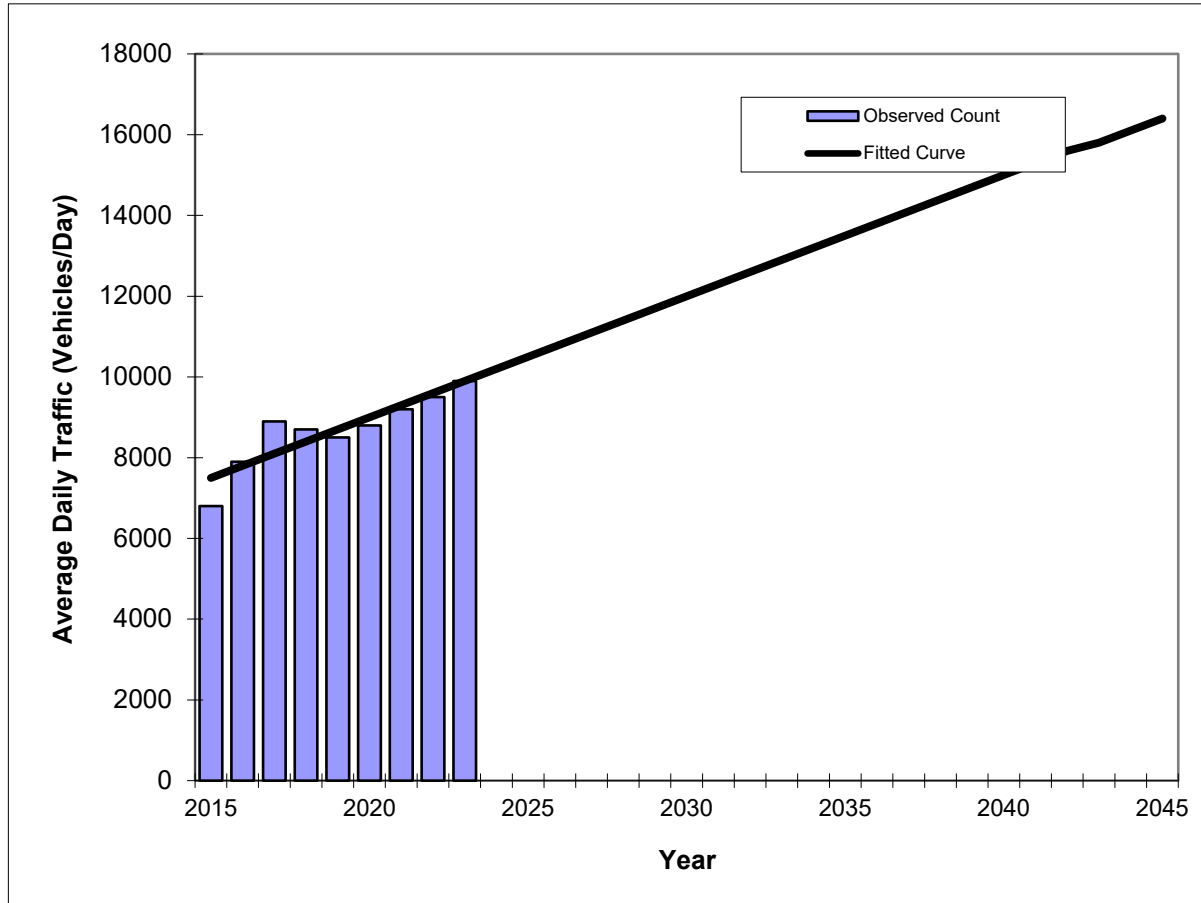
*Axle-Adjusted

Traffic Trends - V03.a

Old Kings Rd, N of SR 100 --

FIN#	
Location	

County:	Palm Beach (93)
Station #:	
Highway:	Old Kings Rd, N of SR 100



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	6800	7500
2016	7900	7800
2017	8900	8100
2018	8700	8400
2019	8500	8700
2020	8800	9000
2021	9200	9300
2022	9500	9600
2023	9900	9900
2033 Opening Year Trend		
2033	N/A	12900
2034 Mid-Year Trend		
2034	N/A	13200
2035 Design Year Trend		
2035	N/A	13500
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	298
Trend R-squared:	80.08%
Trend Annual Historic Growth Rate:	4.00%
Trend Growth Rate (2023 to Design Year):	3.03%
Printed:	7-Oct-25
Straight Line Growth Option	

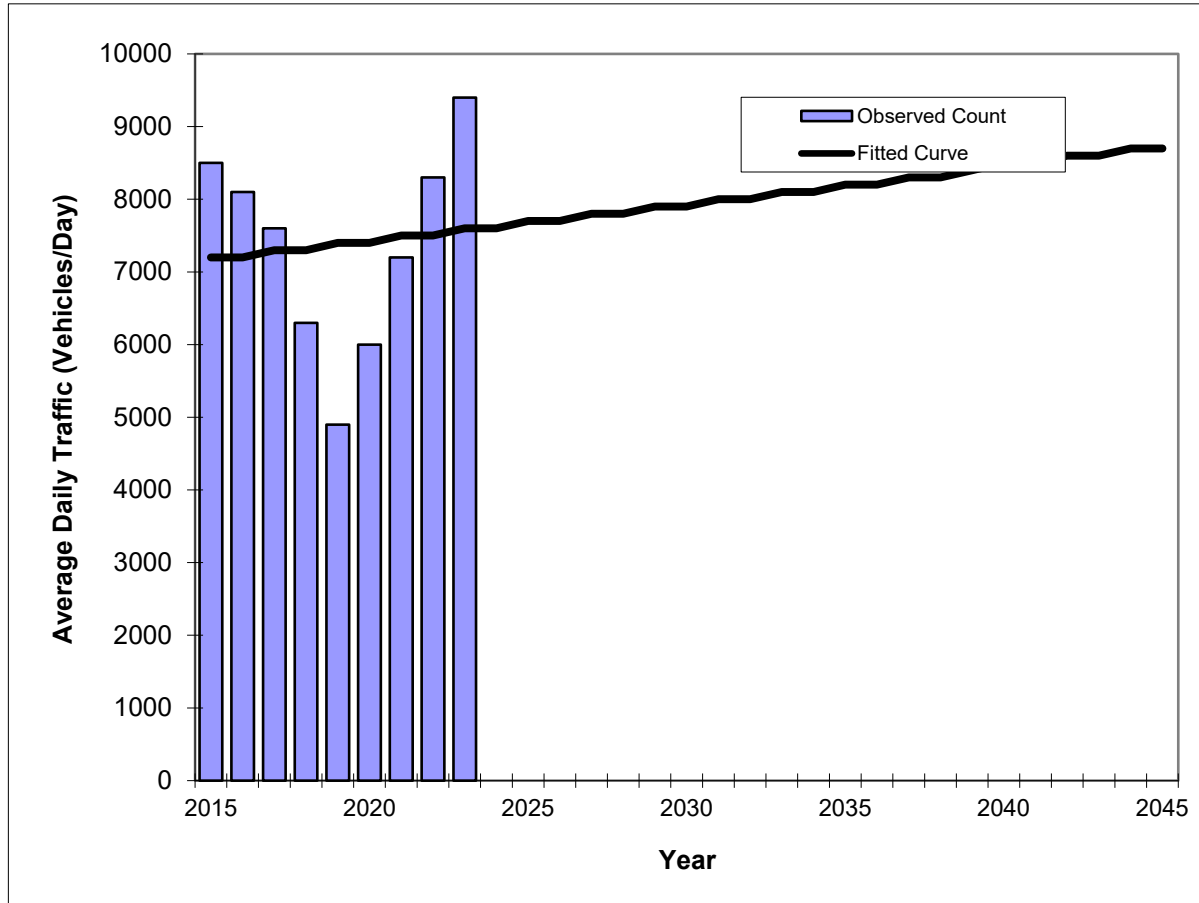
*Axle-Adjusted

Traffic Trends - V03.a

Old Kings Rd- S of SR 100 --

FIN#	
Location	

County:	Palm Beach (93)
Station #:	
Highway:	Old Kings Rd- S of SR 100



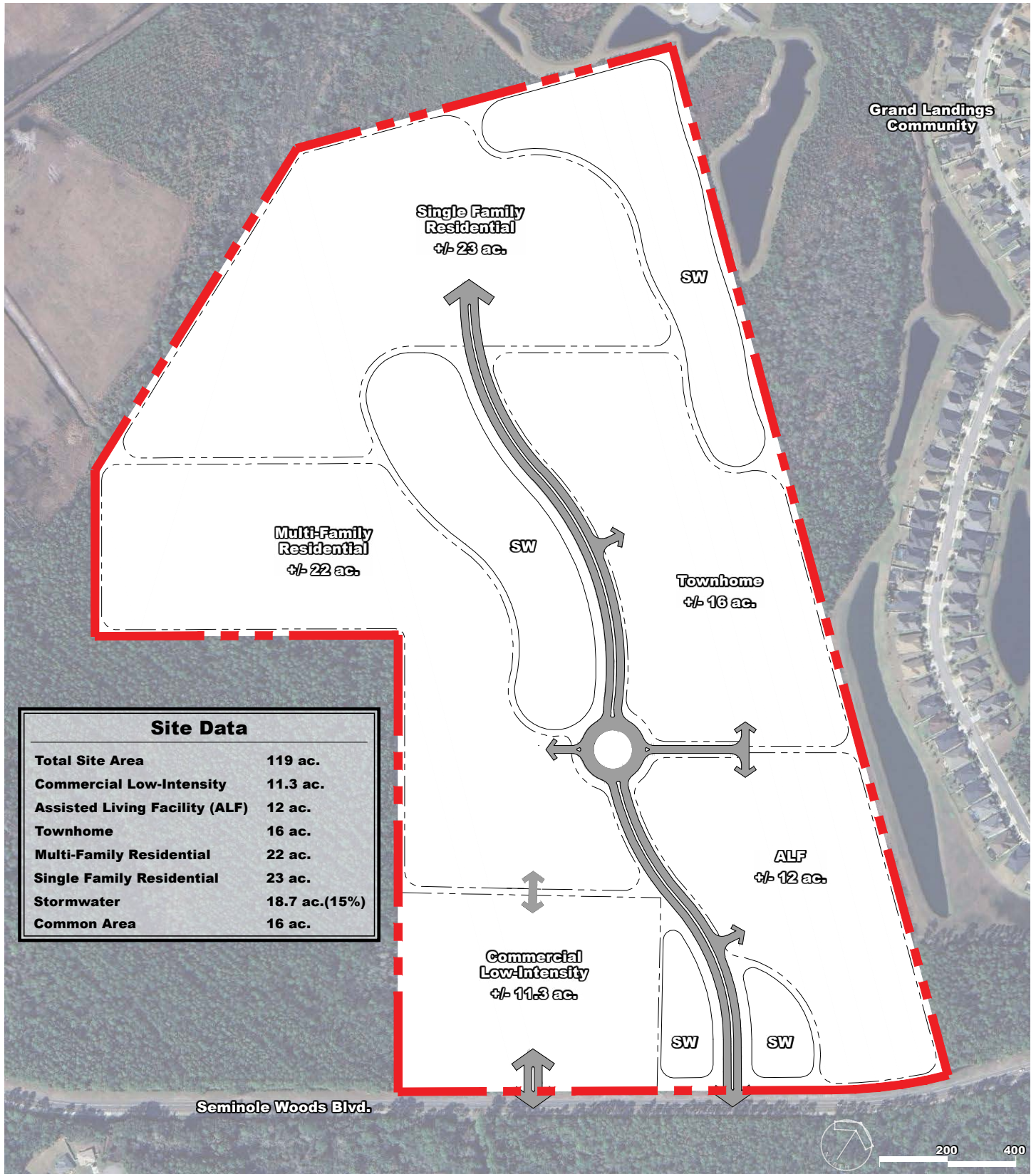
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	8500	7200
2016	8100	7200
2017	7600	7300
2018	6300	7300
2019	4900	7400
2020	6000	7400
2021	7200	7500
2022	8300	7500
2023	9400	7600
2033 Opening Year Trend		
2033	N/A	8100
2034 Mid-Year Trend		
2034	N/A	8100
2035 Design Year Trend		
2035	N/A	8200
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	52
Trend R-squared:	1.00%
Trend Annual Historic Growth Rate:	0.69%
Trend Growth Rate (2023 to Design Year):	0.66%
Printed:	7-Oct-25
Straight Line Growth Option	

*Axle-Adjusted

Sample Development Scenario

- Conceptual Plan
- Internal Capture Worksheets



Site Data

Total Site Area	119 ac.
Commercial Low-Intensity	11.3 ac.
Assisted Living Facility (ALF)	12 ac.
Townhome	16 ac.
Multi-Family Residential	22 ac.
Single Family Residential	23 ac.
Stormwater	18.7 ac.(15%)
Common Area	16 ac.

PLANS ARE CONCEPTUAL AND WERE PREPARED WITHOUT A BOUNDARY SURVEY, TOPOGRAPHIC SURVEY, AND CONFIRMED WETLAND DELINEATION. FINAL DESIGN IS SUBJECT TO CHANGE BASED ON SURVEY DATA, ENVIRONMENTAL ASSESSMENTS, AND REGULATORY REVIEW.

REVISIONS

NO.	DATE	BY	DESCRIPTION

SHEET 1

Seminole Woods

Mixed Use PUD

Conceptual Master Plan

Flagler County, Florida

Issue Date: 7.9.2025



©Castle Bay Design Studio, LLC
 3000 N. Ponce de Leon Blvd., Suite C
 St. Augustine, FL 32084
 386.747.1370 www.castlebaydesignstudio.com

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Seminole Woods Mixed-Use	Organization:	WTE
Project Location:	Flagler County, FL	Performed By:	
Scenario Description:	Sample Development Scenario	Date:	8/8/2025
Analysis Year:		Checked By:	
Analysis Period:	AM Street Peak Hour	Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				521	323	198
Restaurant				0		
Cinema/Entertainment				0		
Residential				314	96	218
Hotel				0		
All Other Land Uses ²				0		
Total				835	419	416

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	2	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	2	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	835	419	416
Internal Capture Percentage	1%	1%	1%
External Vehicle-Trips ³	827	415	412
External Transit-Trips ⁴	0	0	0
External Non-Motorized Trips ⁴	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	1%	1%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	2%	1%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

³Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

⁴Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Seminole Woods Mixed-Use	Organization:	WTE
Project Location:	Flagler County, FL	Performed By:	
Scenario Description:	Sample Development Scenario	Date:	8/8/2025
Analysis Year:		Checked By:	
Analysis Period:	PM Street Peak Hour	Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				1334	640	694
Restaurant				0		
Cinema/Entertainment				0		
Residential				404	235	169
Hotel				0		
All Other Land Uses ²				0		
Total				1738	875	863

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	108	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	64	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	1,738	875	863
Internal Capture Percentage	20%	20%	20%
External Vehicle-Trips ³	1,394	703	691
External Transit-Trips ⁴	0	0	0
External Non-Motorized Trips ⁴	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	10%	16%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	46%	38%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

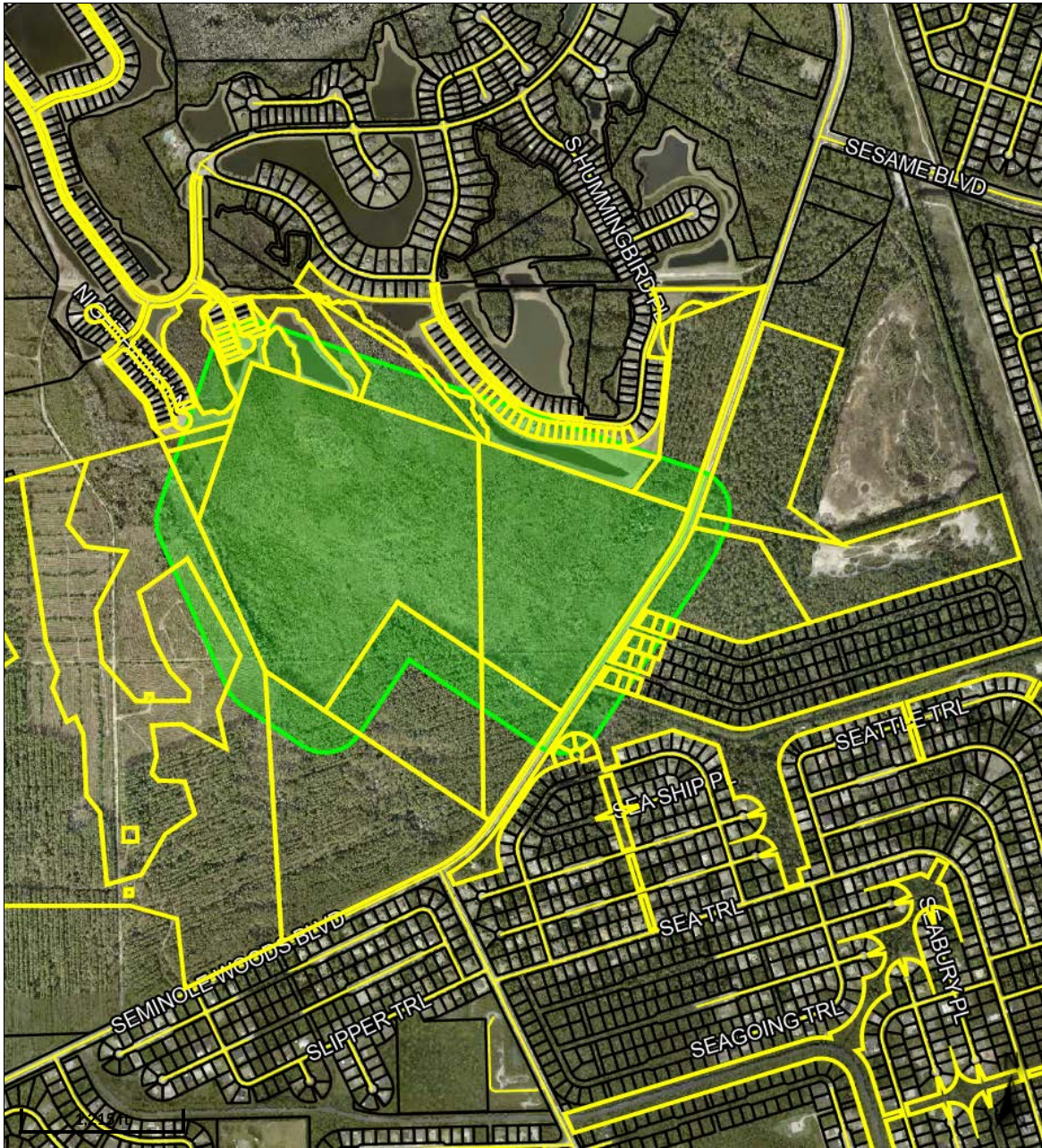
³Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

⁴Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

FLAGLER COUNTY PROPERTY APPRAISER



Overview



Legend

- Parcels
- Roads
- Streams and Rivers

Date created: 11/18/2025
Last Data Uploaded: 11/18/2025 7:26:08 AM

Developed by  **SCHNEIDER**
GEO SPATIAL

Growth Management Department
Planning & Development
1769 E. Moody Blvd, Bldg. 2
Bunnell, FL 32110



www.flaglercounty.gov
Phone: (386)313-4009
Fax: (386)313-4109

December 22, 2025

«OwnerName» «OwnerAddress1»
«OwnerAddress2»
«OwnerCityStZip»

Re: Project 2025080073– Rezoning from AC (Agriculture) to PUD (Planned Unit Development)

Corrected 12/22/25

Dear Property Owner:

As an owner of property within 300' of the property referenced herein, the Flagler County Planning Department, in accordance with Section 2.07.00 of the Flagler County Land Development Code, advises you that:

A request has been made by Richard Smith on behalf of owner MPC Lots LLC for a rezoning by amending the zoning of a total of 119 acres more or less, located on located on Seminole Woods Boulevard; Parcel Numbers 28-12-31-0000-01010-0000 and 29-12-31-0000-01010-0000, from AC (Agriculture) to PUD (Planned Unit Development).

You are hereby notified that public hearings will be held as follows:

FLAGLER COUNTY PLANNING AND DEVELOPMENT BOARD – for recommendation to Board of County Commissioners on adoption – ~~December 9, 2025~~ **January 8, 2026 at 6:00 p.m.** in the Flagler County Government Services Building, Board Chambers, 1769 E. Moody Blvd., Building 2, Bunnell, Florida, 32110.

FLAGLER COUNTY BOARD OF COUNTY COMMISSIONERS – Adoption Hearing – ~~December 15, 2025~~ **January 12, 2026 at 5:30 p.m.** or soon thereafter in the Flagler County Government Services Building, Board Chambers, 1769 E. Moody Blvd., Building 2, Bunnell, Florida, 32110.

For purposes of review of this amendment, the Board of County Commissioners will also be sitting in its capacity as the County's Local Planning Agency (LPA).
You are welcome to attend both hearings and express your opinion.

Sincerely,

Simone Kenny
Senior Planner

Andy Dance
District 1

Greg Hansen
District 2

Kim Carney
District 3

Leann Pennington
District 4

Pam Richardson
District 5

NOTE: PURSUANT TO SECTION 286.0105, FLORIDA STATUTES, IF A PERSON DECIDES TO APPEAL ANY DECISION MADE BY THE BOARD, AGENCY OR COMMISSION WITH RESPECT TO ANY MATTER CONSIDERED AT SUCH MEETING OR HEARING, HE OR SHE WILL NEED A RECORD OF THE PROCEEDINGS, AND THAT, FOR SUCH PURPOSE, HE OR SHE MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE, WHICH RECORD INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED.

2025080074

ParcelId	OwnerName	OwnerAddress1	OwnerAddress2	OwnerAddress3	OwnerCityStZip	Country
29-12-31-0000-01010-0000	MPC LOTS LLC		2379 BEVILLE ROAD		DAYTONA BEACH, FL 32119	
29-12-31-0000-01010-0030	SCHOOL BOARD OF FLAGLER COUNTY		P O BOX 755		BUNNELL, FL 32110	
28-12-31-0000-01010-0000	MPC LOTS LLC		2379 BEVILLE ROAD		DAYTONA BEACH, FL 32119	
28-12-31-0000-01010-0020	SCHOOL BOARD OF FLAGLER COUNTY		P O BOX 755		BUNNELL, FL 32110	
07-11-31-7059-00060-0350	SG FLAGLER HOLDINGS LLC		185 CYPRESS POINT PKWY		PALM COAST, FL 32164	
07-11-31-7059-00060-0360	SG FLAGLER HOLDINGS LLC		185 CYPRESS POINT PKWY		PALM COAST, FL 32164	
07-11-31-7059-00060-0370	SG FLAGLER HOLDINGS LLC		185 CYPRESS POINT PKWY		PALM COAST, FL 32164	
07-11-31-7059-00060-0380	SG FLAGLER HOLDINGS LLC		185 CYPRESS POINT PKWY		PALM COAST, FL 32164	
07-11-31-7059-00010-0220	SEMINOLE WOODS RESIDENTIAL LLC		185 CYPRESS POINT PARKWAY SUITE 7		PALM COAST, FL 32164	
07-11-31-7059-RP0A2-0000	CITY OF PALM COAST		160 LAKE AVENUE		PALM COAST, FL 32164	
07-11-31-7059-00020-0010	SEMINOLE WOODS RESIDENTIAL LLC		185 CYPRESS POINT PARKWAY SUITE 7		PALM COAST, FL 32164	
07-11-31-7059-00010-0210	SEMINOLE WOODS RESIDENTIAL LLC		185 CYPRESS POINT PARKWAY SUITE 7		PALM COAST, FL 32164	
07-11-31-7059-00020-0380	SEMINOLE WOODS RESIDENTIAL LLC		185 CYPRESS POINT PARKWAY SUITE 7		PALM COAST, FL 32164	
07-11-31-7059-00010-0200	SEMINOLE WOODS RESIDENTIAL LLC		185 CYPRESS POINT PARKWAY SUITE 7		PALM COAST, FL 32164	
07-11-31-7059-00020-0020	SEMINOLE WOODS RESIDENTIAL LLC		185 CYPRESS POINT PARKWAY SUITE 7		PALM COAST, FL 32164	
07-11-31-7059-00030-0010	SEMINOLE WOODS RESIDENTIAL LLC		185 CYPRESS POINT PARKWAY SUITE 7		PALM COAST, FL 32164	
07-11-31-7059-RP0A3-0000	CITY OF PALM COAST		160 LAKE AVENUE		PALM COAST, FL 32164	
07-11-31-7059-00020-0370	SEMINOLE WOODS RESIDENTIAL LLC		185 CYPRESS POINT PARKWAY SUITE 7		PALM COAST, FL 32164	
07-11-31-7059-00020-0030	SEMINOLE WOODS RESIDENTIAL LLC		185 CYPRESS POINT PARKWAY SUITE 7		PALM COAST, FL 32164	
07-11-31-5380-00000-0070	SEMINOLE WOODS RESIDENTIAL LLC		185 CYPRESS POINT PARKWAY STE 700		PALM COAST, FL 32164	
07-11-31-7059-00020-0360	SEMINOLE WOODS RESIDENTIAL LLC		185 CYPRESS POINT PARKWAY SUITE 7		PALM COAST, FL 32164	
07-11-31-7059-00030-0020	SEMINOLE WOODS RESIDENTIAL LLC		185 CYPRESS POINT PARKWAY SUITE 7		PALM COAST, FL 32164	
07-11-31-7059-00030-0030	SEMINOLE WOODS RESIDENTIAL LLC		185 CYPRESS POINT PARKWAY SUITE 7		PALM COAST, FL 32164	
07-11-31-5380-00000-0060	SEMINOLE WOODS RESIDENTIAL LLC		185 CYPRESS POINT PARKWAY STE 700		PALM COAST, FL 32164	
07-11-31-5380-00000-0050	SEMINOLE WOODS RESIDENTIAL LLC		185 CYPRESS POINT PARKWAY STE 700		PALM COAST, FL 32164	
07-11-31-7059-RP0A1-0000	CITY OF PALM COAST		160 LAKE AVENUE		PALM COAST, FL 32164	
28-12-31-0000-01010-0011	FLAGLER COUNTY		1769 E MOODY BLVD BLDG 2		BUNNELL, FL 32110	
20-12-31-2960-00000-00A0	GRAND LANDINGS MASTER	HOMEOWNERS' ASSN, INC	7400 BAYMEADOWS WAY SUITE 317		JACKSONVILLE, FL 32256	
20-12-31-2960-00000-0200	VESEY TERRENCE W & BARBARA N H&W LIFE ESTATE		185 S COOPERS HAWK WAY		PALM COAST, FL 32164	
20-12-31-2960-00000-0210	KOLLBECK WILLIAM LOUIS &	CAMILLE H&W	183 SOUTH HAWK WAY		PALM COAST, FL 32164	
20-12-31-2960-00000-0230	MYERS JORDAN NICOLE		179 SOUTH COOPERS HAWK WAY		PALM COAST, FL 32164	
20-12-31-2960-00000-0240	MILLER DEBRA A & GARRETT	GRZYBOWSKI JTWROS	177 S COOPERS HAWK WAY		PALM COAST, FL 32164	
20-12-31-2960-00000-0250	BECK RONALD LEE &	WANDA GRAHAM H&W LIFE ESTATE	175 S COOPERS HAWK WAY		PALM COAST, FL 32164	
20-12-31-2960-00000-0260	MYASKOVSKAYA MARINA		173 S COOPERS HAWK WAY		PALM COAST, FL 32164	
20-12-31-2960-00000-0270	DEBELLA MATTHEW R & KAREN M	H&W	171 SOUTH COOPERS HAWK WAY		PALM COAST, FL 32164	
20-12-31-2960-00000-0280	MARCIAL EDUARDO L & MONA J	H&W	169 SOUTH COOPERS HAWK WAY		PALM COAST, FL 32164	
20-12-31-2960-00000-0290	NUGENT THOMAS A II &	KELLI ANN NUGENT TRUSTEES	167 SOUTH COOPERS HAWK WAY		PALM COAST, FL 32164	
20-12-31-2960-00000-0300	OSULLIVAN SUSAN V	& CHARLES B H&W	165 SOUTH COOPERS HAWK WAY		PALM COAST, FL 32164	
20-12-31-2960-00000-0310	AKINBO ABOLAJI & DORANDA K	AKINBO H&W	163 S COOPERS HAWK WAY		PALM COAST, FL 32164	
20-12-31-2960-00000-0320	EQUIZI ERIKA DANIELLE	& JILL DENISE YORKE EQUIZI	161 SOUTH COOPERS HAWK WAY		PALM COAST, FL 32164	
20-12-31-2960-00000-00B0	GRAND LANDINGS MASTER	HOMEOWNERS' ASSN, INC	7400 BAYMEADOWS WAY SUITE 317		JACKSONVILLE, FL 32256	
20-12-31-2960-00000-00A1	GRAND LANDINGS MASTER	HOMEOWNERS' ASSN, INC	7400 BAYMEADOWS WAY SUITE 317		JACKSONVILLE, FL 32256	
20-12-31-2962-00000-0120	SEIJO RAFAEL & ELVIRA ROGER	SEIJO H&W	193 S COOPERS HAWK WAY		PALM COAST, FL 32164	
20-12-31-2962-00000-0130	DAGOSTINO JAMES & CELIA	THOMEZANI H&W	191 SOUTH COOPERS HAWK WAY		PALM COAST, FL 32164	
20-12-31-2962-00000-0100	MUNDREAN DANIEL & VANESSA E H&W		197 SOUTH COOPERS HAWK WAY		PALM COAST, FL 32164	
20-12-31-2962-00000-0150	SASKILL KELSIE BROOKE &	MICHAEL BRIAN ALLEN SASKILL JR	187 SOUTH COOPERS HAWK WAY		PALM COAST, FL 32164	
20-12-31-2962-00000-00D0	GRAND LANDINGS MASTER	HOMEOWNERS ASSN, INC	461 A1A BEACH BLVD		ST AUGUSTINE, FL 32080	
20-12-31-2962-00000-0110	ELLIS ERIC JASON &	MONICA LOUISE H&W	195 SOUTH COOPERS HAWK WAY		PALM COAST, FL 32164	
20-12-31-2962-00000-0140	LAMKIN LONNIE G & CINDY S H&W		189 SOUTH COOPERS HAWK WAY		PALM COAST, FL 32164	
29-12-31-0000-01010-0020	JTL GRAND LANDINGS DEVELOPMENT	LLC	16660 DALLAS PARKWAY SUITE 1600		DALLAS, TX 75248	
29-12-31-0000-01010-0025	JTL GRAND LANDINGS DEVELOPMENT	LLC	16660 DALLAS PARKWAY SUITE 1600		DALLAS, TX 75248	
29-12-31-0000-01010-0024	JTL GRAND LANDINGS DEVELOPMENT	LLC	16660 DALLAS PARKWAY SUITE 1600		DALLAS, TX 75248	
20-12-31-2964-00000-00J0	GRAND LANDINGS MASTER HOMEOWNERS ASSOCIATION INC		7400 BAYMEADOWS WAY SUITE 317		JACKSONVILLE, FL 32256	

29-12-31-0000-01010-0050	JTL GRAND LANDINGS DEVELOPMENT	LLC	16660 DALLAS PARKWAY SUITE 1600	DALLAS, TX 75248
20-12-31-2964-00000-1800	PETERSON GARRY		118 WOOD THRUSH LANE	PALM COAST, FL 32164
20-12-31-2964-00000-1790	WINKLER ROBERT R	& RITA T H&W	116 THRUSH WOOD LANE	PALM COAST, FL 32164
20-12-31-2964-00000-1780	SANABRIA LUCAS & LEONIDES H&W	TRUSTEES	114 WOOD THRUSH LANE	PALM COAST, FL 32164
20-12-31-2964-00000-1770	SUGG LORI JANE	& JIMMY MICHAEL H&W	112 WOOD THRUSH LANE	PALM COAST, FL 32164
20-12-31-2964-00000-1760	DUENAS ANTONIO JR & MARIA CONCEPCION H&W		110 WOOD THRUSH LANE	PALM COAST, FL 32164
20-12-31-2964-00000-00N0	GRAND LANDINGS MASTER HOMEOWNERS ASSOCIATION INC		7400 BAYMEADOWS WAY SUITE 317	JACKSONVILLE, FL 32256
20-12-31-2964-00000-1810	SHTERN BIANNA		113 WOOD THRUSH LANE	PALM COAST, FL 32164
20-12-31-2964-00000-1820	BATISTA EMILIYA & SOLOVEY RUSLAN H&W		111 WOOD THRUSH LANE	PALM COAST, FL 32164
20-12-31-2964-00000-1750	CAPOTE ROBERTO JR	& CINDY LOU H&W	108 WOOD THRUSH LANE	PALM COAST, FL 32164
20-12-31-2964-00000-1830	HARSHBARGER RODNEY	& DENNIS MIGLIARO JTWROS	109 WOOD THRUSH LANE	PALM COAST, FL 32164
20-12-31-2964-00000-1590	ALTMAN MAKSIM		104 NIGHTHAWK LANE	PALM COAST, FL 32164
20-12-31-2964-00000-0000	GRAND LANDINGS MASTER HOMEOWNERS ASSOCIATION INC		7400 BAYMEADOWS WAY SUITE 317	JACKSONVILLE, FL 32256
20-12-31-2964-00000-00M0	GRAND LANDINGS MASTER HOMEOWNERS ASSOCIATION INC		7400 BAYMEADOWS WAY SUITE 317	JACKSONVILLE, FL 32256
20-12-31-2964-00000-00A1	GRAND LANDINGS MASTER HOMEOWNERS ASSOCIATION INC		7400 BAYMEADOWS WAY SUITE 317	JACKSONVILLE, FL 32256
29-12-31-0000-01010-0023	JTL GRAND LANDINGS DEVELOPMENT	LLC	16660 DALLAS PARKWAY SUITE 1600	DALLAS, TX 75248
29-12-31-0000-01010-0021	BYRNDOG PCP, LLC		180 BROOKHAVEN CT S	PALM COAST, FL 32164
07-11-31-7059-000RP-0020	CITY OF PALM COAST		160 LAKE AVENUE	PALM COAST, FL 32164

I hereby affirm mailed notice to each owner on 1/23/2026 for the Planning and Development Board meeting on 02/10/2026 at 6:00 pm.

Simone Kenny
 Simone Kenny, Senior Planner

I hereby affirm mailed notice to each owner on 1/23/2026 for the Board of County Commissioners meeting on 03/16/2026 at 5:30 pm.

Simone Kenny
 Simone Kenny, Senior Planner



From: [Daytona Beach Legals](#)
To: [Simone Kenny, AICP](#)
Subject: Thank you for placing your order with us.
Date: Thursday, January 22, 2026 12:00:44 PM

THANK YOU for your ad submission!

This is your confirmation that your order has been submitted. Below are the details of your transaction. Please save this confirmation for your records.

We appreciate you using our online self-service ads portal, available 24/7. Please continue to visit Daytona Beach News-Journal's online Classifieds [HERE](#) to place your legal notices in the future.

Deadlines vary by publication, changes and/or cancellations may not be honored due to deadline restrictions.

Job Details

Order Number: **LDTB0446012**
Classification: **Govt Public Notices**
Package: **General Package**
Additional Options: **1 Affidavit \$2.00**
Base amount: **\$444.96**
Service fee: **\$17.75**
Cash/Check/ACH **◆**
Discount: **-\$0.00**
Total payment: **\$462.71**

As an incentive for customers, we provide a discount off the total order cost equal to the 3.99% service fee if you pay with Cash/Check/ACH. Pay by Cash/Check/ACH and save! In no event are service fees refundable.

Payment Type: **visa**

Account Details

Chuck Merenda
1769 E Moody Blvd
Bunnell, FL ◆ 32110
386-313-4009
skenny@flaglercounty.gov
Flagler County BOCC
Credit Card - visa *****9466

Schedule for ad number LDTB04460120

Sun Jan 25, 2026
Daytona Beach News- *All Zones*
Journal

NOTICE OF REZONING

Pursuant to Section 2.07.00, Flagler County Land Development Code, and Chapter 125, Florida Statutes, the Flagler County Board of County Commissioners hereby provides notice of consideration of Project No. 2025080074 submitted by Applicant Richard Smith, on behalf of property owner, MPC Lots LLC, and possible adoption of an Ordinance titled similar to:

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF FLAGLER COUNTY, FLORIDA AMENDING THE ZONING CLASSIFICATION OF A TOTAL OF 119 ACRES, MORE OR LESS, LYING IN SECTIONS 28 AND 29, TOWNSHIP 12, RANGE 31 EAST; BEING ALL OF PARCEL NUMBER 28-12-31-0000-01010-0000 AND 29-12-31-0000-01010-0000, FROM AC (AGRICULTURE) DISTRICT TO PUD (PLANNED UNIT DEVELOPMENT) DISTRICT; ADOPTING A PUD DEVELOPMENT AGREEMENT AND PUD SITE DEVELOPMENT PLAN; PROVIDING FOR FINDINGS; AND PROVIDING FOR AN EFFECTIVE DATE

DATE.

Public hearings on the above-captioned matter will be held as follows:

PLANNING AND DEVELOPMENT BOARD – February 10, 2026 at 6:00 p.m. or as soon thereafter as possible in the Flagler County Government Services Building, Board Chambers, 1769 E. Moody Boulevard, Building 2, Bunnell, Florida.

The Planning and Development Board recommendation will be presented to the Board of County Commissioners for final decision; the Board of County Commissioners hearing will be held as follows:

BOARD OF COUNTY COMMISSIONERS – March 16, 2026 at 5:30 p.m. or as soon thereafter as possible in the Flagler County Government Services Building, Board Chambers, 1769 E. Moody Boulevard, Building 2, Bunnell, Florida.

All interested persons are urged to attend these public hearings and be heard. Anyone wishing to express their opinion may attend, telephone 386-313-4009 or write to: Flagler County Planning Department, 1769 E. Moody Blvd, Building 2, Bunnell, FL 32110 or email to planningdept@flaglercounty.gov. Copies of the proposal, supporting data and analysis, staff reports and other pertinent information are available for review at the Flagler County Planning & Zoning Dept., 1769 East Moody Boulevard, Bldg, 2, Bunnell, Florida 32110.

IF A PERSON DECIDES TO APPEAL

IF A PERSON DECIDES TO APPEAL ANY DECISION MADE BY THE BOARD OF COUNTY COMMISSIONERS WITH RESPECT TO ANY MATTER CONSIDERED AT THE MEETING, A RECORD OF THE PROCEEDINGS MAY BE NEEDED AND, FOR SUCH PURPOSES, THE PERSON MAY NEED TO ENSURE THAT A VERBATIM RECORD IS MADE, WHICH RECORD INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH APPEAL IS TO BE BASED. IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT, PERSONS NEEDING ASSISTANCE TO PARTICIPATE IN ANY OF THESE PROCEEDINGS SHOULD CONTACT THE PLANNING DEPARTMENT AT LEAST 48 HOURS PRIOR TO THE MEETING.

January 25 2026
LDTB0446012