



City of Bunnell, Florida

Agenda Item No. E.1.

Document Date: 11/20/2025
Department: Community Development
Subject: Ordinance 2025-05 Requesting to amend the Future Land Use Map of the Future Land Use Element in the 2035 Comprehensive Plan for 1,259+/- acres of land from "Agricultural and Silviculture" designation to the "Industrial" designation. - Second Reading

Agenda Section: **Ordinances: (Legislative):**

ATTACHMENTS:

Description

Ordinance 2025-05 US-1 Park FLUM Amendment 2nd Reading.docx

Ord. 2025-05 Data and Analysis Report (11.26.2025

State Agency Comments RAI

Business Impact Statement

Summary/Highlights:

This is a request to amend the City's Future Land Use Map for 1,259+/- acres of land from the "Agricultural and Silviculture" designation to the "Industrial" designation.

There is a companion item (Ordinance 2025-06) to rezone the property from "AG&S, Agricultural and Silviculture District" to the "L-1, Light Industrial District" and "L-2, Heavy Industrial District".

This matter was last heard at the September 22, 2025 City Commission Meeting. At this meeting, the Commission voted to approve the proposed ordinance subject to the proposed site-specific policies being removed.

In accordance with Florida Statute, this matter was advertised in the November 27, 2025 edition of the Daytona Beach News Journal.

Background:

The applicant, Tara Tedrow with Lowndes Law Firm on behalf of the owners Brown & Johnston & Joly & Durshimer, has applied for a large-scale Future Land Use Map amendment for 1,259+/- acres of land. There are currently no plans at this time or submitted to develop the land in conjunction with this request.

The surrounding area is predominantly vacant, undeveloped timberland and partially rural residential. Adjacent land uses include vacant and rural residential with suburban residential

east of the site (Palm Coast K Section). The surrounding area is mostly designated Agricultural and Silviculture (Bunnell) and Agriculture and Timberlands (Unincorporated Flagler County). This amendment is consistent with the City's 2035 Comprehensive Plan and the City's 2019 adopted strategic plan for increasing the economic base to promote sustainable commercial and industrial growth.

A data and analysis has been performed for this amendment and is included in this staff report which showcases the impacts on public facilities. The applicant has also provided a justification report with this amendment and is included in the data and analysis report. The traffic impact analysis has also since been updated to reflect all potential impacts within the surrounding area that exceed the LOS by 3% or greater. This included as an appendix to the City Data and Analysis report.

This amendment is considered to be a large-scale comprehensive plan amendment that is subject to and regulated by Section 163.3184, Florida Statutes. This amendment is subject to the expedited state review process which is outlined under Section 163.3184(3), Florida Statutes, and it was transmitted to the State Reviewing agencies on October 1, 2025. Responses from these agencies were received on October 31, 2025 and contained minimal to no comments on the amendment with the exception of technical assistance comments. A summary and response letter to these received responses is attached in this agenda report.

If adopted, this amendment and all supporting data is then transmitted to the state reviewing agencies once more for final review.

Staff Recommendation:

Adopt Ordinance 2025-05 Requesting to amend the Future Land Use Map of the Future Land Use Element in the 2035 Comprehensive Plan for 1,259+/- acres of land from "Agricultural and Silviculture" designation to the "Industrial" designation. - Second Reading

City Attorney Review:

Approved for agenda

City Manager Review/Recommendation:

Approve

ORDINANCE 2025-05

AN ORDINANCE OF THE CITY OF BUNNELL, FLORIDA AMENDING THE CITY OF BUNNELL 2035 COMPREHENSIVE PLAN, AS PREVIOUSLY AMENDED; PROVIDING FOR THE LARGE-SCALE AMENDMENT TO THE FUTURE LAND USE MAP IN THE FUTURE LAND USE ELEMENT OF THE CITY OF BUNNELL 2035 COMPREHENSIVE PLAN RELATIVE TO CERTAIN REAL PROPERTY TOTALING 1,259± ACRES IN THE CITY OF BUNNELL LIMITS FROM “AGRICULTURE & SILVICULTURE (AG&S)” TO “INDUSTRIAL (IND)”; PROVIDING FOR LEGISLATIVE FINDINGS AND INTENT; PROVIDING FOR ASSIGNMENT OF THE LAND USE DESIGNATIONS FOR THE PROPERTY; PROVIDING FOR SEVERABILITY; PROVIDING FOR RATIFICATION OF PRIOR ACTS OF THE CITY; PROVIDING FOR THE ADOPTION OF MAPS BY REFERENCE; PROVIDING FOR CONFLICTS; PROVIDING FOR CODIFICATION AND DIRECTIONS TO THE CODE CODIFIER AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Article VIII, Section 2, *Constitution of the State of Florida*, authorizes the City of Bunnell to exercise any power for municipal purposes except as otherwise provided by law; and

WHEREAS, §166.041, *Florida Statutes*, provides for procedures and requirements for the adoption of ordinances by municipalities; and

WHEREAS, Brown & Johnston & Joly & Durshimer owns the certain real properties which land totals 1,259± acres in size, are assigned Tax Parcel Identification Numbers by the Flagler County Property Appraiser’s Office listed under Sections 3 & 4, and are the subject of this Ordinance; and

WHEREAS, Tara Tedrow, Esq. with Lowndes Law Firm, on behalf of the property owners, has applied to the City of Bunnell pursuant to the controlling provisions of state law, the *City of Bunnell Land Development Code*, and the *City of Bunnell 2035 Comprehensive Plan*, to amend the Future Land Use Map (FLUM) in the *City of Bunnell 2035 Comprehensive Plan* for the subject properties, generally located between Old Haw Creek Road, US Highway 1, and County Road 304, to the “Industrial” Future Land Use Map designation from the existing “Agricultural & Silviculture” designation; and

WHEREAS, the subject properties are currently vacant, undeveloped land primarily used for timbering; and

WHEREAS, the purpose of the “Industrial” Future Land Use designation is to provide sufficient land for existing and anticipated future industrial needs and requisite support services as described in FLU Policy 10.1 in the City’s *2035 Comprehensive Plan*; and

WHEREAS, this is a large-scale FLUM amendment subject to the controlling provisions in Section 163.3184, *Florida Statutes*, which outlines the process for adopting comprehensive plan amendments; and

WHEREAS, this amendment is not submitted in accordance with a proposed development that is subject to the state coordinated review process pursuant to §380.06, *Florida Statutes*, and is otherwise subject to the expedited state review process pursuant to §163.3184(2)(a) and §163.3184(3), *Florida Statutes*; and

WHEREAS, Section 163.3184, *Florida Statutes*, relates to the amendment of adopted local government comprehensive plans and sets forth certain requirements for large-scale Future Land Use Map amendments not within an area of critical state concern; and

WHEREAS, the City’s Community Development Department has conducted a thorough review and analysis of the demands upon public facilities and general planning and land development issues should the subject FLUM amendment application be approved pursuant to §163.3177(6)(a), *Florida Statutes*, and has otherwise reviewed and evaluated the application to determine whether it comports with sound and generally accepted land use planning practices and principles as well as whether the application is consistent with the goals, objectives, and policies set forth in the City’s *2035 Comprehensive Plan*, and

WHEREAS, the City of Bunnell’s Planning, Zoning and Appeals Board, acting as the City’s local planning agency, held a public meeting on May 6, 2025, to consider amending the Future Land Use Map of the Future Land Use Element of the City’s *2035 Comprehensive Plan* and recommended approval, by a 3-1 vote, of the proposed large-scale Future Land Use Map amendment to the *Comprehensive Plan* for the subject properties as requested by the applicant; and

WHEREAS, professional city planning staff, the City’s Planning, Zoning and Appeals Board, and the City Commission have determined that the proposed large-scale Future Land Use Map amendment for the subject properties as set forth in this Ordinance is consistent with the goals, objectives, and policies in the City’s *2035 Comprehensive Plan*, the City’s *Land Development Code*, and the controlling provisions of state law; and

WHEREAS, the City of Bunnell has complied with all requirements and procedures of Florida law in processing this large-scale amendment to the City’s *2035 Comprehensive Plan* including, but not limited to, Section 163.3184, *Florida Statutes*; and

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF BUNNELL, FLORIDA:

Section 1. Legislative Findings and Intent.

(a) The foregoing recitals (whereas clauses), along with the City staff report and City Commission agenda memorandum relating to the application of the proposed amendment to the City of Bunnell *2035 Comprehensive Plan* pertaining to the subject properties, are hereby adopted and incorporated into this Ordinance as the legislative and administrative findings of the City Commission.

(b) The exhibits to this Ordinance are incorporated herein as if fully set forth herein verbatim.

Section 2. Amendment to Future Land Use Map.

Upon enactment of this Ordinance, the Future Land Use Map in the Future Land Use Element of the City of Bunnell *2035 Comprehensive Plan* is hereby amended, as described herein and depicted in Exhibit "A" attached to this Ordinance, and totaling 1,259± acres in size, by assigning the "Industrial" Future Land Use Map designation to the real properties, which are the subject of this Ordinance as set forth herein, from the existing "Agricultural & Silviculture" Future Land Use Map designation.

Section 3. Industrial Future Land Use Designation Property Information.

The legal descriptions for the "Industrial" Future Land Use designation being assigned to the properties that are the subject of this Ordinance are described as follows:

Tax Parcel Identification Numbers:

26-12-30-0650-00000-0000

Legal Description:

Section 26, Township 12 South, Range 30 East, Map of the Bunnell Development Company Subdivision, as recorded in the Office of the Clerk of the Circuit Court, Flagler County, Florida.

Tax Parcel Identification Numbers:

35-12-30-0650-000A0-0000

35-12-30-0650-000B0-0010

Legal Description:

The N 1/2 of Section 35, Township 12 South, Range 30 East, in Map of the Bunnell Development Company Subdivision, as recorded in the Office of the Clerk of the Circuit Court, Flagler County, Florida; LESS Tract 9, Block B of said Section 35.

Tax Parcel Identification Numbers:

23-12-30-0650-000D0-0040

Legal Description:

That part of Tracts 1, 2, 3, and 15 lying South and West of the Florida East Coast Railway right-of-way and all of Tracts 4, 5, 6, 9, 10, 11, 12, 13, and 14 of Block D; All in Section 23, Township 12 South, Range 30 East, Bunnell Development Company Land of Bunnell, according to the plat thereof as recorded in Plat Book 1, Page 1, Public Records of Flagler County, Florida.

Tax Parcel Identification Numbers:

24-12-30-0650-000C0-0070

Legal Description:

That part of Tracts 7, 8 and 9 of Block C lying South and West of the Florida East Coast Railway right-of-way in Section 24, Township 12 South, Range 30 East, Map of the Bunnell Development Company Subdivision, as recorded in the Office of the Clerk of the Circuit Court, Flagler County, Florida.

Tax Parcel Identification Numbers:

25-12-30-0650-000B0-0070

25-12-30-0650-000C0-0010

Legal Description:

That part of Tracts 6, 11 and 12, lying South and West of the Florida East Coast Railway right-of-way and all of Tracts 7, 8, 9, 10 and all of Tracts 16 through 23, inclusive of Block B; Tracts 1 through 16, inclusive of Block C; SE ¼ of SW ¼, all in Section 25, Township 12 South, Range 30 East, Map of the Bunnell Development Company Subdivision, as recorded in the Office of the Clerk of the Circuit Court, Flagler County, Florida.

Section 4. Incorporation of Maps.

The maps attached to this Ordinance are hereby ratified and affirmed and incorporated into this Ordinance as a substantive part of this Ordinance.

Section 5. Implementing Administrative Actions.

The City Manager, or designee, is hereby authorized to implement the provisions of this Ordinance as deemed appropriate and warranted.

Section 6. Ratification of Prior Actions.

The prior actions of the City Commission and its agencies in enacting and causing amendments to the *2035 Comprehensive Plan of the City of Bunnell*, as well as the implementation thereof, are hereby ratified and affirmed.

Section 7. Scrivener's Errors.

In the event that a scrivener's error, typographical error, legal description error, or cartographic error is identified in this Ordinance or in the exhibit(s) attached hereto, the error may be corrected administratively by the City Manager or designee, in consultation with and approval by the City Attorney, without further action by the City Commission. Such corrections shall be limited to non-substantive errors that do not alter the intent, meaning, or effect of this Ordinance or the Future Land Use Map amendment approved herein. Any corrected exhibit or description shall be maintained in the official records of the City.

Section 8. Severability.

If any section, sentence, phrase, word, or portion of this Ordinance is determined to be invalid, unlawful, or unconstitutional, it shall not be held or impair the validity of the ordinance or effect of any other action or part of this Ordinance.

Section 9. Conflicts.

All ordinances or parts of ordinances in conflict herewith are hereby repealed.

Section 10. Codification/Instructions to Code Codifier.

It is the intention of the City Commission of the City of Bunnell, Florida, and it is hereby ordained that the provisions of this Ordinance shall become and be made a part of the codified version of the City of Bunnell 2035 *Comprehensive Plan*, the *City of Bunnell Code of Ordinances*, and/or the *City of Bunnell Land Development Code*, in terms of amending the Future Land Use Map of the City.

Section 11. Effective Date.

The large-scale Comprehensive Plan map amendment set forth herein shall not become effective, in accordance with Section 163.3184(3)(c)4., *Florida Statutes*, until 31 days after the state land planning agency notifies the City that the plan amendment package is complete. If challenged within 30 days after adoption, the large-scale amendment set forth in this Ordinance shall not become effective until the state land planning agency or the Administrative Commission, respectively, issues a final order determining that the subject large-scale Comprehensive Plan map amendment is in compliance with the controlling state law.

First Reading: approved on this 22nd day of September 2025.

Second Reading/Final Reading: adopted on this 8th day of December 2025.

ATTEST:

CITY OF BUNNELL, FLORIDA

Kristen Bates, MMC, City Clerk

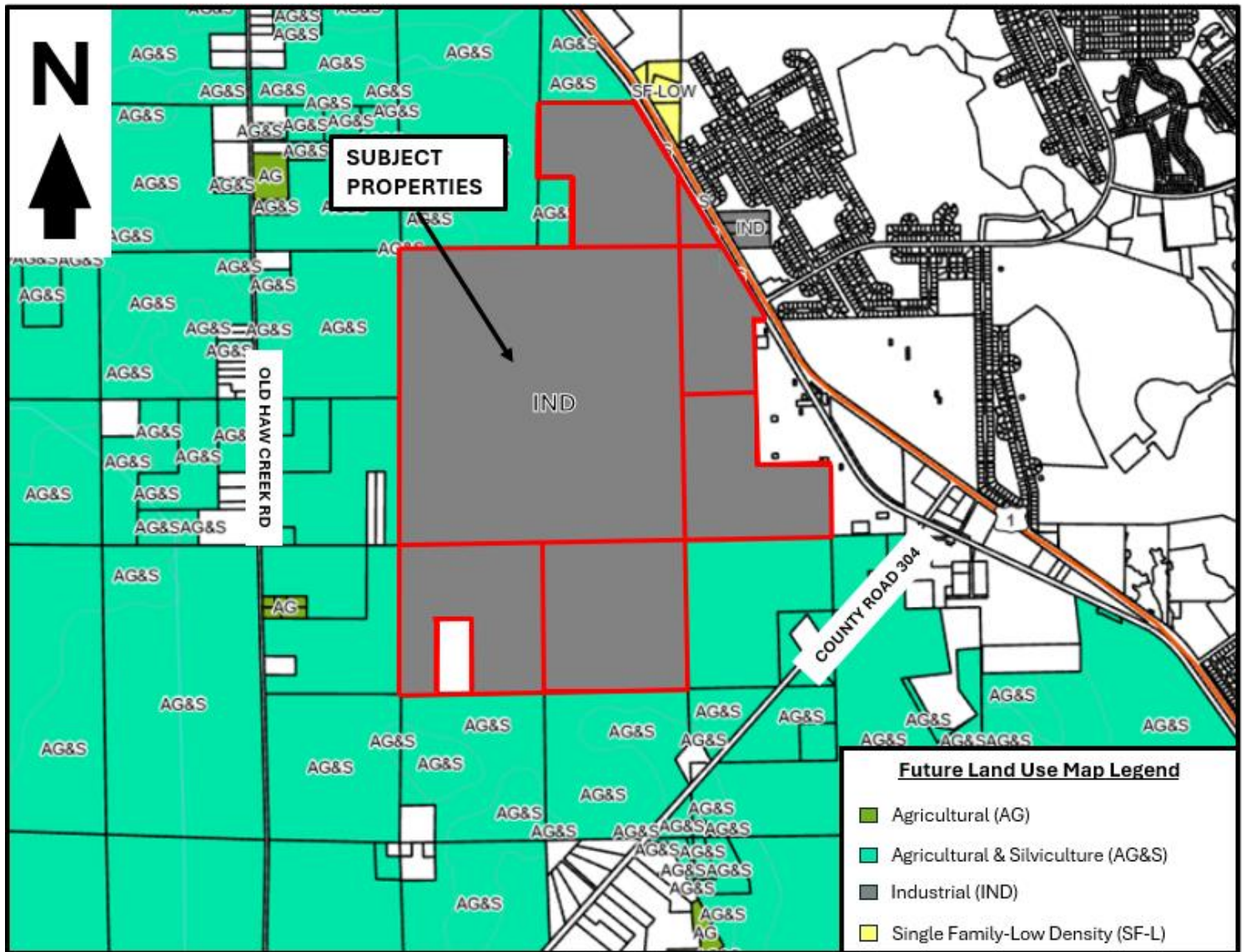
Catherine D. Robinson, Mayor

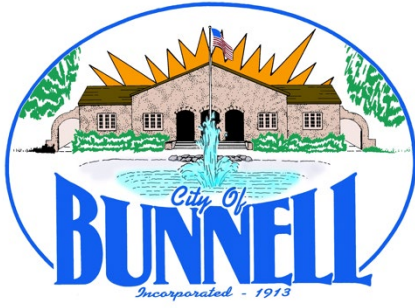
Seal:

Approved as to Form:

Vose Law Firm, City Attorney

Exhibit "A"
Amended Future Land Use Map





11/26/2025

US-1 Industrial Park

Large-scale Future Land Use Map Amendment and Rezoning

Data and Analysis Report

Prepared by:

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City of Bunnell, Florida
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1. APPLICATION OVERVIEW

1.1 Jurisdiction

City of Bunnell

1.2 Applicant

Tara L. Tedrow, Esq.
Lowndes Law Firm
215 N. Eola Dr.
Orlando, FL 32801

1.3 Property Owner

Brown & Johnston & Joly & Durshimer
P.O. Box 1398
Bunnell, FL 32110

1.4 Tax Parcel Identification Numbers

The Flagler County Tax Parcel Identification Numbers for the property is as follows:

23-12-30-0650-000D0-0040; 24-12-30-0650-000C0-0070; 26-12-30-0650-00000-0000; 25-12-30-0650-000B0-0070; 25-12-30-0650-000C0-0010; 35-12-30-0650-000A0-0000; 35-12-30-0650-000B0-0010.

1.5 Requested Action

A Future Land Use Map (FLUM) amendment to change 1,259± acres of the subject property from Agriculture & Silviculture (AG&S) to Industrial (IND).

There is a companion zoning map amendment that will change the zoning of the subject area from “AG&S, Agricultural & Silviculture District” to “L-1, Light Industrial District” and “L-2, Heavy Industrial District”. The proposed zoning designations are consistent with the proposed Future Land Use Map designation.

1.6 Project Summary and Background

The subject area was annexed into the Bunnell city limits in 2006 during what Bunnell calls the mass annexation period (years 2006-2008). During this time, the large landowners in Flagler County petitioned the City of Bunnell to voluntarily annex into the City. This resulted with the City of Bunnell becoming the second largest City in the State of Florida by land mass (139.4 sq. mi.) with the City of Jacksonville being the first.

The proposed amendment intends to create new economic opportunities for the City by diversifying the commercial and industrial base of Bunnell. Nonresidential uses can

allow flexible site design to achieve a more desirable and efficient use of land. The permitted uses allowed under the L-1 and L-2 zoning districts are compatible with surrounding properties through specific provisions in the City Land Development Code.

2. PARCEL DATA

2.1 Size of Property

The subject area is approximately 1,259± acres in size.

2.2 Current Use of Property

The subject area is currently vacant, unimproved land with timberland operations occurring periodically.

2.3 Current Future Land Use Map Designation

The current Future Land Use Map designations of the subject area is 1,835± acres of Agriculture & Silviculture (AG&S). See below Figure 1. depicting the current Bunnell Future Land Use Map.

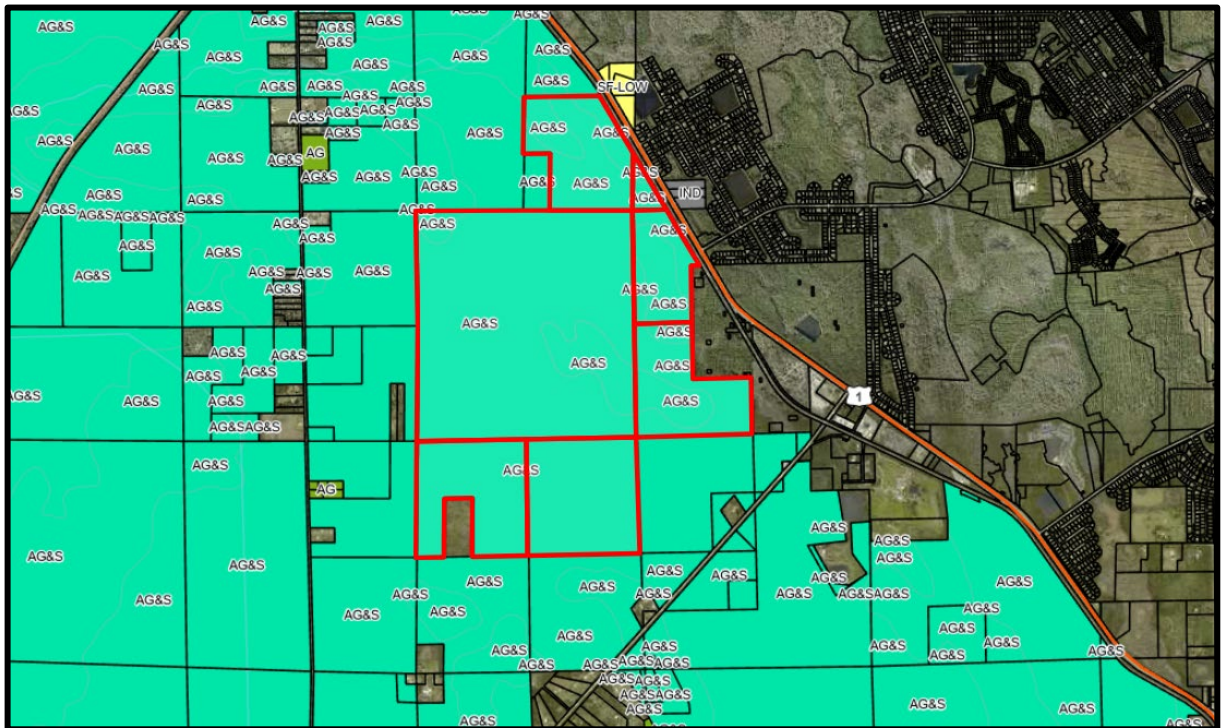


Figure 1 City of Bunnell Future Land Use Map (Current)

2.4 Current Zoning Designation

The Current zoning designations of the subject area is 1,835± acres of “AG&S, Agricultural & Silviculture District”. See Figure 2. below depicting the current Bunnell Official Zoning Map.

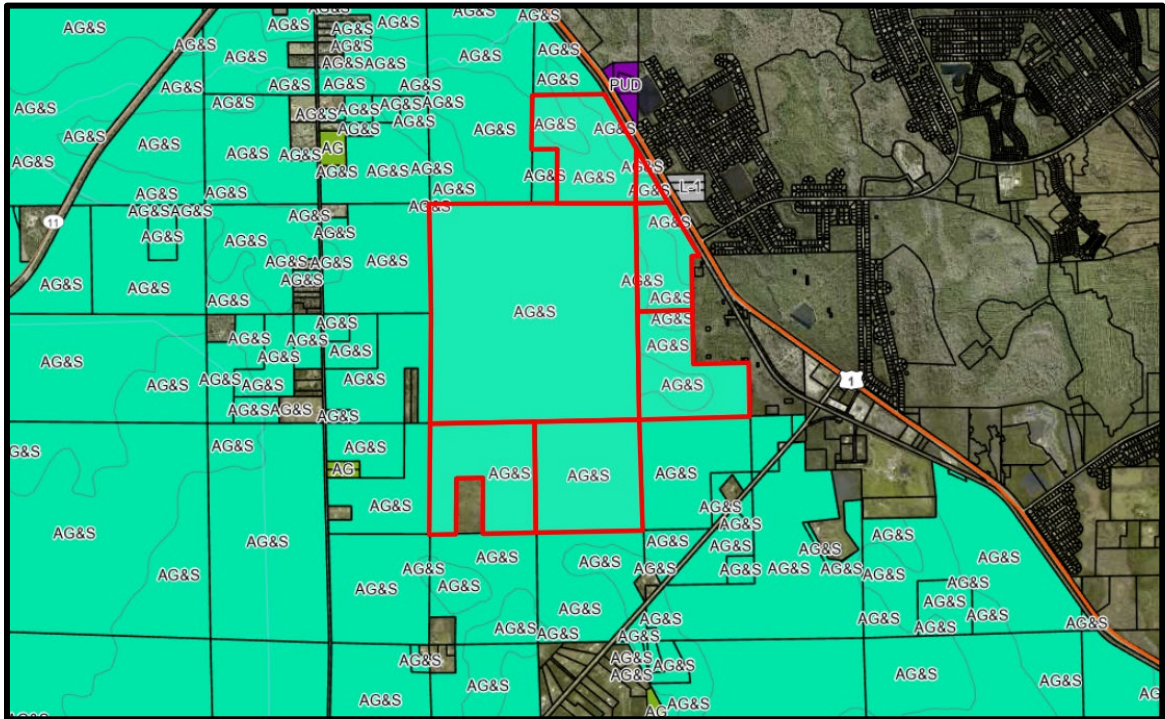


Figure 2 City of Bunnell Official Zoning Map (Current)

2.5 General Location

The City of Bunnell is generally centered in Flagler County with the city limits spanning from the western Flagler/Putnam County Line and the southern Flagler/Volusia County Line.

The proposed US-1 Industrial Park FLUM amendment/rezoning is located within the Bunnell city limits between Old Haw Creek Road, US Highway 1, and County Road 304. See Figure 3 below depicting development location.

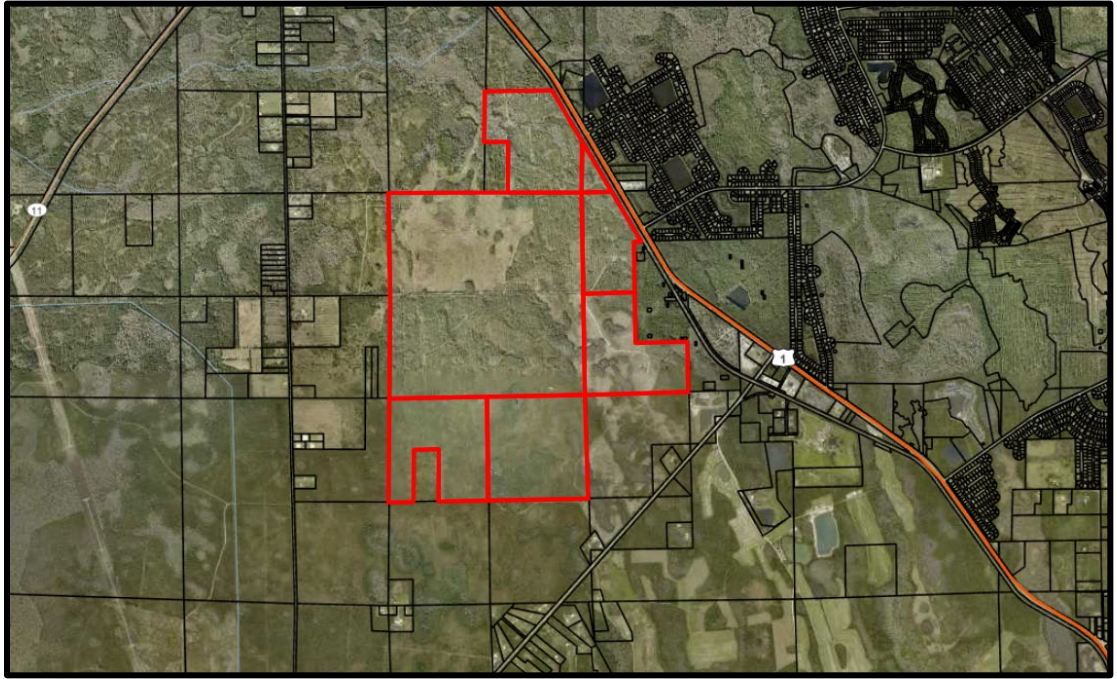


Figure 3 Subject Property Aerial Map

3. LAND USE INFORMATION

3.1 Current Zoning Designation Information

The purpose of the AG&S, Agricultural and Silviculture District is to permit a range of agricultural and/or silvicultural uses and to accommodate very low-density residential development at a concentration of one dwelling unit per five acres. The intent is to support and enhance agricultural character and lifestyle of existing low-density areas while encouraging the continuation of agricultural and silvicultural activities as a primary use in the rural area of the city, and to promote the protection of natural resources and wildlife habitat.

3.2 Proposed Zoning Designation Information

The purpose of the L-1, Light Industrial District is to provide areas in which the principal use of land is for light manufacturing, fabricating, and assembly plants, business, services, offices, retail, storage, warehousing, wholesaling and distribution. The intent of this district is to permit and regulate uses so that the noise, odor, dust, and glare of each operation is controlled to prevent becoming a nuisance to adjacent land uses.

The purpose of the L-2, Heavy Industrial District is to provide areas appropriate where various heavy and extensive industrial operations can be conducted without creating hazards or property devaluation to the surrounding land uses. The intent of this district is to promote the most efficient use of the land for heavy industrial uses such that noise, odor, dust, and glare of each operation is controlled to prevent becoming a nuisance to all adjacent land uses.

4. GENERAL ANALYSIS

4.1 City of Bunnell Current Population

The City of Bunnell's current official population estimate is 4,149, effective as of October 15, 2024 according to the University of Florida, Bureau of Economic & Business Research (BEBR). This is a 26.65% increase from the 2020 Census.

4.2 Density/Population Analysis

Note: The analysis for comprehensive plan map amendments takes into consideration the maximum development potential under the current and proposed FLUM categories (including any policy to limit development).

This analysis is conducted to evaluate the net change in the allowable density between the existing and proposed Future Land Use Map (FLUM) designations.

Table 1 FLUM Maximum Density Allowed (Residential Use)

	# of Acres	Maximum Density ⁽¹⁾	Maximum # of Units	Population ⁽²⁾
Proposed FLUM: Industrial	1,259	n/a	n/a	0
Total	1,259			0
Current FLUM: Agricultural & Silviculture	1,259	0.2 du/acre	252	595
Net Change	0		-252	-595
Table Footnotes: ⁽¹⁾ Maximum densities are established by Comprehensive Plan Policies. ⁽²⁾ Population derived from calculating # of units by 2.36 people per unit derived from "Households and Average Household size in Florida: April 1, 2024" (University of Florida, Bureau of Economic and Business Research).				

4.3 Density/Population Analysis Findings

As shown in Table 1 above, the proposed FLUM designations will result in a substantial decrease in the allowable density by 252 units, thus reducing the potential population of the area by approximately 595 persons.

4.4 Intensity Analysis

Note: The analysis for comprehensive plan map amendments takes into consideration the maximum development potential under the current and proposed FLUM categories (including any policy to limit development).

This analysis is conducted to evaluate the net change in the allowable intensity between the existing and proposed Future Land Use Map designations.

Table 2 FLUM Maximum Intensity Allowed (Non-residential Use)

	# of Acres	Maximum FAR	Maximum Sq. Ft.
Proposed FLUM: Industrial	1,259	0.5	13,710,510 ⁽²⁾
Total	1,259		13,710,510
Current FLUM: Agricultural & Silviculture	1,259	N/A ⁽¹⁾	N/A
Net Change	0		13,710,510
Table Footnotes: ⁽¹⁾ Current FLUM has no FAR limitations adopted within the Comprehensive Plan. ⁽²⁾ Maximum potential intensity limited by the applicant within the zoning ordinance as a condition of approval.			

4.5 Intensity Analysis Findings

As shown in Table 2 above, the proposed FLUM amendment would result in a substantial increase of 13,710,510 sq. ft. of intensity for the subject property.

5. COMPATIBILITY ANALYSIS

5.1 Surrounding Future Land Use Designations

The surrounding FLUM designations from the subject property at the time of the proposed amendment are as follows:

North: Single Family-Low Density, Agriculture & Silviculture (Bunnell designations); Agriculture & Timberlands (Flagler County designation).

South: Agriculture & Silviculture (Bunnell designation); Agriculture & Timberlands (Flagler County designation).

East: Industrial (Bunnell designation); Residential, Institutional, Mixed-Use, Greenbelt, Canals (Palm Coast designations).

West: Agriculture & Silviculture (Bunnell designation); Agriculture & Timberlands (Flagler County designation).

5.2 Surrounding Zoning Designations

The surrounding zoning designations from the subject property at the time of the proposed amendment are as follows:

North: Planned Unit Development District, Agricultural & Silviculture District (Bunnell designations); Agricultural (Flagler County designation).

South: Agricultural & Silviculture District (Bunnell designation); Agricultural (Flagler County designation).

East: Light Industrial District (Bunnell designation); Single Family Residential-1 District, Single Family Residential-2 District, Single Family Residential-3 District, Public/Semipublic District, Commercial-2 District, Preservation District (Palm Coast designations).

West: Agricultural & Silviculture District (Bunnell designation); Agricultural (Flagler County designation).

5.3 Surrounding Land Uses

The surrounding land uses from the subject property at the time of the proposed amendment are as follows:

North: Vacant

South: Rural Single Family Residential

East: Single Family Residential

West: Vacant timberland; Rural Single Family Residential

5.4 Compatibility Analysis Findings

Based on the analysis of the surrounding properties, the area is dominantly residential in nature; however, due to the location of the proposed amendment being adjacent to the Florida East Coast Railway, the area would be more economically suitable and compatible for commercial and/or industrial uses. Keeping in mind of the surrounding residential uses abutting the subject property, the proposed amendment will ensure compatibility and harmony with the adjacent property uses through acceptable engineering and site development practices enforced through the City's Land Development code and further cemented through applicant-proposed site specific comprehensive plan policies and conditions of development incorporated into both the FLUM amendment and rezoning ordinances.

6. Public Facilities Analysis

The analysis for Comprehensive Plan amendments and rezonings takes into consideration the maximum development potential under the current and proposed land use designations and represents the maximum potential net change between the existing and proposed FLUM categories.

6.1 Potable Water Analysis

The analysis for Comprehensive Plan amendments and rezonings takes into consideration the maximum development potential under the current and proposed land use designations and represents the maximum potential net change between the existing and proposed FLUM categories.

The City's Water Treatment Facility (WTF) currently operates under SJRWMD Consumptive Use Permit (CUP) number 1982-6 for raw water supply and FDEP permit number 2180134. The City currently has an adopted Level of Service (LOS) for potable water capacity at 120 gallons per capita per day. There is currently no adopted LOS for commercial/industrial usage for potable water. For commercial and industrial usage, the demand of 5.8 gpd per 1,000 sq. ft. will be used as determined by the adopted Bunnell Wastewater Master Plan, prepared by Kimley-Horn and Associates, Inc. in February 2020. To determine the estimated impacts on the water supplies and facilities from this large-scale amendment, the potable water demand is calculated below by summing the estimates from residential and non-residential calculations.

Table 3 Potable Water Demand Calculations

	Maximum # of Units or Sq. Ft.	Estimated Demand (MGD) ⁽¹⁾
Proposed FLUM Designations		
Industrial	13,710,510 Sq. Ft.	0.080
Total	13,710,510 Sq. Ft.	0.080
Current FLUM Designations		
Agriculture & Silviculture	367 Units	0.104
Net Change	--	-0.024
Table Footnotes:		
⁽¹⁾ Residential Potable Water estimated demand: # of units*2.36*120 gallons/capita/day		
⁽¹⁾ Commercial/Industrial Potable Water estimated demand: 5.8 gpd/1000 sq. ft.		

Table 4 Raw Water Supply Capacity Calculations

	Total (MGD)
Permitted Water Use Allocation (CUP) ⁽¹⁾	0.675
Current Daily Average Withdrawal ⁽²⁾	0.450
Reserved Allocations ⁽³⁾	0.120
Yearly Projected Demand ⁽⁴⁾	0.011
Supply Capacity⁽⁵⁾	0.581
Available Capacity⁽⁶⁾	0.094
Available Capacity with FLUM Amendment	0.014
Table Footnotes:	
(1) SJRWMD Consumptive Use Permit (CUP) # 1982-6	
(2) Bunnell Water Treatment Facility data logs as of 7/31/25	
(3) Bunnell reserved capacity for pending development as of 7/31/25	
(4) Bunnell Water Supply Facilities Work Plan 2022 – 2025	
(5) Supply capacity: Current Daily Average Withdrawal + Reserved Allocations + Projected Demand	
(6) Available capacity: CUP Permitted Allocation - Supply Capacity	

Table 5 Water Treatment Facility Capacity Calculations

	Total (MGD)
Permitted WTF Capacity ⁽¹⁾	0.999
Current AADF Capacity ⁽²⁾	0.450
Reserved Allocations ⁽³⁾	0.120
Yearly Projected Demand ⁽⁴⁾	0.011
Facility Capacity⁽⁵⁾	0.581
Available Capacity⁽⁶⁾	0.418
Available Capacity with FLUM Amendment	0.338
Table Footnotes:	
(1) FDEP Permit # 2180134	
(2) Bunnell Water Treatment Facility (WTF) data logs as of 7/31/25	
(3) Bunnell reserved capacity for pending development as of 7/31/25	
(4) Bunnell Water Supply Facilities Work Plan 2022 – 2025	
(5) Facility Capacity: Current AADF Capacity + Reserved Allocations + Projected Demand	
(6) Available Capacity: Permitted WTF Capacity - Facility Capacity	

6.2 Potable Water Analysis Findings

The analysis shows there will be a decrease in demand of approximately 0.024 MGD due to the proposed FLUM/zoning amendment's maximum potential of 0.080 MGD. With the decrease in demand, there will be adequate capacity at the Water Treatment Facility for the proposed amendment's maximum demand as well as adequate water supply under the current CUP. Additionally, the City is currently in the process of modifying the CUP to increase the amount of Raw Water Supply the City would be allowed to extract from the available water resources. The City has been coordinating with SJRWMD for this modification since late 2024. The amendment area is not within the existing service area of the City. The developer will be required, upon development review, to coordinate with the City to extend the service lines to the amendment area. They will be required to obtain all necessary FDEP and/or SJRWMD permits prior to development.

6.3 Sanitary Sewer Analysis

The City's Wastewater Treatment Facility (WWTF) currently operates under FDEP Permit Number FL0020907. The City currently has an adopted LOS for sanitary sewer capacity at 102.3 gallons per capita per day. There is currently no adopted LOS for commercial/industrial usage for sanitary sewer. For commercial and industrial usage, the demand of 4.9 gpd per 1,000 sq. ft. will be used as determined by the adopted Bunnell Wastewater Master Plan, prepared by Kimley-Horn and Associates, Inc. in February 2020. To determine the estimated impacts on the wastewater facilities from this large-scale amendment, the wastewater demand is calculated below by summing the estimates from residential and non-residential calculations.

Table 6 Sanitary Sewer Demand Calculations

	Maximum # of Units or Sq. Ft.	Estimated Demand (MGD) ⁽¹⁾
Proposed FLUM Designations		
Industrial	13,710,510 Sq. Ft.	0.067
Total	13,710,510 Sq. Ft.	0.067
Current FLUM Designations		
Agriculture & Silviculture	367 Units	0.089
Net Change	--	-0.022
Table Footnotes:		
⁽¹⁾ Residential Sanitary Sewer estimated demand: # of units*2.36*102.3 gallons/capita/day		
⁽¹⁾ Commercial Sanitary Sewer estimated demand: 4.9 gpd/1000 sq. ft.		

Table 7 Existing Wastewater Treatment Facility Capacity Calculations

	Total (MGD)
Permitted WWTF AADF Capacity ⁽¹⁾	0.600
Current AADF Capacity ⁽²⁾	0.430
Reserved Allocations ⁽³⁾	0.120
Yearly Projected Demand ⁽⁴⁾	0.011
Facility Capacity⁽⁵⁾	0.561
Available Capacity⁽⁶⁾	0.039
Available Capacity with FLUM Amendment	-0.028
Table Footnotes: ⁽¹⁾ FDEP Permit # FL0020907 ⁽²⁾ Bunnell Wastewater Treatment Facility (WWTF) data logs as of 7/31/25 ⁽³⁾ Bunnell reserved capacity for pending development as of 7/31/25 ⁽⁴⁾ Bunnell Water Supply Facilities Work Plan 2022 – 2025 ⁽⁵⁾ Facility Capacity: Current AADF Capacity + Reserved Allocations + Projected Demand ⁽⁶⁾ Available Capacity: Permitted WWTF Capacity - Facility Capacity	

Table 8 Future Wastewater Treatment Facility Capacity Calculations

	Total (MGD)
Permitted WWTF AADF Capacity	1.200
Current AADF Capacity ⁽¹⁾	0.430
Reserved Allocations ⁽²⁾	0.120
Yearly Projected Demand ⁽³⁾	0.011
Facility Capacity⁽⁴⁾	0.561
Available Capacity⁽⁵⁾	0.639
Available Capacity with FLUM Amendment	0.572
Table Footnotes: ⁽¹⁾ Bunnell Wastewater Treatment Facility (WWTF) data logs as of 7/31/25 ⁽²⁾ Bunnell reserved capacity for pending development as of 7/31/25 ⁽³⁾ Bunnell Water Supply Facilities Work Plan 2022 – 2025 ⁽⁴⁾ Facility Capacity: Current AADF Capacity + Reserved Allocations + Projected Demand ⁽⁵⁾ Available Capacity: Permitted WWTF Capacity - Facility Capacity	

6.4 Sanitary Sewer Analysis Findings

The analysis shows there is not enough capacity to accommodate the FLUM Amendment's demand of 0.067 MGD; however, the City's WWTF is currently under construction that will increase the permitted capacity to 1.200 MGD from 0.600 MGD, and it is expected to be completed by the end of 2026. With the increased capacity after completion, there will be adequate capacity, as shown in Table 8 (assuming all variables remain the same), for sanitary sewer to satisfy the needs for the proposed amendment's area. The amendment area is not within the existing service area of the City. The developer will be required, upon development review, to coordinate with the City to extend the service lines to the amendment area. They will be required to obtain all necessary FDEP and/or SJRWMD permits prior to development.

6.5 Solid Waste Analysis

The proposed FLUM/zoning amendment will not have a significant impact on the City's solid waste services. Any deficits in the City's Level of Service at time of development will be timely addressed with an agreement between the City and the developer.

6.6 Stormwater Management

The development of the area will be subject to the stormwater regulations of the SJRWMD and the City of Bunnell. Stormwater management facilities will be required to be designed such that the peak rate of discharge in the post-development condition will be less than the pre-development condition. The design storms to be considered shall be the 25-year/24-hour storm and the 100-year/24-hour storm. All appropriate site-specific stormwater permits and environmental assessments will need to be obtained prior to the start of any development. Additionally, the City will enforce comprehensive policies to reduce development within Special Flood Hazard Areas (SFHA) that are not suitable for development. Chapter 10 in the City's LDC regulates any and all development within FEMA SFHA.

The area currently has approximately 87.3± acres located within FEMA Flood Zone A, 20.29± acres within FEMA Flood Zone AE, and 6.54± acres within FEMA Flood Zone X that has a 2% annual chance of flood hazard.

6.7 Transportation Impact Analysis

A Traffic Impact Analysis (TIA) was performed by Luke Transportation Engineering Consultants, Inc. to assess the potential impact of the proposed amendments in accordance with the Volusia-Flagler TPO Transportation Impact Analysis Guidelines and is attached as **Appendix A**. It was amended to reflect the recent changes to the application such as reducing the site from 1,842± acres to 1,259± acres.

6.8 Public Schools Impact Analysis

The proposed FLUM/zoning amendment will not have any impacts on public schools as there is no residential density contained within the amendment.

6.9 Public Safety Impact Analysis

The City of Bunnell currently serves its community with its police department and through an Interlocal Agreement with the Flagler County Sheriff Department. Fire and EMS is currently served by Flagler County through an Interlocal Agreement. The City will be coordinating with the County prior to adoption of this amendment to determine any impacts to the levels of service for fire and EMS. If any impacts are identified, it will be addressed through site specific policies, development agreements, and/or at time of development review.

7. Suitability Analysis

7.1 Soils Map Information

The amendment's area contains the following soils types as indicated on the National Cooperative Soil Survey:

- 09 EauGallie fine sand
- 08 Hicoria, Riviera, and Gator Soils, depressional
- 16 Malabar fine sand
- 07 Favoretta, Chobee, and Winder soils, frequently flooded
- 04 Wabasso fine sand
- 14 Pineda fine sand
- 11 Myakka fine sand
- 12 Placid, Basinger, and St. Johns soils, depressional
- 21 Smyrna fine sand

7.2 Wetland Information

There are wetlands located within the amendment's area that are listed in the U.S. Fish & Wildlife Service's National Wetland Inventory. To summarize, the following are the approximate wetlands located within the area:

- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland

7.3 Topography Information

No data was collected with regards to the topography of the amendment's area.

7.4 Threatened, Endangered, and Protected Species

No data was collected with regards to the threatened, endangered, and protected species of the amendment's area.

8. Comprehensive Plan Analysis

This Comprehensive Plan analysis reviews a proposed large-scale amendment to the Future Land Use Map (FLUM) inclusive of proposed site-specific text policies. The purpose of this analysis is to determine whether the proposed amendment aligns with the applicable Goals, Objectives, and Policies set forth in the adopted 2035 Comprehensive Plan, which guides the City's long-term growth and development. Through this analysis, we aim to ensure the proposed changes support sustainable development, preserve neighborhood character, and enhance quality of life for current and future residents for not only the City of Bunnell, but also for the surrounding unincorporated Flagler County. In addition, the applicant has supplied a justification/comprehensive plan analysis for this proposed large-scale FLUM/zoning amendment and is attached as **Appendix B**.

8.1 Future Land Use Element

FLU Goal 1 Natural Resources

Preserve and protect the City's natural resources by establishing a pattern of development that is harmonious with the City's natural environment.

FLU Objective 1.1

The City shall coordinate future land uses with the appropriate topography and soil conditions to conserve, appropriately use and protect the land and resources.

FLU Policy 1.1.3

During the review of requests for plan amendments, topography, vegetation, wildlife habitat, flood hazard, the 100-year flood plain and soils for the areas to be amended will be analyzed and specific findings made as part of the plan amendment process.

Analysis: The plan amendment was reviewed, and findings were made and included within this data analysis report. The area consists of Freshwater Forested/Shrub Wetlands and Freshwater Emergent Wetlands as shown in the National Wetlands Inventory. The site also contains flood zones A, AE, and X with 0.2% Annual Chance Flood Hazard. There are also a variety of soil types. Of these soil types, the most sensitive and concerning soils include 08 Hicoria, Riviera, and Gator Soils, Depressional; 07 Favoretta, Chobee, and Winder Soils, Frequently Flooded; and 12 Placid, Basinger, and St. Johns Soils, Depressional. There are no development plans at this time. When the property is planned for development, the City will follow all applicable policies and LDC requirements, as well as best management practices, to ensure wetlands, flood hazard areas, and other natural environmental features are being preserved and not subject to development. Wildlife habitat was not included in the analysis but will be analyzed during site development review as per the City's LDC requirements.

FLU Objective 1.2

The City of Bunnell shall ensure the protection of natural resources through implementing the following policies, and the protection program outlined in the Conservation Element.

FLU Policy 1.2.1

The protection of natural resources shall be accomplished by one or more of the following techniques, based on the degree of protection required:

- Limitations on the development density and intensity;
- Limitations on building placement, such as required clustering of allowable development on non-sensitive portions of a site;
- Limitations on building coverage or impervious surface coverage;
- Requirements for setbacks and landscaped buffers sufficient to mitigate or eliminate impacts;
- Evaluation of proposed plan amendments to ensure that they do not contribute to urban sprawl and fail to protect natural resources;
- Support continued agricultural activities by preserving viable soils and effective land masses;
- Minimize land use conflicts;
- Provide recreational and habitat corridors through protected linked open space networks, such as, the potential creation of greenway corridors;
- Achieve flexibility, efficiency, and cost reduction in the provision of services and infrastructure; and
- Reduce natural hazard risks to life and property.

Analysis: The application was revised to reduce the total acreage so that the land to be amended no longer includes the properties abutting the residences along County Road 304. The intensity of the development is being limited per FLU Policy 10.1 that limits the intensity to 0.5 FAR and 70% impervious surface coverage. Due to the presence of documented wetlands within the amendment boundaries, the City will require, at time of development, for all structures and impervious area to be clustered on the upland portions of the site. Any impacts to sensitive environmental features will require approval from SJRWMD and any other agency with jurisdiction over the site.

FLU Goal 2 Facilities and Services

Maintain City facilities and services by providing established levels of service for development.

FLU Objective 2.1

The City shall coordinate future land uses with the availability of facilities and services.

FLU Policy 2.1.3

As part of the City's evaluation of Future Land Use Map amendments, a written evaluation regarding the availability of potable water and sanitary sewer to serve the proposed map amendment shall be submitted; including information about current demand, capacity approved for projects not yet built, the amount of water needed for growth projections for that year, the amount of water withdrawals allowed and remaining through the consumptive use permit, the capacity of available facilities, and any scheduled capital improvements projects.

Analysis: An evaluation was provided that assess the availability of potable water and sanitary sewer to serve the site if it was amended to Industrial land use. The evaluation concluded that there will be water and sewer available to the site based on current utility data, project capital construction, and the maximum potential of the FLUM amendment.

FLU Policy 2.1.5

The City shall require new development to provide necessary facilities and services or to pay a fair share of the cost of those facilities and services through impact fees, special assessments, exactions, conveyance of land or easements or pro-rata agreements.

FLU Policy 2.1.7

The City shall continue to require developers to provide for the extension of sanitary sewer, potable water, and storm drainage systems to serve their development.

Analysis: At time of development, the City will require that the site have utilities extended to serve the site subject to the FLUM amendment. A development agreement will be made if necessary to ensure the site is served by the City of Bunnell utilities.

FLU Goal 5 Urban Sprawl

Discourage urban sprawl by encouraging innovative strategies to promote infill and compact development of the traditional downtown and establishing energy efficient land use patterns while allowing for a sustainable rural lifestyle.

FLU Objective 5.1

The City shall discourage and/or reduce urban sprawl through a future land use pattern that promotes orderly, compact development and the provision of public facilities and services that minimize costs and environmental impacts and maximizes efficiency.

FLU Policy 5.1.3

The conversion of Agricultural lands to urban development or uses shall only be permitted consistent with the Comprehensive Plan need for growth and economic

development during the planning time frame and such conversion shall not contribute to leapfrog or scattered development patterns.

Analysis: This amendment is requested with the intention to promote industry within the City. The amendment is expected to increase economic development so as to increase and balance the tax base of the City with the goal of creating sustainable, high-wage jobs for the citizens and the surrounding areas.

FLU Policy 7.1

The City shall consider the compatibility of adjacent future land use categories during the land use plan amendment process. The City shall consider potential maximum densities and intensities and the appropriate transition of uses, densities, and intensities.

Analysis: As part of the review process, the surrounding properties and future land use categories were taken into consideration when evaluating the compatibility of this FLUM amendment. To ensure compatibility with the adjacent rural Bunnell and Unincorporated Flagler County designations, the applicant has proposed conditions to the approval that eliminates certain permissible uses and to require a 100ft buffer around the perimeter of the subject site that includes a 6ft landscaped berm. In the City's land development regulations, the proposed companion zoning amendments are required to adhere to adopted performance standards intended to reduce the potential adverse effects that a use within such zoning district might have on the surrounding areas.

8.2 Traffic Circulation Element

TC Goal 2 Coordinate Transportation Network with Future Land Use Plan

The transportation network should coordinate with the Future Land Use Plan in an effort to reduce urban sprawl, create infill and redevelopment opportunities, and encourage a healthy and vibrant city.

TC Objective 2.1 Future Land Use, Housing and Population

The City shall coordinate the transportation system with the Future Land Use Map series and shall ensure that existing and proposed population densities, housing and employment patterns, and land uses are consistent with the transportation modes and services proposed to serve these areas.

TC Policy 2.1.2

Applications for future land use amendments to more intensive designations shall be accompanied by a traffic impact study analyzing the impacts of the development allowed by the new category on the City-wide transportation system as appropriate.

TC Policy 2.1.3

The City shall review all future land use and zoning map amendments to determine the impact of the amendment on the level of service for all roadways impacted by the amendment.

Analysis: The applicant has submitted a Traffic Impact Analysis (TIA) with the request for a zoning map and FLUM amendments. The TIA analyzes the potential impact on the roadways and surrounding intersections based on the maximum potential allowed under the map amendments. Based on the analysis, only the roadway segment between Commerce Parkway/Belle Terre Pkwy and the first two segments of Belle Terre Parkway is expected to exceed the LOS. All mitigation improvements will be identified in a Traffic Impact Study at time of development and will be required to be implemented prior to full buildout.

8.3 Conservation Element

CON Objective 1.9

The City shall maintain and enforce the future land use plan adopted in the Comprehensive Plan, and land development regulations that include performance criteria designed to protect and conserve surface waters, flood plains, groundwater resources and wetlands from physical and hydrologic alterations and direct incompatible land uses away from these resources.

CON Policy 1.9.2

Future land uses which are incompatible with the protection and conservation of surface waters, floodplains, groundwater resources and wetlands and their functions shall be directed away from these resources.

CON Policy 1.9.3

The type, intensity or density, extent, distribution and location of allowable land uses and the types, values, functions, sizes, conditions and location of the City's resources are land use factors which shall be considered when directing incompatible land uses away from wetlands.

Analysis: The FLUM amendment is proposed for the entirety of the subject property. There are considerable wetlands located on the property according to the national wetlands inventory map. Site specific policies are being proposed to limit the types of uses that can occur on the subject property. Furthermore, when development is proposed for the area, the City shall require that development is directed away from the designated wetlands and clustered on the upland portions of the property. All environmental regulations between the SJRWMD and the City of Bunnell will be required to be followed to ensure the preservation of the natural resources and their orderly functions on the surrounding environment.

8.4 Comprehensive Plan Consistency Analysis Findings

The proposed large-scale FLUM amendment to the Bunnell 2035 Comprehensive Plan has been evaluated against the goals, objectives, and policies outlined in the comprehensive plan that are applicable to this proposed requested amendment. The analysis finds the amendment to be consistent with the City's adopted comprehensive plan as provided based on the available information as required and provided by the applicant.

Appendix A

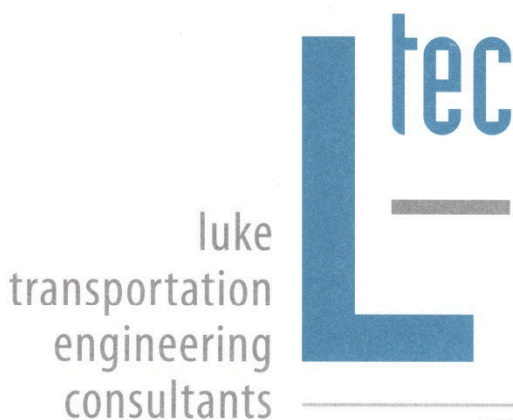
Luke Transportation Engineering Consultants, Inc.
Transportation Demand Analysis

November 2025

**US 1 INDUSTRIAL PARK SITE
(ZL 2025-02)**

CITY OF BUNNELL, FLORIDA

Transportation Demand Analysis for a
Comprehensive Policy Plan Amendment



**US 1 INDUSTRIAL PARK SITE
(ZL 2025-02)
CITY OF BUNNELL, FLORIDA
Transportation Demand Analysis for a
Comprehensive Policy Plan Amendment**

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November 2025

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INTRODUCTION

This study has been revised to address the City's review comments. See **Appendix A** for the comments and responses that have been included in the revised report.

Purpose

The purpose of this study is to assess a Comprehensive Policy Plan Transportation Amendment for the US 1 Industrial Park Site development of a number of parcels (See **Appendix B**) located in the City of Bunnell, Florida. This development site has been reduced to a total $\pm 1,259$ -acres¹ which will consist of a total of 13,710,510 square feet of development, per the voluntary limitation imposed by the Applicant. In addition no connection to CR 304 (Bunnell Road) will be provided.

Figure 1 depicts the location of the US 1 Industrial Park Site development and the adjacent roadway network. This analysis was undertaken to support an application to amend the Comprehensive Plan, changing the future land use designation from Agriculture & Silviculture (AG&S) to Industrial. **Table 1** is a comparison showing the development density for the Adopted Future Land Use (AFLU) Agriculture & Silviculture and the proposed future land use (PFLU) Industrial.

TABLE 1
PROPERTY LAND USE COMPARISON

Adopted Future Land Use (AFLU)		AG&S Development Density (1)	
Land Use Category	Size	Short Term 2030	Long Term 2035
Agricultural & Silviculture	1,259 Acres	252 DU	252 DU
Proposed Future Land Use (PFLU)		Development Density (2)	
Land Use Category	Size	Short Term 2030	Long Term 2035
Industrial	1,259 Acres	3,000,000 SF	13,710,510 SF

(1) AFLU - 1 DU per 5 Acres

(2) PFLU - 0.5 FAR of Developable Acreage

Luke Transportation Engineering Consultants, Inc., 2025

Study Methodology

The methodology used for this study was developed to be consistent with the transportation methodology standards for a Transportation Demand Analysis Comprehensive Policy Plan Amendment. Data utilized in the study consisted of land use data provided by Project planners, traffic volume data/level of service standards obtained from the City of Bunnell, Flagler County, and Florida DOT. Based upon the study methodology assumptions, the impact area will consist of collector and arterial roadways within a 2-mile radius as well as the collector and arterial roadways impacted by P.M. peak hour Project trips that are equal to or greater than 3% of the adopted level of service (LOS) capacity of the study roadways.

¹ This traffic analysis will be updated as future phases submit for site plan development are submitted.

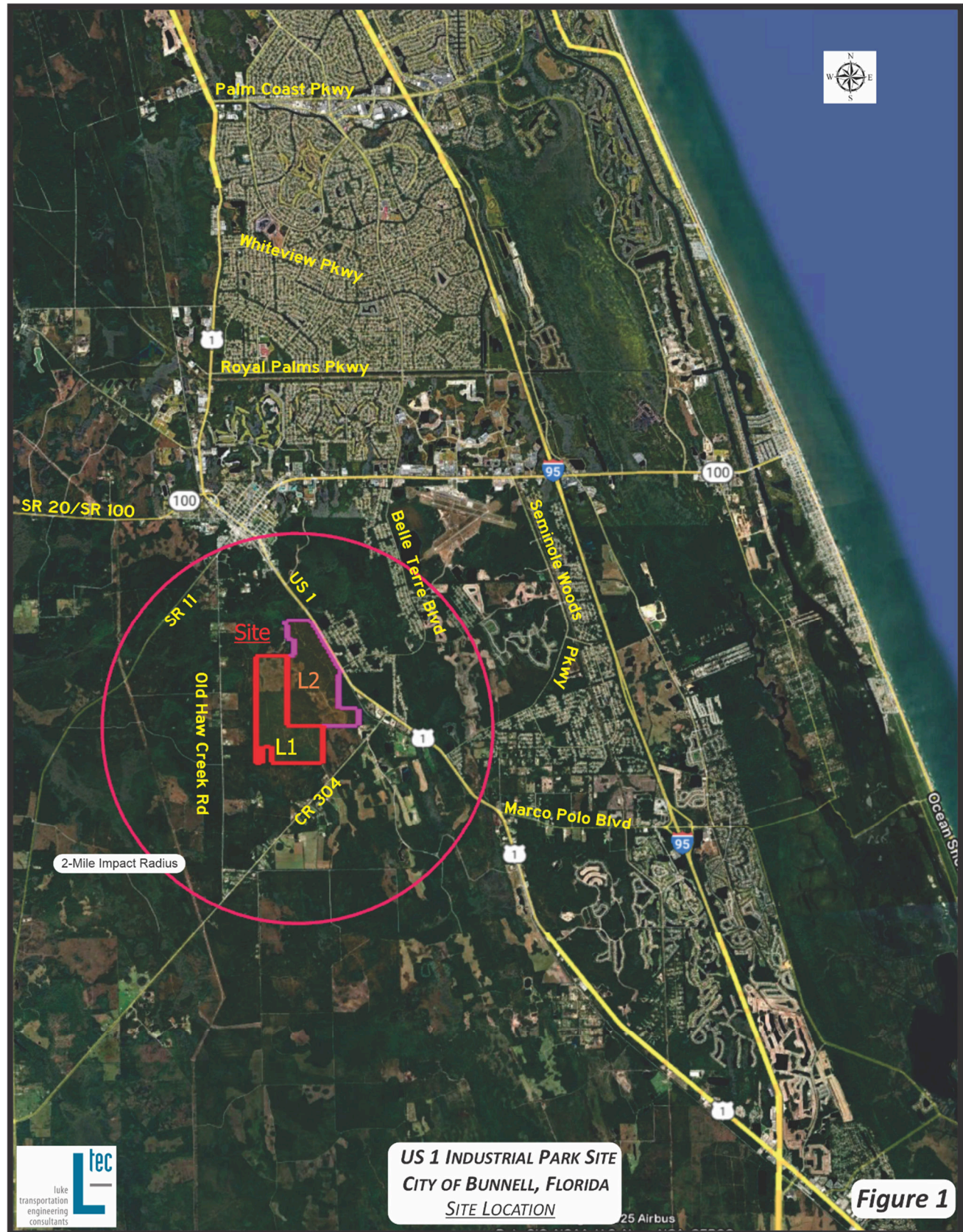


Table 2 was developed to show the Project impact area based on 3% of the adopted level of service (LOS) P.M. peak hour service volume threshold. **Table 2** lists the State, County, and City roads, lists the number of lanes, the adopted LOS standard, adopted service volume, 3% threshold volume, Project trip distribution based on the CFRPM V 7.0 2030/2035 Long-term Transportation Model assignment for the Industrial Park PFLU, maximum Project trip volume for each roadway segment and a determination of significance. Based on the analysis results, all the study roadways within the 2-mile impact area as well as all the 3% significantly impacted roadway segments will be included in the analysis.

**TABLE 2
Minimum 2-Mile Radius Impact Study Impact Area Determination**

Roadway Name		# of Lanes	Adopted (1)		Service Volume	Project Trip Distribution		2-Way Project Trips (3)	Project P.M. Peak	
			Functional (2)	LOS		2030	2035		% of LOS Std.	3% Impact
From	To		Class							
US 1 (SR 5)										
North Nova Rd	I-95	4LD	Principal Arterial	D	5,290	7.1%	6.5%	148	2.80%	No
I-95	Marco Polo Blvd	4LD	Principal Arterial	D	5,290	21.5%	20.7%	447	8.45%	Yes
Marco Polo Blvd	Seminole Woods Blvd	4LD	Principal Arterial	D	5,290	29.0%	29.0%	603	11.40%	Yes
Seminole Woods Blvd	CR 304	4LD	Principal Arterial	D	5,290	37.6%	37.4%	781	14.76%	Yes
CR 304	Belle Terre Blvd	4LD	Principal Arterial	D	5,290	44.2%	43.4%	918	17.35%	Yes
Belle Terre Blvd	SR 100 - East	4LD	Principal Arterial	D	5,290	69.2%	68.9%	1,438	27.18%	Yes
SR 100 - East	SR 20/SR 100	4LD	Principal Arterial	D	5,290	26.4%	26.8%	557	10.53%	Yes
SR 20/SR 100	CR 13	4LD	Principal Arterial	D	5,290	20.6%	21.0%	436	8.24%	Yes
CR 13	Royal Palms Pkwy	4LD	Principal Arterial	D	5,290	18.3%	18.2%	380	7.18%	Yes
Royal Palms Pkwy	Whiteview Pkwy	4LD	Principal Arterial	D	5,290	13.3%	13.4%	278	5.26%	Yes
Whiteview Pkwy	Palm Coast Pkwy	4LD	Principal Arterial	D	5,290	11.0%	11.3%	235	4.44%	Yes
Palm Coast Pkwy	Matanzas Wood Pkwy	4LD	Principal Arterial	D	5,290	5.6%	6.9%	143	2.70%	No
SR 11										
US 1	CR 304	2L	Minor Arterial	D	2,020	0.9%	0.9%	19	0.94%	No
SR 20/SR 100										
US 1	SR 100	2L	Minor Arterial	D	2,020	5.8%	5.8%	121	5.99%	Yes
SR 100	CR 305	2L	Minor Arterial	D	2,020	2.8%	2.9%	60	2.97%	No
SR 100										
US 1	Belle Terre Blvd	2L	Arterial	D	2,020	0.6%	0.6%	12	0.59%	No
Belle Terre Blvd	Seminole Woods Blvd	4LD	Arterial	D	3,290	8.9%	9.0%	187	5.68%	Yes
Seminole Woods Blvd	I-95	4LD	Arterial	D	3,290	7.0%	6.9%	145	4.41%	Yes
I-95	Ocean Shore Blvd	4LD	Arterial	D	3,290	4.3%	4.1%	89	2.71%	No
CR 304 (Bunnell Road)										
US 1	SR 11	2L	Minor Collector	D	2,020	6.3%	5.6%	131	6.49%	Yes
SR 11	CR 305	2L	Minor Collector	D	2,020	0.6%	0.6%	12	0.59%	No
Belle Terre Boulevard										
US 1	Citation Pkwy	2L	Arterial	D	2,020	25.0%	25.5%	530	26.24%	Yes
Citation Pkwy	Zaun Tr	2L	Arterial	D	2,020	24.1%	24.6%	511	25.30%	Yes
Zaun Tr	SR 100	2L	Arterial	D	2,020	22.1%	22.7%	472	23.37%	Yes
Belle Terre Parkway										
SR 100	Royal Palms Pkwy	4LD	Arterial	D	3,290	12.8%	13.4%	278	8.45%	Yes
Royal Palms Pkwy	Whiteview Pkwy	4LD	Arterial	D	3,290	10.5%	10.9%	227	6.90%	Yes
Whiteview Pkwy	Palm Coast Pkwy	4LD	Arterial	D	3,290	4.8%	5.5%	114	3.47%	Yes
Palm Coast Pkwy	Matanzas Wood Pkwy	4LD	Arterial	D	3,290	0.5%	0.5%	10	0.30%	No
Marco Polo Boulevard										
US 1	I-95	2L	Minor Arterial	D	2,020	7.5%	8.2%	170	8.42%	Yes
Old Dixie Highway										
I-95	Old Kings Rd	2L	Minor Arterial	D	2,020	4.1%	4.1%	85	4.21%	Yes
Old Kings Rd	Ocean Shore Blvd	2L	Minor Arterial	D	2,020	1.5%	1.5%	31	1.53%	No
Old Haw Creek Road										
US 1	CR 304	2L	Collector	D	1,950	0.0%	0.0%	0	0.00%	No
Seminole Woods Parkway										
US 1	Sesame Blvd	2L	Collector	D	2,020	8.6%	8.5%	179	8.86%	Yes
Sesame Blvd	SR 100	2L	Collector	D	2,020	3.2%	3.2%	66	3.27%	Yes
SR 100	Royal Palms Pkwy	4LD	Collector	D	3,290	0.2%	0.3%	6	0.18%	No

1. From FDOT 2023 Multimodal QLOS Handbook

2. Adopted LOS roadway standard from City of Bunnell, Palm Coast, and Flagler County Comprehensive Plans.

3. Maximum Project trips based on Project Percent Distribution of 2030 PFLU or 2035 PFLU

Roadway segments within the Minimum 2-mile Study Area radius.

Luke Transportation Engineering Consultants, Inc., 2025

Proposed Development

The future Adopted Future Land Use for the property included in this study is Agriculture & Silviculture (AG&S). The development density under the AFLU is one (1) single family dwelling unit (DU) per 5-acres. Thus, the AG&S AFLU development density is 252 single family dwelling units (see **Table 1**).

The proposed land use for the property is Industrial (see **Table 1**). The proposed zoning is Industrial Park (L-1 and L-2). The proposed short-term (2030) density is for 3,000,000 square feet of Industrial Park. The long-term (2035) density is for a maximum of 13,710,510 square feet of Industrial Park.

To determine the impact of these development scenarios under the current AG&S AFLU and the proposed Industrial PFLU an estimate of the trip generation characteristics was determined. This included the determination of the site's trip generation and distribution/assignment of these trip generation characteristics to the study roadways.

Trip Generation

The trip generation was calculated utilizing the **12th Edition ITE Trip Generation Report**, 2025 data. Trip generation calculations for the AG&S 2030/2035 AFLU land use category, the short-term 2030 Industrial PFLU land use category Industrial Park, and the long-term 2035 Industrial PFLU land use category Industrial Park are summarized in **Table 3**. This summarizes the Daily and P.M. peak hour trip ends for the AFLU and the PFLU development densities. No internal trip capture or pass-by trip capture was utilized in this analysis.

Per the Comprehensive Plan procedure of subtracting AG&S AFLU density development trips from the short-term (2030) PFLU density development trips, the Industrial Park land use change will result in a 2030 increase of 4,631 two-way Daily vehicle trip ends and 369 two-way P.M. peak hour vehicle trips ends. Subtracting AG&S AFLU density development trips from the long-term (2035) PFLU density development trips, the Industrial land use change will result in a 2035 increase of 26,481 two-way Daily vehicle trip ends and 2,078 two-way P.M. peak hour vehicle trips ends.

Trip Distribution

The distribution and assignment of project trips were based upon the CFRPM V7 2030/2035 Long-term Transportation Model assignments (the 2030 model was used for the 2030 short-term analysis Project trip distribution and the 2035 model was used for the 2035 long-term analysis Project trip distribution). The model network included all planned and programmed roadways and improvements within the impact area. The socioeconomic data used reflects the 2030/2035 model analysis years, which include a reasonable assessment of future development patterns. The socioeconomic data was

updated to reflect the proposed development in a separate traffic zone. Subsequently, a selected zone assignment was performed to determine distribution of site trips in the impact area to the area roadways. Copies of the model plots are in the following figures: **Figure 2** – 2030 AG&S AFLU plot, **Figure 3** 2035 AG&S AFLU Plot, **Figure 4** 2030 Industrial PFLU plot, and **Figure 5** 2035 Industrial PFLU plot.

TABLE 3
AG&S AFLU Estimated Trip Generation (1)

Land Use	Size	ITE Code (2)	Trip Generation Rates				Traffic Volumes			
			Daily	P.M. Peak Hour			Daily	P.M. Peak Hour		
				Total	Enter	Exit		Total	Enter	Exit
Single Family Detached Housing	252 DU	210 / E	9.12	0.89	0.55	0.34	2,297	225	138	87
Total							2,297	225	138	87

Industrial PFLU 2030 Industrial Park Estimated Trip Generation (1)

Land Use	Size	ITE Code (2)	Trip Generation Rates				Traffic Volumes			
			Daily	P.M. Peak Hour			Daily	P.M. Peak Hour		
				Total	Enter	Exit		Total	Enter	Exit
L-1/L-2 - Industrial Park	3,000,000 SF	130 / E	2.31	0.20	0.06	0.14	6,928	594	166	428
Total							6,928	594	166	428

Proposed 2030 Future Land Use (PFLU) - Adopted Future Land Use (AFLU) = Increase / (Decrease)

4,631 369 28 341

Industrial PFLU 2035 Industrial Park Estimated Trip Generation (1)

Land Use	Size	ITE Code (2)	Trip Generation Rates				Traffic Volumes			
			Daily	P.M. Peak Hour			Daily	P.M. Peak Hour		
				Total	Enter	Exit		Total	Enter	Exit
L-1/L-2 - Industrial Park	13,710,510 SF	130 / E	2.10	0.17	0.05	0.12	28,778	2,303	644	1,659
Total							28,778	2,303	644	1,659

Proposed 2035 Future Land Use (PFLU) - Adopted Future Land Use (AFLU) = Increase / (Decrease)

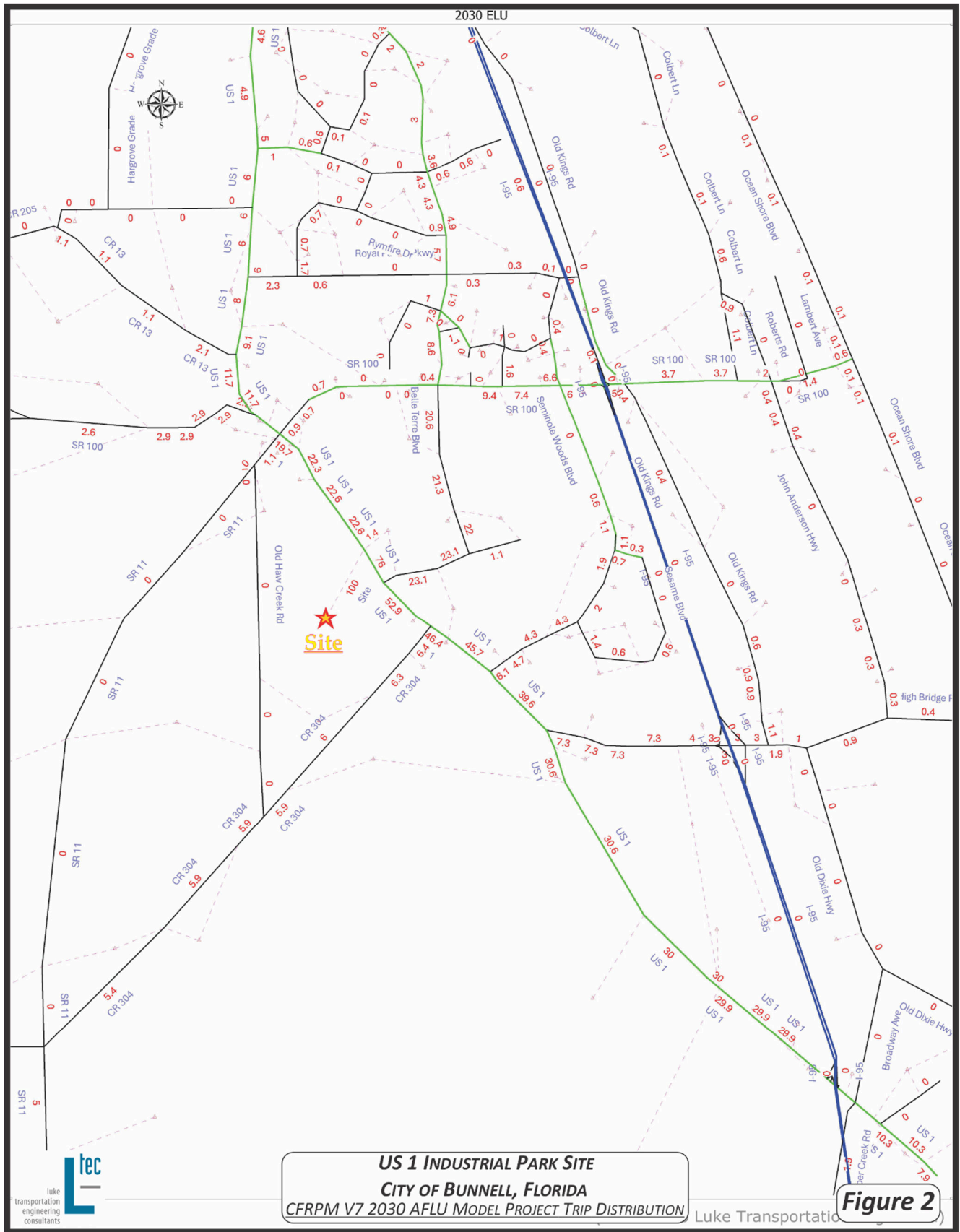
26,481 2,078 506 1,572

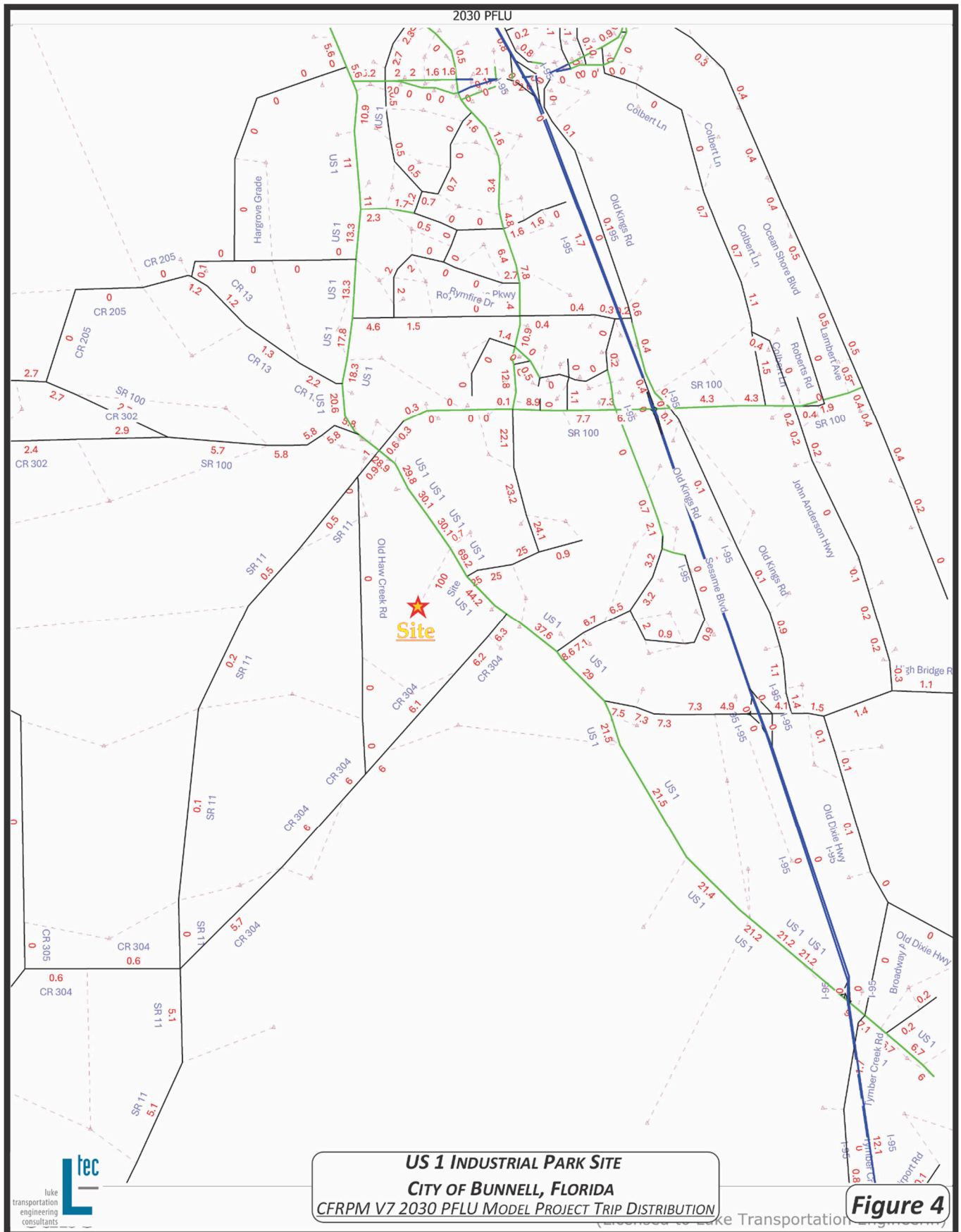
(1) Trip generation calculations from 12th Edition of ITE Trip Generation Report, 2025.

(2) ITE Land Use Code Number / E = Fitted Curve Equation ($R^2 \geq 0.75$) or R = Average Trip Rate,

<i>ITE Land Use Code 210 - Single Family Dwelling Units (All Vehicles)</i>	
Daily - $T = 8.07 \times (X) + 265.45$, Enter 50%/Exit 50% ($R^2 = 0.94$)	$X = DU$
P.M. Peak Hour - $\ln(T) = 0.92 \times \ln(X) + 0.33$, Enter 62%/Exit 38% ($R^2 = 0.90$)	
<i>ITE Land Use Code 130 - Industrial Park (All Vehicles)</i>	
Daily - $T = 2.04 \times (X) + 808.48$, Enter 50%/Exit 50% ($R^2 = 0.84$)	$X = KSF$
P.M. Peak Hour - $T = 0.16 \times (X) + 114.29$, Enter 28%/Exit 72% ($R^2 = 0.80$)	

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Existing Traffic Conditions

The existing traffic operations in the vicinity of the site were evaluated for the significantly impacted roadways within the impact area. This included the area's major roadways which were analyzed for Daily and P.M. peak hour conditions.

Roadway Level of Service Analysis

Table 4 is a summary of traffic parameters and existing level of service (LOS) for the study roadway segments to be evaluated by the proposed land use change. This table lists the numbers of lanes, roadway functional classification, City/County/State adopted LOS standard and current FDOT roadway service volume for each roadway segment. This table shows the current Daily and P.M. peak hour traffic volumes, and the current P.M. peak hour 2-way LOS for each of the study roadway segments. As **Table 4** shows, all but one of the study roadways currently operate at acceptable levels of service.

The roadway segment on SR 100 between Seminole Woods Boulevard and I-95 currently operates at a deficient level of service.

Planned/Programmed Roadway Improvements

Based on a review of the current City of Bunnell, Flager County CIP and the FDOT 5-year work program, there are no short-term (2030) Planned or Programmed roadway construction improvements for the study roadways.

The City of Bunnell has moved the long-term (2035) planned improvement to widen CR 304 (Bunnell Road) to a four-lane divided roadway to the top of the County's current 5-year transportation plan with FDOT. However, funding has not yet been established.

Table 5 is a summary of the 2030 and 2035 traffic parameters for the study roadway segments to be impacted by the proposed land use change. This table lists the numbers of lanes, roadway functional classification, City/County/State adopted LOS standard and roadway service volume (Daily and Two-Way Peak Hour) for each roadway segment.

TABLE 4
Study Roadway Parameters and Existing Level of Service

Roadway Name		# of Lanes	Adopted (1)		Service Volume	Traffic Volumes (3)			Meets LOS Std?
			Functional (2)	LOS		Daily	PM Pk Trips	LOS	
From	To		Class						
US 1 (SR 5)									
I-95	Marco Polo Blvd	4LD	Principal Arterial	D	5,290	17,800	1,600	B	Yes
Marco Polo Blvd	Seminole Woods Blvd	4LD	Principal Arterial	D	5,290	8,300	750	B	Yes
Seminole Woods Blvd	CR 304	4LD	Principal Arterial	D	5,290	8,300	750	B	Yes
CR 304	Belle Terre Blvd	4LD	Principal Arterial	D	5,290	13,400	1,210	B	Yes
Belle Terre Blvd	SR 100 - East	4LD	Principal Arterial	D	5,290	13,400	1,210	B	Yes
SR 100 - East	SR 20/SR 100	4LD	Principal Arterial	D	5,290	15,100	1,360	B	Yes
SR 20/SR 100	CR 13	4LD	Principal Arterial	D	5,290	20,000	1,800	B	Yes
CR 13	Royal Palms Pkwy	4LD	Principal Arterial	D	5,290	20,000	1,800	B	Yes
Royal Palms Pkwy	Whiteview Pkwy	4LD	Principal Arterial	D	5,290	20,000	1,800	B	Yes
Whiteview Pkwy	Palm Coast Pkwy	4LD	Principal Arterial	D	5,290	20,000	1,800	B	Yes
SR 11									
US 1	CR 304	2L	Minor Arterial	D	2,020	7,300	660	C	Yes
SR 20/SR 100									
US 1	SR 100	2L	Minor Arterial	D	2,020	10,300	980	C	Yes
SR 100									
Belle Terre Blvd	Seminole Woods Blvd	4LD	Arterial	D	3,290	24,000	2,160	C	Yes
Seminole Woods Blvd	I-95	4LD	Arterial	D	3,290	38,500	3,470	F	No
CR 304 (Bunnell Road)									
US 1	SR 11	2L	Minor Collector	D	2,020	1,700	160	C	Yes
Belle Terre Boulevard									
US 1	Citation Pkwy	2L	Arterial	D	2,020	4,700	420	C	Yes
Citation Pkwy	Zaun Tr	2L	Arterial	D	2,020	7,000	630	C	Yes
Zaun Tr	SR 100	2L	Arterial	D	2,020	7,000	630	C	Yes
Belle Terre Parkway									
SR 100	Royal Palms Pkwy	4LD	Arterial	D	3,290	24,000	2,160	C	Yes
Royal Palms Pkwy	Whiteview Pkwy	4LD	Arterial	D	3,290	24,000	2,160	C	Yes
Whiteview Pkwy	Palm Coast Pkwy	4LD	Arterial	D	3,290	24,000	2,160	C	Yes
Old Haw Creek Road									
US 1	CR 304	2L	Collector	D	1,950	500	50	C	Yes
Marco Polo Boulevard									
US 1	I-95	2L	Minor Arterial	D	2,020	3,600	320	C	Yes
Old Dixie Highway									
US 1	I-95	2L	Minor Arterial	D	2,020	3,900	350	C	Yes
Seminole Woods Parkway									
US 1	Sesame Blvd	2L	Collector	D	2,020	7,200	650	C	Yes
Sesame Blvd	SR 100	2L	Collector	D	2,020	7,200	650	C	Yes

1. From FDOT 2023 Multimodal QLOS Handbook

2. Adopted LOS roadway standard from City of Bunnell, Palm Coast, and Flagler County Comprehensive Plans.

3. From FDOT 2024 traffic counts

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TABLE 5
2030/2035 Study Roadway Service Volumes

Roadway Name		2030 & 2035 # Lanes	Roadway Service Volumes Peak Hour Two-Way Capacity Table (1)					2030 & 2035 # Lanes	Roadway Service Volumes Daily Capacity Table (1)				
From	To		A	B	C	D	E		A	B	C	D	E
US 1 (SR 5)													
I-95	Marco Polo Blvd	4LD	0	3,040	4,350	5,290	6,070	4LD	0	32,000	45,800	55,700	63,900
Marco Polo Blvd	Seminole Woods Blvd	4LD	0	3,040	4,350	5,290	6,070	4LD	0	32,000	45,800	55,700	63,900
Seminole Woods Blvd	CR 304	4LD	0	3,040	4,350	5,290	6,070	4LD	0	32,000	45,800	55,700	63,900
CR 304	Belle Terre Blvd	4LD	0	3,040	4,350	5,290	6,070	4LD	0	32,000	45,800	55,700	63,900
Belle Terre Blvd	SR 100 - East	4LD	0	3,040	4,350	5,290	6,070	4LD	0	32,000	45,800	55,700	63,900
SR 100 - East	SR 20/SR 100	4LD	0	3,040	4,350	5,290	6,070	4LD	0	32,000	45,800	55,700	63,900
SR 20/SR 100	CR 13	4LD	0	3,040	4,350	5,290	6,070	4LD	0	32,000	45,800	55,700	63,900
CR 13	Royal Palms Pkwy	4LD	0	3,040	4,350	5,290	6,070	4LD	0	32,000	45,800	55,700	63,900
Royal Palms Pkwy	Whiteview Pkwy	4LD	0	3,040	4,350	5,290	6,070	4LD	0	32,000	45,800	55,700	63,900
Whiteview Pkwy	Palm Coast Pkwy	4LD	0	3,040	4,350	5,290	6,070	4LD	0	32,000	45,800	55,700	63,900
SR 11			A	B	C	D	E		A				
US 1	CR 304	2L	0	0	1,760	2,020	2,020	2L	0	0	19,600	22,400	22,400
SR 20/SR 100			A	B	C	D	E		A				
US 1	SR 100	2L	0	0	1,760	2,020	2,020	2L	0	0	19,600	22,400	22,400
SR 100			A	B	C	D	E		A				
Belle Terre Blvd	Seminole Woods Blvd	4LD	0	0	2,760	3,290	3,290	2L	0	0	34,300	37,300	37,300
Seminole Woods Blvd	I-95	4LD	0	0	2,760	3,290	3,290	2L	0	0	34,300	37,300	37,300
CR 304 (Bunnell Road)			A	B	C	D	E		A				
US 1	SR 11	2L	0	0	1,760	2,020	2,020	2L	0	0	19,600	22,400	22,400
Belle Terre Boulevard			A	B	C	D	E		A	B	C	D	E
US 1	Citation Pkwy	2L	0	0	1,760	2,020	2,020	2L	0	0	19,600	22,400	22,400
Citation Pkwy	Zaun Tr	2L	0	0	1,760	2,020	2,020	2L	0	0	19,600	22,400	22,400
Zaun Tr	SR 100	2L	0	0	1,760	2,020	2,020	2L	0	0	19,600	22,400	22,400
Belle Terre Parkway			A	B	C	D	E		A	B	C	D	E
SR 100	Royal Palms Pkwy	4LD	0	0	2,760	3,290	3,290	2L	0	0	34,300	37,300	37,300
Royal Palms Pkwy	Whiteview Pkwy	4LD	0	0	2,760	3,290	3,290	2L	0	0	34,300	37,300	37,300
Whiteview Pkwy	Palm Coast Pkwy	4LD	0	0	2,760	3,290	3,290	2L	0	0	34,300	37,300	37,300
Old Haw Creek Road			A	B	C	D	E		A				
US 1	CR 304	2L	0	0	1,760	2,020	2,020	2L	0	0	19,600	22,400	22,400
Marco Polo Boulevard			A	B	C	D	E		A				
US 1	I-95	2L	0	0	1,760	2,020	2,020	2L	0	0	19,600	22,400	22,400
Old Dixie Highway			A	B	C	D	E		A				
US 1	I-95	2L	0	0	1,760	2,020	2,020	2L	0	0	19,600	22,400	22,400
Seminole Woods Parkway			A	B	C	D	E		A				
US 1	Sesame Blvd	2L	0	0	1,760	2,020	2,020	2L	0	0	19,600	22,400	22,400
Sesame Blvd	SR 100	2L	0	0	1,760	2,020	2,020	2L	0	0	19,600	22,400	22,400

1. From FDOT 2023 Multimodal QLOS Handbook

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Projected Traffic Transportation Assessment

Projected 2030 roadway segment Background traffic volumes were calculated per the River to Sea Transportation Planning Organization (R2STPO) Volusia County/Flagler County guidelines. Per the R2STPO guidelines, Background traffic volumes were developed via an incremental approach using five or ten years of historical traffic counts (copies of the 5-year historical traffic trend projections are included in **Appendix C**). When the historical trend analysis for an RSQ was equal to or greater than 0.7, based on historical counts, and the trend growth rate was negative growth, a minimum 1% annual growth rate per year was applied to the existing traffic volume and vested trips (if available) were added. If the historical trend analysis for an RSQ was equal to or greater than 0.7 and the trend growth rate was less than or equal to a 3% annual growth rate, Background traffic was then projected as existing traffic grown by the calculated annual growth rate (minimum 1% annual growth rate per year) plus vested trips (if available). If the historical trend analysis for an RSQ was equal to or greater than 0.7 and the trend growth rate was greater than a 3% annual growth rate, Background traffic was then projected as the maximum of the vested trips (if available) or the trend analysis percent annual growth rate calculated. **Table 6** presents the 2030 and 2035 Background traffic volume calculation for each roadway segment.

Analysis of Projected Traffic Conditions

The analysis of projected traffic conditions for the existing AG&S AFLU maximum density (252 single family dwelling units) was accomplished as shown in **Table 7** for the 2030 short-term analysis and in **Table 8** for the 2035 long-term analysis.

Under the AG&S AFLU 2030 analysis (**Table 7**) all but one (1) of the study roadway segments are projected to continue to operate at acceptable levels of service. The roadway segment on SR 100 between Seminole Woods Boulevard and I-95 will continue to operate at a deficient level of service. As noted in **Table 7**, none of the roadway segments are significantly impacted by the AG&S future land use density.

Under the AG&S AFLU 2035 analysis (see **Table 8**) all but two (2) of the study roadway segments are projected to continue to operate at acceptable levels of service. The roadway segment on SR 100 between Belle Terre Boulevard and Seminole Woods Boulevard is projected to operate at a deficient level of service and the SR 100 roadway segment of Seminole Woods Boulevard and I-95 will continue to operate at a deficient level of service. All of the remaining study roadways are projected to continue to operate at acceptable levels of service.

As noted in **Table 8**, none of the roadway segments are significantly impacted by the AG&S future land use density.

TABLE 6
Projected 2030 and 2035 Background Traffic Volumes

Roadway Name		Table 2 Existing PM Pk Dr	Vested Trips (1)	Historical FDOT Traffic Growth % (2)	2030 PM Background Growth Trips (3)	2030 PM Background Total Trips (4)	2030 PM Background Growth Factor (5)	Historical FDOT Traffic Growth % (6)	2035 PM Background Growth Trips (7)	2035 PM Background Total Trips (8)	2035 PM Background Growth Factor (9)
US 1 (SR 5)	To										
I-95	Marco Polo Blvd	1,600	325	1.05%	423	2,023	126%	0.57%	59	2,082	103%
Marco Polo Blvd	Seminole Woods Blvd	750	325	-10.43%	371	1,121	149%	-5.69%	57	1,178	105%
Seminole Woods Blvd	CR 304	750	281	-10.43%	327	1,077	144%	-5.69%	55	1,132	105%
CR 304	Belle Terre Blvd	1,210	490	3.73%	490	1,700	140%	2.04%	180	1,880	111%
Belle Terre Blvd	SR 100 - East	1,210	264	3.73%	298	1,508	125%	2.04%	160	1,668	111%
SR 100 - East	SR 20/SR 100	1,360	273	-5.12%	357	1,717	126%	-2.80%	88	1,805	105%
SR 20/SR 100	CR 13	1,800	273	3.67%	434	2,234	124%	-2.80%	114	2,348	105%
CR 13	Royal Palms Pkwy	1,800	273	3.67%	434	2,234	124%	-2.80%	114	2,348	105%
Royal Palms Pkwy	Whiteview Pkwy	1,800	463	3.67%	463	2,263	126%	-2.80%	115	2,378	105%
Whiteview Pkwy	Palm Coast Pkwy	1,800	545	3.67%	545	2,345	130%	-2.80%	120	2,465	105%
SR 11											
US 1	CR 304	660	0	7.48%	358	1,018	154%	4.08%	225	1,243	122%
SR 20/SR 100											
US 1	SR 100	980	0	4.02%	261	1,241	127%	2.19%	142	1,383	111%
SR 100											
Belle Terre Blvd	Seminole Woods Blvd	2,160	249	5.20%	768	2,928	136%	2.84%	439	3,367	115%
Seminole Woods Blvd	I-95	3,470	745	5.80%	1,397	4,867	140%	3.16%	820	5,687	117%
CR 304 (Bunnell Road)											
US 1	SR 11	160	0	4.82%	52	212	133%	2.63%	29	241	114%
Belle Terre Boulevard											
US 1	Citation Pkwy	420	184	3.97%	184	604	144%	2.16%	68	672	111%
Citation Pkwy	Zaun Tr	630	167	7.33%	333	963	153%	4.00%	209	1,172	122%
Zaun Tr	SR 100	630	179	7.33%	333	963	153%	4.00%	209	1,172	122%
Belle Terre Parkway											
SR 100	Royal Palms Pkwy	2,160	269	2.85%	397	2,557	118%	1.55%	205	2,762	108%
Royal Palms Pkwy	Whiteview Pkwy	2,160	384	2.85%	397	2,557	118%	1.55%	205	2,762	108%
Whiteview Pkwy	Palm Coast Pkwy	2,160	428	2.85%	428	2,588	120%	1.55%	208	2,796	108%
Old Haw Creek Road											
US 1	CR 304	50	0	N/A	149	199	398%	N/A	495	694	349%
Marco Polo Boulevard											
US 1	I-95	320	0	-16.67%	20	340	106%	-9.09%	17	357	105%
Old Dixie Highway											
US 1	I-95	350	0	5.63%	136	486	139%	3.07%	79	565	116%
Seminole Woods Parkway											
US 1	Sesame Blvd	650	310	8.70%	422	1,072	165%	4.75%	280	1,352	126%
Sesame Blvd	SR 100	650	306	3.67%	306	956	147%	4.75%	249	1,205	126%

- (1) Vested Traffic counts from City of Palm Coast Transportation Facility Report May 2024.
(2) From FDOT 2024 Traffic Counts. Five year (2020 - 2024) Historical AADT counts projected to 2030. 2030 Annual growth rate percent.
(3) VCTE Growth Rate Policy & Vested Trips Instruction Policy.
(4) 2030 Total Background Trips = Existing Trips + Growth Trips.
(5) 2030 Background Growth Factor = (2030 Total Background Trips / 2024 Existing Trips).
(6) From FDOT 2024 Traffic Counts. Five year (2020 - 2024) Historical AADT counts projected to 2035. 2035 Annual growth rate percent.
(7) 2030 Total Background Trips x (2035 Historical Annual Growth Rate x 5) = 2035 Growth Trips.
(8) 2035 Growth Trips + 2030 Total Background Trips = Total 2035 Background Trips.
(9) 2035 Background Growth Factor = (2035 Total Background Trips / 2030 Total Background Trips).
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TABLE 7
2030 Level of Service - AG&S AFU Designation Land Use Density

Roadway Name	# Lanes	Adopted LOS (1)	Project Trip Distribution	Daily Traffic Volumes				P.M. Peak Hour Traffic Volumes				Meets LOS Std?	Project P.M. Peak % of LOS Std		3% Sig ?
				Back Trips (2)	AFU Trips	Total Trips	LOS	Back Trips (2)	AFU Trips	Total Trips	LOS				
US 1 (SR 5)															
I-95	4LD	D	30.6%	22,510	703	23,213	B	2,023	69	2,092	B	Yes	1.14%	No	
Marco Polo Blvd	4LD	D	39.6%	12,410	910	13,320	B	1,121	89	1,210	B	Yes	1.47%	No	
Seminole Woods Blvd	4LD	D	45.7%	11,920	1,050	12,970	B	1,077	103	1,180	B	Yes	1.70%	No	
CR 304	4LD	D	52.9%	18,830	1,215	20,045	B	1,700	119	1,819	B	Yes	1.96%	No	
Belle Terre Blvd	4LD	D	76.0%	16,700	1,746	18,446	B	1,508	171	1,679	B	Yes	2.82%	No	
SR 100 - East	4LD	D	14.0%	19,060	322	19,382	B	1,717	32	1,749	B	Yes	0.53%	No	
SR 20/SR 100	4LD	D	11.7%	24,820	269	25,089	B	2,234	26	2,260	B	Yes	0.43%	No	
CR 13	4LD	D	9.1%	24,820	209	25,029	B	2,234	20	2,254	B	Yes	0.33%	No	
Royal Palms Pkwy	4LD	D	6.0%	25,140	138	25,278	B	2,263	14	2,277	B	Yes	0.23%	No	
Whiteview Pkwy	4LD	D	4.9%	26,060	113	26,173	B	2,345	11	2,356	B	Yes	0.18%	No	
SR 11															
US 1	2L	D	1.1%	11,260	25	11,285	C	1,018	2	1,020	C	Yes	0.10%	No	
SR 20/SR 100															
US 1	2L	D	2.9%	13,040	67	13,107	C	1,241	7	1,248	C	Yes	0.35%	No	
SR 100															
Belle Terre Blvd	4LD	D	9.4%	32,530	216	32,746	C	2,928	21	2,949	D	Yes	0.64%	No	
Seminole Woods Blvd	4LD	D	7.4%	54,000	170	54,170	F	4,867	17	4,884	F	No	0.52%	No	
CR 304 (Bunnell Road)															
US 1	2L	D	3.4%	2,250	78	2,328	C	212	8	220	C	Yes	0.40%	No	
Belle Terre Boulevard															
US 1	2L	D	23.1%	6,760	531	7,291	C	604	52	656	C	Yes	2.57%	No	
Citation Pkwy	2L	D	22.0%	10,700	505	11,205	C	963	50	1,013	C	Yes	2.48%	No	
Zaun Tr	2L	D	20.6%	10,700	473	11,173	C	963	46	1,009	C	Yes	2.28%	No	
Belle Terre Parkway															
SR 100	4LD	D	8.6%	28,410	198	28,608	C	2,557	19	2,576	C	Yes	0.58%	No	
Royal Palms Pkwy	4LD	D	5.7%	28,410	131	28,541	C	2,557	13	2,570	C	Yes	0.40%	No	
Whiteview Pkwy	4LD	D	3.6%	28,760	83	28,843	C	2,588	8	2,596	C	Yes	0.24%	No	
Old Haw Creek Road															
US 1	2L	D	0.0%	1,990	0	1,990	C	199	0	199	C	Yes	0.00%	No	
Marco Polo Boulevard															
US 1	2L	D	7.3%	3,830	168	3,998	C	340	16	356	C	Yes	0.79%	No	
Old Dixie Highway															
US 1	2L	D	3.0%	5,420	69	5,489	C	486	7	493	C	Yes	0.35%	No	
Seminole Woods Parkway															
US 1	2L	D	6.1%	11,870	140	12,010	C	1,072	14	1,086	C	Yes	0.69%	No	
Sesame Blvd	2L	D	2.0%	10,590	46	10,636	C	956	5	961	C	Yes	0.25%	No	

(1) Adopted LOS roadway standard from City of Bunnell 2035 Comprehensive Plan

(2) Existing Daily (Table 3) x 2030 Background Growth Factor (Table 6)

(3) 2030 Background PM Peak Hour (Table 6)

Luke Transportation Engineering Consultants, Inc., 2025

TABLE 8
2035 Level of Service - AG&S AFLU Designation Land Use Density

Roadway Name			# Lanes	Adopted LOS (1)	Project Trip Distribution	Daily Traffic Volumes				P.M. Peak Hour Traffic Volumes				Meets LOS Std?	Project P.M. Peak		
From	To	Back Trips (2)				AFLU Trips	LOS	Total Trips	Peak Volume (3)	LOS	AFLU Trips	Total Trips	% of LOS Std		3% Sig ?		
US 1 (SR 5)																	
I-95		Marco Polo Blvd	4LD	D	30.3%	23,166	696	B	23,862	B	2,082	B	68	2,150	B	Yes	1.12% No
Marco Polo Blvd		Seminole Woods Blvd	4LD	D	40.0%	13,041	919	B	13,960	B	1,178	B	90	1,268	B	Yes	1.48% No
Seminole Woods Blvd		CR 304	4LD	D	46.1%	12,529	1,059	B	13,588	B	1,132	B	104	1,236	B	Yes	1.71% No
CR 304		Belle Terre Blvd	4LD	D	53.6%	20,824	1,231	B	22,055	B	1,880	B	121	2,001	B	Yes	1.99% No
Belle Terre Blvd		SR 100 - East	4LD	D	76.4%	18,472	1,755	B	20,227	B	1,668	B	172	1,840	B	Yes	2.83% No
SR 100 - East		SR 20/SR 100	4LD	D	14.5%	20,037	333	B	20,370	B	1,805	B	33	1,838	B	Yes	0.54% No
SR 20/SR 100		CR 13	4LD	D	11.9%	26,087	273	B	26,360	B	2,348	B	27	2,375	B	Yes	0.44% No
CR 13		Royal Palms Pkwy	4LD	D	8.7%	26,087	200	B	26,287	B	2,348	B	20	2,368	B	Yes	0.33% No
Royal Palms Pkwy		Whiteview Pkwy	4LD	D	5.9%	26,418	136	B	26,554	B	2,378	B	13	2,391	B	Yes	0.21% No
Whiteview Pkwy		Palm Coast Pkwy	4LD	D	5.0%	27,394	115	B	27,509	B	2,465	B	11	2,476	B	Yes	0.18% No
SR 11																	
US 1		CR 304	2L	D	1.0%	13,749	C	23	13,772	C	1,243	C	2	1,245	C	Yes	0.10% No
SR 20/SR 100																	
US 1		SR 100	2L	D	2.6%	14,532	C	60	14,592	C	1,383	C	6	1,389	C	Yes	0.30% No
SR 100																	
Belle Terre Blvd		Seminole Woods Blvd	4LD	D	11.0%	37,407	F	253	37,660	F	3,367	F	25	3,392	F	No	0.76% No
Seminole Woods Blvd		I-95	4LD	D	7.3%	63,098	F	168	63,266	F	5,687	F	16	5,703	F	No	0.49% No
CR 304 (Bunnell Road)																	
US 1		SR 11	2L	D	6.7%	2,558	C	154	2,712	C	241	C	15	256	C	Yes	0.74% No
Belle Terre Boulevard																	
US 1		Citation Pkwy	2L	D	22.9%	7,521	C	526	8,047	C	672	C	52	724	C	Yes	2.57% No
Citation Pkwy		Zaun Tr	2L	D	21.7%	13,022	C	498	13,520	C	1,172	C	49	1,221	C	Yes	2.43% No
Zaun Tr		SR 100	2L	D	20.4%	13,022	C	469	13,491	C	1,172	C	46	1,218	C	Yes	2.28% No
Belle Terre Parkway																	
SR 100		Royal Palms Pkwy	4LD	D	8.3%	30,688	C	191	30,879	C	2,762	D	19	2,781	D	Yes	0.58% No
Royal Palms Pkwy		Whiteview Pkwy	4LD	D	9.0%	30,688	C	207	30,895	C	2,762	D	20	2,782	D	Yes	0.61% No
Whiteview Pkwy		Palm Coast Pkwy	4LD	D	3.7%	31,071	C	85	31,156	C	2,796	D	8	2,804	D	Yes	0.24% No
Old Haw Creek Road																	
US 1		CR 304	2L	D	0.0%	6,940	C	0	6,940	C	694	C	0	694	C	Yes	0.00% No
Marco Polo Boulevard																	
US 1		I-95	2L	D	8.1%	4,022	C	186	4,208	C	357	C	18	375	C	Yes	0.89% No
Old Dixie Highway																	
US 1		I-95	2L	D	2.9%	6,301	C	67	6,368	C	565	C	7	572	C	Yes	0.35% No
Seminole Woods Parkway																	
US 1		Sesame Blvd	2L	D	5.9%	14,970	C	136	15,106	C	1,352	C	13	1,365	C	Yes	0.64% No
Sesame Blvd		SR 100	2L	D	1.9%	13,348	C	44	13,392	C	1,205	C	4	1,209	C	Yes	0.20% No

(1) Adopted LOS roadway standard from City of Bunnell 2035 Comprehensive Plan

(2) Existing Daily (Table 3) x 2035 Background Growth Factor (Table 6)

(3) 2035 Background PM Peak Hour (Table 6)

Luke Transportation Engineering Consultants, Inc., 2025

The analysis of projected traffic conditions for the Industrial PFLU change was accomplished as shown in **Table 9** for the 2030 short-term analysis and in **Table 10** for the 2035 long-term analysis.

Under the Industrial PFLU 2030 analysis (**Table 9**) with the addition of Project trips, all but one (1) of the study roadway segments are projected to continue to operate at acceptable levels of service. The roadway segment on SR 100 between Seminole Woods Boulevard and I-95 will continue to operate at a deficient level of service. Project trips are not significant on the deficient roadway segment.

Under the Industrial PFLU 2030 analysis only one roadway segment of US 1 (Belle Terre Boulevard to SR 100) and three (3) roadway segments of Belle Terre Boulevard between US 1 and SR 100 are projected to be significantly impacted by the proposed future land use density.

Under the Industrial PFLU 2035 long-term analysis (**Table 10**), all but two (2) of the study roadway segments are projected to continue to operate at acceptable levels of service. The roadway segment on SR 100 between Belle Terre Boulevard and Seminole Woods Boulevard is projected to operate at a deficient level of service and the SR 100 roadway segment of Seminole Woods Boulevard and I-95 will continue to operate at a deficient level of service. All of the remaining study roadways are projected to continue to operate at acceptable levels of service.

Under the Industrial PFLU 2035 analysis all of the study roadway segments except SR 11 are projected to be significantly impacted by the proposed future land use density.

Transit

Currently there are no regular transit service links adjacent to the US 1 Industrial Park Site.

Bicycle

The US 1 Industrial Park Site is not located near any existing bike trails.

Pedestrian

No sidewalks currently exist along the northwest side of US 1 adjacent to the US 1 Industrial Park site property boundary. The future on-site sidewalk system should be constructed to serve any pedestrians of this development and should be designed to connect to any future external sidewalk system.

TABLE 9

2030 Level of Service - Proposed Industrial FLU Designation Land Use Density

Roadway Name From To	# Lanes	Adopted LOS (1)	Project Trip Distribution	Daily Traffic Volumes			P.M. Peak Hour Traffic Volumes			Meets LOS Std?	Project P.M. Peak % of LOS Std	3% Sig ?
				Back Trips (2)	PFLU Trips	Total Trips	LOS	Peak Volume (3)	LOS			
US 1 (SR 5)												
I-95	4LD	D	21.5%	23,213	996	24,209	B	2,092	B	Yes	1.30%	No
Marco Polo Blvd	4LD	D	29.0%	13,320	1,343	14,663	B	1,210	B	Yes	1.76%	No
Seminole Woods Blvd	4LD	D	37.6%	12,970	1,741	14,711	B	1,180	B	Yes	2.29%	No
CR 304	4LD	D	44.2%	20,045	2,047	22,092	B	1,819	B	Yes	2.69%	No
Belle Terre Blvd	4LD	D	69.2%	18,446	3,205	21,651	B	1,679	B	Yes	4.20%	Yes
SR 100 - East	4LD	D	26.4%	19,382	1,223	20,605	B	1,749	B	Yes	1.60%	No
SR 20/SR 100	4LD	D	20.6%	25,089	954	26,043	B	2,260	B	Yes	1.25%	No
CR 13	4LD	D	18.3%	25,029	847	25,876	B	2,254	B	Yes	1.12%	No
Royal Palms Pkwy	4LD	D	13.3%	25,278	616	25,894	B	2,277	B	Yes	0.81%	No
Whiteview Pkwy	4LD	D	11.0%	26,173	509	26,682	B	2,356	B	Yes	0.68%	No
SR 11												
US 1	2L	D	0.9%	11,285	42	11,327	C	1,020	C	Yes	0.15%	No
SR 20/SR 100												
US 1	2L	D	5.8%	13,107	269	13,376	C	1,248	C	Yes	1.04%	No
SR 100												
Belle Terre Blvd	4LD	D	8.9%	32,746	412	33,158	C	2,949	D	Yes	1.00%	No
Seminole Woods Blvd	4LD	D	7.0%	54,170	324	54,494	F	4,884	F	No	0.79%	No
CR 304 (Bunnell Road)												
US 1	2L	D	6.3%	2,328	292	2,620	C	220	C	Yes	1.14%	No
Belle Terre Boulevard												
US 1	2L	D	25.0%	7,291	1,158	8,449	C	656	C	Yes	4.55%	Yes
Citation Pkwy	2L	D	24.1%	11,205	1,116	12,321	C	1,013	C	Yes	4.41%	Yes
Zaun Tr	2L	D	22.1%	11,173	1,023	12,196	C	1,009	C	Yes	4.06%	Yes
Belle Terre Parkway												
SR 100	4LD	D	12.8%	28,608	593	29,201	C	2,576	C	Yes	1.43%	No
Royal Palms Pkwy	4LD	D	10.5%	28,541	486	29,027	C	2,570	C	Yes	1.19%	No
Whiteview Pkwy	4LD	D	4.8%	28,843	222	29,065	C	2,596	C	Yes	0.55%	No
Old Haw Creek Road												
US 1	2L	D	0.0%	1,990	0	1,990	C	199	C	Yes	0.00%	No
Marco Polo Boulevard												
US 1	2L	D	7.5%	3,998	347	4,345	C	356	C	Yes	1.39%	No
Old Dixie Highway												
US 1	2L	D	4.1%	5,489	190	5,679	C	493	C	Yes	0.74%	No
Seminole Woods Parkway												
US 1	2L	D	8.6%	12,010	398	12,408	C	1,086	C	Yes	1.58%	No
Sesame Blvd	2L	D	3.2%	10,636	148	10,784	C	961	C	Yes	0.59%	No

(1) Adopted LOS roadway standard from City of Bunnell 2035 Comprehensive Plan

(2) Existing Daily (Table 3) x 2030 Background Growth Factor (Table 6)

(3) 2030 Background PM Peak Hour (Table 6)

Luke Transportation Engineering Consultants, Inc., 2025

TABLE 10
2035 Level of Service - Proposed Industrial FLU Designation Land Use Density

Roadway Name		To	# Lanes	Adopted LOS (1)	Project Trip Distribution	Daily Traffic Volumes				P.M. Peak Hour		Traffic Volumes		Meets LOS Std?	Project P.M. Peak		
						Back Trips (2)	PFLU Trips	Total Trips	LOS	Peak Volume (3)	LOS	PFLU Trips	Total Trips		% of LOS Std	3% Sig ?	
US 1 (SR 5)																	
I-95		Marco Polo Blvd	4LD	D	20.7%	24,586	B	5,482	30,068	B	2,150	B	430	2,580	B	7.08%	Yes
Marco Polo Blvd		Seminole Woods Blvd	4LD	D	29.0%	14,916	B	7,679	22,595	B	1,268	B	603	1,871	B	9.93%	Yes
Seminole Woods Blvd		CR 304	4LD	D	37.4%	14,691	B	9,904	24,595	B	1,236	B	777	2,013	B	12.80%	Yes
CR 304		Belle Terre Blvd	4LD	D	43.4%	23,398	B	11,493	34,891	C	2,001	B	902	2,903	B	14.86%	Yes
Belle Terre Blvd		SR 100 - East	4LD	D	68.9%	22,158	B	18,245	40,403	C	1,840	B	1,432	3,272	C	23.59%	Yes
SR 100 - East		SR 20/SR 100	4LD	D	26.8%	20,708	B	7,097	27,805	B	1,838	B	557	2,395	B	9.18%	Yes
SR 20/SR 100		CR 13	4LD	D	21.0%	26,642	B	5,561	32,203	C	2,375	B	436	2,811	B	7.18%	Yes
CR 13		Royal Palms Pkwy	4LD	D	18.2%	26,506	B	4,820	31,326	B	2,368	B	378	2,746	B	6.23%	Yes
Royal Palms Pkwy		Whiteview Pkwy	4LD	D	13.4%	26,699	B	3,548	30,247	B	2,391	B	278	2,669	B	4.58%	Yes
Whiteview Pkwy		Palm Coast Pkwy	4LD	D	11.3%	27,627	B	2,992	30,619	B	2,476	B	235	2,711	B	3.87%	Yes
SR 11																	
US 1		CR 304	2L	D	0.9%	13,802	C	238	14,040	C	1,245	C	19	1,264	C	0.94%	No
SR 20/SR 100																	
US 1		SR 100	2L	D	5.8%	14,667	C	1,536	16,203	C	1,389	C	121	1,510	C	5.99%	Yes
SR 100																	
Belle Terre Blvd		Seminole Woods Blvd	4LD	D	9.0%	37,909	F	2,383	40,292	F	3,392	F	187	3,579	F	5.68%	Yes
Seminole Woods Blvd		I-95	4LD	D	6.9%	63,465	F	1,827	65,292	F	5,703	F	143	5,846	F	4.35%	Yes
CR 304 (Bunnell Road)																	
US 1		SR 11	2L	D	5.6%	2,800	C	1,483	4,283	C	256	C	116	372	C	5.74%	Yes
Belle Terre Boulevard																	
US 1		Citation Pkwy	2L	D	25.5%	8,638	C	6,753	15,391	C	724	C	530	1,254	C	26.24%	Yes
Citation Pkwy		Zaun Tr	2L	D	24.6%	14,135	C	6,514	20,649	D	1,221	C	511	1,732	C	25.30%	Yes
Zaun Tr		SR 100	2L	D	22.7%	14,067	C	6,011	20,078	D	1,218	C	472	1,690	C	23.37%	Yes
Belle Terre Parkway																	
SR 100		Royal Palms Pkwy	4LD	D	13.4%	31,093	C	3,548	34,641	D	2,781	D	278	3,059	D	8.45%	Yes
Royal Palms Pkwy		Whiteview Pkwy	4LD	D	10.9%	31,036	C	2,886	33,922	C	2,782	D	227	3,009	D	6.90%	Yes
Whiteview Pkwy		Palm Coast Pkwy	4LD	D	5.5%	31,246	C	1,456	32,702	C	2,804	D	114	2,918	D	3.47%	Yes
Old Haw Creek Road																	
US 1		CR 304	2L	D	0.0%	6,940	C	0	6,940	C	694	C	0	694	C	0.00%	No
Marco Polo Boulevard																	
US 1		I-95	2L	D	8.2%	4,384	C	2,171	6,555	C	375	C	170	545	C	8.42%	Yes
Old Dixie Highway																	
US 1		I-95	2L	D	4.1%	6,448	C	1,086	7,534	C	572	C	85	657	C	4.21%	Yes
Seminole Woods Parkway																	
US 1		Sesame Blvd	2L	D	8.5%	15,283	C	2,251	17,534	C	1,365	C	177	1,542	C	8.76%	Yes
Sesame Blvd		SR 100	2L	D	3.2%	13,450	C	847	14,297	C	1,209	C	66	1,275	C	3.27%	Yes

(1) Adopted LOS roadway standard from City of Bunnell 2035 Comprehensive Plan

(2) Existing Daily (Table 3) x 2035 Background Growth Factor (Table 6)

(3) 2035 Background PM Peak Hour (Table 6)

Luke Transportation Engineering Consultants, Inc., 2025

Study Conclusions

Study Conclusions

This study was undertaken for a Comprehensive Policy Plan Transportation Amendment for the development of the US 1 Industrial Park Site development of a parcel located in the City of Bunnell, Florida.

It is estimated that the proposed development site (which consists of a number of parcels) will total $\pm 1,259$ -acres, which will consist of a total of 13,710,510 square feet of development, per the voluntary limitation imposed by the Applicant. This is a reduction in the number of acres in the original May report of a total $\pm 1,842$ -acres.

The Adopted Future Land Use for the property included in this study is Agricultural and Silviculture (AG&S). The development density under the AFLU is one (1) single family dwelling unit (DU) per 5-acres. Thus, the AG&S AFLU development density is 252 single family dwelling units.

The proposed land use for the property is Industrial. As noted in the introduction, the proposed zoning is Industrial Park (L-1 and L-2).

The proposed short-term (2030) density is for 3,000,000 square feet of Industrial Park. The long-term (2035) density is for a maximum of 13,710,510 square feet of Industrial Park.

This analysis was undertaken to support an application to amend the Comprehensive Plan, changing the future land use designation from Agriculture & Silviculture (AG&S) to Industrial. The following is a summary of the results and recommendations. The results of the study as documented herein are summarized below:

- Per the Comprehensive Plan procedure of subtracting AG&S AFLU density development trips from the short-term (2030) Industrial PFLU density development trips, the land use change will result in a 2030 **increase** of 4,631 two-way Daily vehicle trip ends and 369 two-way P.M. peak hour vehicle trips ends.
- Per the Comprehensive Plan procedure of subtracting AG&S AFLU density development trips from the long-term (2035) Industrial PFLU density development trips, the land use change will result in a 2035 **increase** of 26,481 two-way Daily vehicle trip ends and 2,078 two-way P.M. peak hour vehicle trips ends.
- As documented in this analysis, in 2030 under the existing AG&S AFLU designation, all but one (1) of the study roadway segments are projected to continue to operate at acceptable levels of service. The roadway segment

on SR 100 between Seminole Woods Boulevard and I-95 will continue to operate at a deficient level of service. None of the study roadways are significantly impacted by the AG&S AFLU density.

- As documented in this analysis, in 2035 under the existing AG&S AFLU designation, all but two (2) of the study roadway segments are projected to continue to operate at acceptable levels of service. The roadway segment on SR 100 between Belle Terre Boulevard and Seminole Woods Boulevard is projected to operate at a deficient level of service and the SR 100 roadway segment of Seminole Woods Boulevard and I-95 will continue to operate at a deficient level of service. All of the remaining study roadways are projected to continue to operate at acceptable levels of service
- As documented in this analysis, under the Industrial PFLU short-term 2030 analysis, with the addition of Project trips, all but one (1) of the study roadway segments are projected to continue to operate at acceptable levels of service. The roadway segment on SR 100 between Seminole Woods Boulevard and I-95 will continue to operate at a deficient level of service. Project trips are not significant on the deficient roadway segment.
- As documented in this analysis, under the Industrial PFLU long-term 2035 analysis, all but two (2) of the study roadway segments are projected to continue to operate at acceptable levels of service. The roadway segment on SR 100 between Belle Terre Boulevard and Seminole Woods Boulevard is projected to operate at a deficient level of service and the SR 100 roadway segment of Seminole Woods Boulevard and I-95 will continue to operate at a deficient level of service. All of the remaining study roadways are projected to continue to operate at acceptable levels of service.
- As documented in this analysis, under the Industrial PFLU 2035 analysis, all of the study roadway segments except SR 11 and Old Haw Creek Road are projected to be significantly impacted by the proposed future land use density.
- Provisions for a future on-site sidewalk system should be included in the development plan to serve the US 1 Industrial Park Site pedestrians. The on-site sidewalk system should be designed to provide a connection to any future external sidewalk system.
- The proposed land use change should be considered for approval.

APPENDICES

Appendix A – Response to City Comments

City of Bunnell Review Comments – October 20, 2025

Community Development Department | Planning & Zoning Division

Adrian Calderin | City Planner

1. The study methodology on page 1 indicates that only roadway segments impacted 3% or greater within a 2-mile radius were analyzed. The Volusia-Flagler TPO Board Approved TIA Guidelines dated June 22, 2016, do not allow for limiting the analysis to a specified distance. The TIA must address all roadway segments that are impacted 3% or greater.

Response: Per the comment, the methodology has been updated as requested. All the roadway analysis tables have been updated to track the Build-out Project trips till they are less than 3% of the adopted LOS service volume. The updated Table 2 in the report lists all study roadways till Project trips are less than 3%. Table 2 is attached below.

2. On Page 4, category is misspelled twice.

Response: All misspelled words have been corrected.

3. On page 10, it appears that "Flagler County TIP" should be "Flagler County CIP".

Response: The reference has been changed to CIP.

4. On page 16, Bunnell is misspelled.

Response: All misspelled words have been corrected.

**TABLE 2
Minimum 2-Mile Radius Impact Study Impact Area Determination**

Roadway Name		# of Lanes	Adopted (1)		Service Volume	Project Trip Distribution		2-Way Project Trips (3)	Project P.M. Peak % of LOS Std.	3% Impact
			Functional (2)	LOS		2030	2035			
From	To		Class							
US 1 (SR 5)										
North Nova Rd	I-95	4LD	Principal Arterial	D	5,290	7.1%	6.5%	148	2.80%	No
I-95	Marco Polo Blvd	4LD	Principal Arterial	D	5,290	21.5%	20.7%	447	8.45%	Yes
Marco Polo Blvd	Seminole Woods Blvd	4LD	Principal Arterial	D	5,290	29.0%	29.0%	603	11.40%	Yes
Seminole Woods Blvd	CR 304	4LD	Principal Arterial	D	5,290	37.6%	37.4%	781	14.76%	Yes
CR 304	Belle Terre Blvd	4LD	Principal Arterial	D	5,290	44.2%	43.4%	918	17.35%	Yes
Belle Terre Blvd	SR 100 - East	4LD	Principal Arterial	D	5,290	69.2%	68.9%	1,438	27.18%	Yes
SR 100 - East	SR 20/SR 100	4LD	Principal Arterial	D	5,290	26.4%	26.8%	557	10.53%	Yes
SR 20/SR 100	CR 13	4LD	Principal Arterial	D	5,290	20.6%	21.0%	436	8.24%	Yes
CR 13	Royal Palms Pkwy	4LD	Principal Arterial	D	5,290	18.3%	18.2%	380	7.18%	Yes
Royal Palms Pkwy	Whiteview Pkwy	4LD	Principal Arterial	D	5,290	13.3%	13.4%	278	5.26%	Yes
Whiteview Pkwy	Palm Coast Pkwy	4LD	Principal Arterial	D	5,290	11.0%	11.3%	235	4.44%	Yes
Palm Coast Pkwy	Matanzas Wood Pkwy	4LD	Principal Arterial	D	5,290	5.6%	6.9%	143	2.70%	No
SR 11										
US 1	CR 304	2L	Minor Arterial	D	2,020	0.9%	0.9%	19	0.94%	No
SR 20/SR 100										
US 1	SR 100	2L	Minor Arterial	D	2,020	5.8%	5.8%	121	5.99%	Yes
SR 100	CR 305	2L	Minor Arterial	D	2,020	2.8%	2.9%	60	2.97%	No
SR 100										
US 1	Belle Terre Blvd	2L	Arterial	D	2,020	0.6%	0.6%	12	0.59%	No
Belle Terre Blvd	Seminole Woods Blvd	4LD	Arterial	D	3,290	8.9%	9.0%	187	5.68%	Yes
Seminole Woods Blvd	I-95	4LD	Arterial	D	3,290	7.0%	6.9%	145	4.41%	Yes
I-95	Ocean Shore Blvd	4LD	Arterial	D	3,290	4.3%	4.1%	89	2.71%	No
CR 304 (Bunnell Road)										
US 1	SR 11	2L	Minor Collector	D	2,020	6.3%	5.6%	131	6.49%	Yes
SR 11	CR 305	2L	Minor Collector	D	2,020	0.6%	0.6%	12	0.59%	No
Belle Terre Boulevard										
US 1	Citation Pkwy	2L	Arterial	D	2,020	25.0%	25.5%	530	26.24%	Yes
Citation Pkwy	Zaun Tr	2L	Arterial	D	2,020	24.1%	24.6%	511	25.30%	Yes
Zaun Tr	SR 100	2L	Arterial	D	2,020	22.1%	22.7%	472	23.37%	Yes
Belle Terre Parkway										
SR 100	Royal Palms Pkwy	4LD	Arterial	D	3,290	12.8%	13.4%	278	8.45%	Yes
Royal Palms Pkwy	Whiteview Pkwy	4LD	Arterial	D	3,290	10.5%	10.9%	227	6.90%	Yes
Whiteview Pkwy	Palm Coast Pkwy	4LD	Arterial	D	3,290	4.8%	5.5%	114	3.47%	Yes
Palm Coast Pkwy	Matanzas Wood Pkwy	4LD	Arterial	D	3,290	0.5%	0.5%	10	0.30%	No
Marco Polo Boulevard										
US 1	I-95	2L	Minor Arterial	D	2,020	7.5%	8.2%	170	8.42%	Yes
Old Dixie Highway										
I-95	Old Kings Rd	2L	Minor Arterial	D	2,020	4.1%	4.1%	85	4.21%	Yes
Old Kings Rd	Ocean Shore Blvd	2L	Minor Arterial	D	2,020	1.5%	1.5%	31	1.53%	No
Old Haw Creek Road										
US 1	CR 304	2L	Collector	D	1,950	0.0%	0.0%	0	0.00%	No
Seminole Woods Parkway										
US 1	Sesame Blvd	2L	Collector	D	2,020	8.6%	8.5%	179	8.86%	Yes
Sesame Blvd	SR 100	2L	Collector	D	2,020	3.2%	3.2%	66	3.27%	Yes
SR 100	Royal Palms Pkwy	4LD	Collector	D	3,290	0.2%	0.3%	6	0.18%	No

1. From FDOT 2023 Multimodal QLOS Handbook

2. Adopted LOS roadway standard from City of Bunnell, Palm Coast, and Flagler County Comprehensive Plans.

3. Maximum Project trips based on Project Percent Distribution of 2030 PFLU or 2035 PFLU

Roadway segments within the Minimum **2-mile Study Area radius**.

Luke Transportation Engineering Consultants, Inc., 2025

Appendix B – Parcel List (Exhibit A)

EXHIBIT “A”

The Property

Prop ID	Map ID	Parcel ID	Acreage	Proposed FLU	Proposed Zoning
12122	18C	23-12-30-0650-000D0-0040	118	Industrial	L2
12127	19	24-12-30-0650-000C0-0070	9	Industrial	L2
12187	21	26-12-30-0650-00000-0000	640	Industrial	L1/L2
12135	20A	25-12-30-0650-000B0-0070	72	Industrial	L2
12137	20B	25-12-30-0650-000C0-0010	120	Industrial	L2
12248	30A	35-12-30-0650-000A0-0000	160	Industrial	L1
12249	30B	35-12-30-0650-000B0-0010	140	Industrial	L1
		TOTAL L1 AND L2 ZONING	1,259		

Appendix C – Historic Traffic Counts Trend Calculations

2030 5-Year Trend

Historical Traffic Counts - FDOT Trend Analysis Calculations																		
Roadway Name FromTo		Max RSQ	Station Number	Flagler County AADT (1)					FDOT Trends Analysis - V2.0					Projected Growth Factor - 2030			Annual Growth Rate	
				2020	2021	2022	2023	2024	Linear Regression RSQProjected	Exponential Growth RSQProjected	Decaying Growth RSQProjected	RSQ >=0.7 5 Year10 Year	Best Fit RSQ <0.7					
US 1																		
I-95	Marco Polo Blvd	0.28	79-0536	17,600	17,600	17,500	18,400	17,800	0.27	18,740	0.28	18,826	0.25	18,190	N/A	1.06	N/A	1.1%
Marco Polo Blvd	CR 304	0.71	73-0235	14,100	14,300	14,500	8,100	8,300	0.71	-2,380	0.71	3,106	0.56	6,198	0.37	N/A	N/A	-10.4%
CR 304	SR 100	0.95	73-0101	11,600	11,600	12,400	13,000	13,400	0.95	16,400	0.95	17,035	0.84	14,082	1.22	N/A	N/A	3.7%
SR 100	SR 20/SR100	0.66	73-0013	18,200	18,400	18,600	14,700	15,100	0.66	9,080	0.66	10,457	0.52	13,863	N/A	N/A	0.69	-5.1%
SR 20/SR100	Palm Coast Pkwy	0.96	73-0005	17,400	17,600	18,600	19,600	20,000	0.96	24,400	0.96	25,463	0.87	21,096	1.22	N/A	N/A	3.7%
SR 11																		
US 1	CR 304	0.90	73-5009	5,500	5,500	6,700	7,100	7,300	0.90	10,580	0.89	12,271	0.85	8,229	1.45	N/A	N/A	7.5%
SR 20/SR 100																		
US 1	SR 100	0.93	73-003	8,900	8,900	9,700	10,100	10,300	0.93	12,780	0.92	13,386	0.85	10,953	1.24	N/A	N/A	4.0%
SR 100																		
Belle Terre Blvd	Seminole Woods Blvd	0.83	73-0002	20,100	20,200	20,300	23,000	24,000	0.83	30,000	0.83	31,477	0.65	24,897	1.31	N/A	N/A	5.2%
Seminole Woods Blvd	I-95	0.92	73-0006	31,000	31,000	35,500	37,500	38,500	0.92	51,900	0.91	56,670	0.85	42,111	1.35	N/A	N/A	5.8%
CR 304 (Bunnell Road)																		
US 1	SR 11	0.71	73-8021	1,350	1,350	1,350	1,450	1,700	0.70	2,080	0.71	2,191	0.49	1,682	1.29	N/A	N/A	4.8%
Belle Terre Parkway																		
US 1	Citation Pkwy	0.95	73-8004	4,000	4,000	4,300	4,500	4,700	0.95	5,820	0.95	6,100	0.83	4,936	1.24	N/A	N/A	4.0%
Citation Pkwy	SR 100	0.91	73-7002	5,300	5,300	6,400	6,800	7,000	0.91	10,080	0.90	11,708	0.85	7,860	1.44	N/A	N/A	7.3%
SR 100	Palm Coast Pkwy	0.80	73-8024	21,500	21,500	21,500	23,000	24,000	0.80	27,500	0.80	28,113	0.60	24,327	1.17	N/A	N/A	2.9%
Marco Polo Boulevard																		
US 1	I-95	0.33	73-8018	2,600	3,600	2,600	3,500	3,600	0.32	4,700	0.32	5,156	0.33	3,870	N/A	N/A	N/A	-16.7%
Old Dixie Highway																		
US 1	I-95	0.95	79-7095	3,100	3,100	3,500	3,700	3,900	0.95	5,220	0.94	5,756	0.84	4,205	1.34	N/A	N/A	5.6%
Seminole Woods Parkway																		
US 1	SR 100	0.77	73-8005	5,000	5,000	5,000	7,000	7,200	0.77	10,960	0.77	13,562	0.61	7,883	1.52	N/A	N/A	8.7%

1. From FDOT 2024 Traffic Counts
 Luke Transportation Engineering Consultants, Inc., 2025

2035 5-Year Trend

Historical Traffic Counts - FDOT Trend Analysis Calculations															
Roadway Name		Max RSQ	Station Number	Flagler County AADT (1)					FDOT Trends Analysis - V2.0						
									Linear Regression		Exponential Growth		Decaying Growth		
From	To			2020	2021	2022	2023	2024	RSQ	Projected	RSQ	Projected	RSQ	Projected	
US 1															
I-95	Marco Polo Blvd	0.28	79-0536	17,600	17,600	17,500	18,400	17,800	0.27	18,740	0.28	18,826	0.25	18,190	
Marco Polo Blvd	CR 304	0.71	73-0235	14,100	14,300	14,500	8,100	8,300	0.71	-2,380	0.71	3,106	0.56	6,198	
CR 304	SR 100	0.95	73-0101	11,600	11,600	12,400	13,000	13,400	0.95	16,400	0.95	17,035	0.84	14,082	
SR 100	SR 20/SR100	0.66	73-0013	18,200	18,400	18,600	14,700	15,100	0.66	9,080	0.66	10,457	0.52	13,863	
SR 20/SR100	Palm Coast Pkwy	0.96	73-0005	17,400	17,600	18,600	19,600	20,000	0.96	24,400	0.96	25,463	0.87	21,096	
SR 11															
US 1	CR 304	0.90	73-5009	5,500	5,500	6,700	7,100	7,300	0.90	10,580	0.89	12,271	0.85	8,229	
SR 20/SR 100															
US 1	SR 100	0.93	73-003	8,900	8,900	9,700	10,100	10,300	0.93	12,780	0.92	13,386	0.85	10,953	
SR 100															
Belle Terre Blvd	Seminole Woods Blvd	0.83	73-0002	20,100	20,200	20,300	23,000	24,000	0.83	30,000	0.83	31,477	0.65	24,897	
Seminole Woods Blvd	I-95	0.92	73-0006	31,000	31,000	35,500	37,500	38,500	0.92	51,900	0.91	56,670	0.85	42,111	
CR 304 (Bunnell Road)															
US 1	SR 11	0.71	73-8021	1,350	1,350	1,350	1,450	1,700	0.70	2,080	0.71	2,191	0.49	1,682	
Belle Terre Boulevard															
US 1	Citation Pkwy	0.95	73-8004	4,000	4,000	4,300	4,500	4,700	0.95	5,820	0.95	6,100	0.83	4,936	
Citation Pkwy	SR 100	0.91	73-7002	5,300	5,300	6,400	6,800	7,000	0.91	10,080	0.90	11,708	0.85	7,860	
Belle Terre Parkway															
SR 100	Palm Coast Pkwy	0.80	73-8024	21,500	21,500	21,500	23,000	24,000	0.80	27,500	0.80	28,113	0.60	24,327	
Marco Polo Boulevard															
US 1	I-95	0.33	73-8018	2,600	3,600	2,600	3,500	3,600	0.32	4,700	0.32	5,156	0.33	3,870	
Old Dixie Highway															
US 1	I-95	0.95	79-7095	3,100	3,100	3,500	3,700	3,900	0.95	5,220	0.94	5,756	0.84	4,205	
Seminole Woods Parkway															
US 1	SR 100	0.77	73-8005	5,000	5,000	5,000	7,000	7,200	0.77	10,960	0.77	13,562	0.61	7,883	

2030 10-Year Trend

Historical Traffic Counts - FDOT Trend Analysis Calculations														FDOT Trends Analysis - V2.0					
Roadway Name		Max RSQ	Station Number	Flagler County AADT (1)										Linear Regression		Exponential Growth		Decaying Growth	
From	To			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	RSQ	Projected	RSQ	Projected	RSQ	Projected
US 1																			
I-95	Marco Polo Blvd	0.86	79-0536	14,800	16,000	16,800	17,200	18,200	17,600	17,600	17,500	18,400	17,800	0.66	20,238	0.65	20,455	0.86	18,919
Marco Polo Blvd	CR 304	0.45	73-0235	14,300	13,500	14,800	15,000	15,200	14,100	14,300	14,500	8,100	8,300	0.44	7,070	0.45	7,406	0.23	10,991
CR 304	SR 100	0.80	73-0101	11,000	10,800	11,400	12,100	11,800	11,600	11,600	12,400	13,000	13,400	0.79	14,474	0.80	14,632	0.66	13,070
SR 100	SR 20/SR100	0.04	73-0013	14,700	16,800	19,900	20,000	20,000	18,200	18,400	18,600	14,700	15,100	0.04	16,099	0.04	16,139	0.01	17,938
SR 20/SR100	Palm Coast Pkwy	0.67	73-0005	15,700	15,200	16,500	17,400	17,800	16,500	17,500	17,000	18,000	18,500	0.67	19,956	0.66	20,333	0.67	18,477
SR 11																			
US 1	CR 304	0.77	73-5009	5,000	5,300	5,400	5,300	5,700	72,000	80,500	74,500	75,500	79,000	0.77	155,035	0.77	1,465,929	0.64	92,479
SR 20/SR 100																			
US 1	SR 100	0.79	73-003	7,600	8,100	8,600	8,800	9,100	76,500	86,000	79,000	81,000	84,000	0.78	162,528	0.79	1,029,929	0.65	98,180
SR 100																			
Belle Terre Blvd	Seminole Woods Blvd	0.45	73-0002	18,900	20,100	21,400	21,500	21,500	20,100	20,200	20,300	23,000	24,000	0.45	24,626	0.45	24,959	0.42	22,791
Seminole Woods Blvd	I-95	0.79	73-0006	29,000	29,000	27,500	27,500	32,000	31,000	31,000	35,500	37,500	38,500	0.79	44,227	0.79	46,120	0.55	36,964
CR 304 (Bunnell Road)																			
US 1	SR 11	0.91	73-8021	1,000	1,000	1,200	1,200	1,200	1,350	1,350	1,350	1,450	1,700	0.89	1,968	0.91	2,158	0.79	1,600
Belle Terre Parkway																			
US 1	Citation Pkwy	0.64	73-8004	3,900	4,100	3,800	3,800	4,000	4,000	4,000	4,300	4,500	4,700	0.64	4,944	0.64	5,009	0.40	4,435
Citation Pkwy	SR 100	0.40	73-7002	5,400	5,800	6,000	6,000	5,500	5,300	5,300	6,400	6,800	7,000	0.40	7,293	0.37	7,288	0.27	6,495
SR 100	Palm Coast Pkwy	0.15	73-8024	24,500	23,500	21,500	21,500	21,500	21,500	21,500	21,500	23,000	24,000	0.01	21,891	0.01	21,917	0.15	21,576
Marco Polo Boulevard																			
US 1	I-95	0.75	73-8018	2,000	2,000	2,600	2,600	2,600	2,600	3,600	2,600	3,500	3,600	0.73	4,546	0.75	5,208	0.67	3,616
Old Dixie Highway																			
US 1	I-95	0.97	79-7095	1,950	2,000	2,500	2,500	2,500	3,100	3,100	3,500	3,700	3,900	0.97	5,219	0.96	6,406	0.84	3,964
Seminole Woods Parkway																			
US 1	SR 100	0.72	73-8005	4,200	4,400	5,000	5,000	5,000	5,000	5,000	5,000	7,000	7,200	0.68	8,156	0.72	8,699	0.53	6,537

1. From FDOT 2024 Traffic Counts

Luke Transportation Engineering Consultants, Inc., 2025

2035 10-Year Trend

Historical Traffic Counts - FDOT Trend Analysis Calculations																FDOT Trends Analysis - V2.0					
Roadway Name		Max RSQ	Station Number	Flagler County AADT (1)												Linear Regression		Exponential Growth		Decaying Growth	
From	To			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	RSQ	Projected	RSQ	Projected	RSQ	Projected		
US 1																					
I-95	Marco Polo Blvd	0.86	79-0536	14,800	16,000	16,800	17,200	18,200	17,600	17,600	17,500	18,400	17,800	0.66	20,238	0.65	20,455	0.86	18,919		
Marco Polo Blvd	CR 304	0.45	73-0235	14,300	13,500	14,800	15,000	15,200	14,100	14,300	14,500	8,100	8,300	0.44	7,070	0.45	7,406	0.23	10,991		
CR 304	SR 100	0.80	73-0101	11,000	10,800	11,400	12,100	11,800	11,600	11,600	12,400	13,000	13,400	0.79	14,474	0.80	14,632	0.66	13,070		
SR 100	SR 20/SR100	0.04	73-0013	14,700	16,800	19,900	20,000	20,000	18,200	18,400	18,600	14,700	15,100	0.04	16,099	0.04	16,139	0.01	17,938		
SR 20/SR100	Palm Coast Pkwy	0.67	73-0005	15,700	15,200	16,500	17,400	17,800	16,500	17,500	17,000	18,000	18,500	0.67	19,956	0.66	20,333	0.67	18,477		
SR 11																					
US 1	CR 304	0.77	73-5009	5,000	5,300	5,400	5,300	5,700	72,000	80,500	74,500	75,500	79,000	0.77	155,035	0.77	1,465,929	0.64	92,479		
SR 20/SR 100																					
US 1	SR 100	0.79	73-003	7,600	8,100	8,600	8,800	9,100	76,500	86,000	79,000	81,000	84,000	0.78	162,528	0.79	1,029,929	0.65	98,180		
SR 100																					
Belle Terre Blvd	Seminole Woods Blvd	0.45	73-0002	18,900	20,100	21,400	21,500	21,500	20,100	20,200	20,300	23,000	24,000	0.45	24,626	0.45	24,959	0.42	22,791		
Seminole Woods Blvd	I-95	0.79	73-0006	29,000	29,000	27,500	27,500	32,000	31,000	31,000	35,500	37,500	38,500	0.79	44,227	0.79	46,120	0.55	36,964		
CR 304 (Bunnell Road)																					
US 1	SR 11	0.91	73-8021	1,000	1,000	1,200	1,200	1,200	1,350	1,350	1,350	1,450	1,700	0.89	1,968	0.91	2,158	0.79	1,600		
Belle Terre Parkway																					
US 1	Citation Pkwy	0.64	73-8004	3,900	4,100	3,800	3,800	4,000	4,000	4,000	4,300	4,500	4,700	0.64	4,944	0.64	5,009	0.40	4,435		
Citation Pkwy	SR 100	0.40	73-7002	5,400	5,800	6,000	6,000	5,500	5,300	5,300	6,400	6,800	7,000	0.40	7,293	0.37	7,288	0.27	6,495		
SR 100	Palm Coast Pkwy	0.15	73-8024	24,500	23,500	21,500	21,500	21,500	21,500	21,500	21,500	23,000	24,000	0.01	21,891	0.01	21,917	0.15	21,576		
Marco Polo Boulevard																					
US 1	I-95	0.75	73-8018	2,000	2,000	2,600	2,600	2,600	2,600	3,600	2,600	3,500	3,600	0.73	4,546	0.75	5,208	0.67	3,616		
Old Dixie Highway																					
US 1	I-95	0.97	79-7095	1,950	2,000	2,500	2,500	2,500	3,100	3,100	3,500	3,700	3,900	0.97	5,219	0.96	6,406	0.84	3,964		
Seminole Woods Parkway																					
US 1	SR 100	0.72	73-8005	4,200	4,400	5,000	5,000	5,000	5,000	5,000	5,000	7,000	7,200	0.68	8,156	0.72	8,699	0.53	6,537		



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Appendix B

Large-scale Comprehensive Plan Amendment and Rezoning
Narrative Justification Statement and Analysis
[Supplied by Applicant]

City of Bunnell

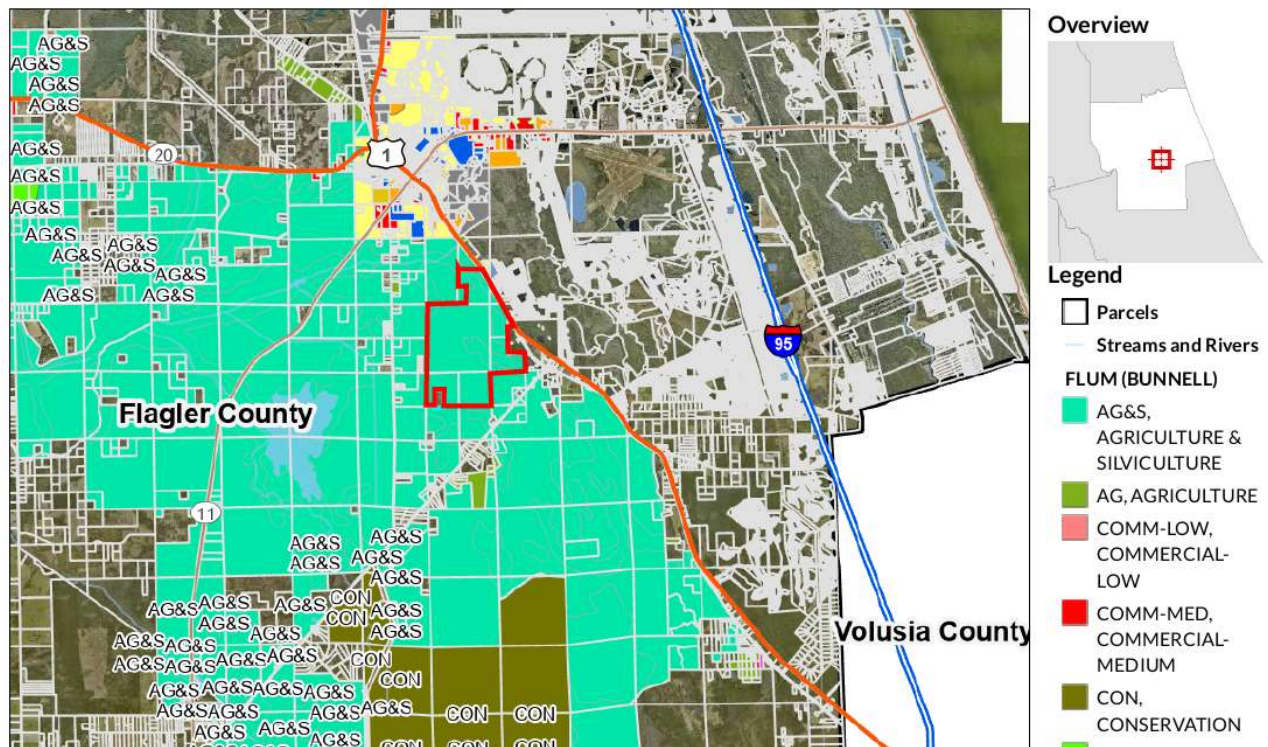
LARGE SCALE COMPREHENSIVE PLAN AMENDMENT AND
REZONING NARRATIVE JUSTIFICATION STATEMENT

US 1 PARK

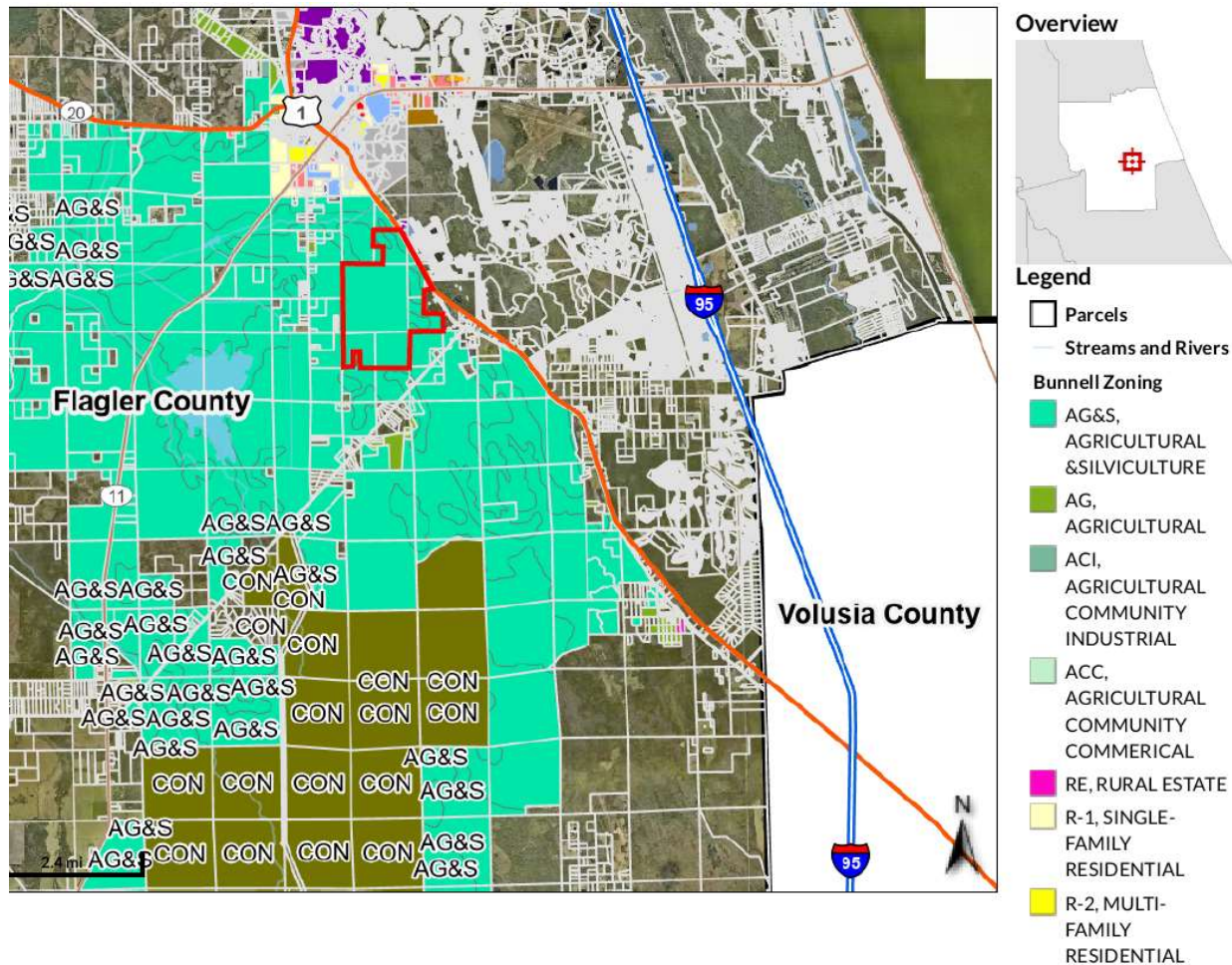
I. General Data

The subject Property is comprised of approximately 1,259 +/- acres of undeveloped land located east of Old Haw Creek Road and West of US Highway 1 within the City of Bunnell. The parcels are identified as Parcel ID 23-12-30-0650-000D0-0040, 24-12-30-0650-000C0-0070, 25-12-30-0650-000B0-0070, 25-12-30-0650-000C0-0010, 26-12-30-0650-00000-0000, 35-12-30-0650-000A0-0000, 35-12-30-0650-000B0-0010, with no assigned addresses (the "Property"). The current City future land use designation is Agriculture & Silviculture and the zoning designation is AG&S.

EXISTING FUTURE LAND USE



EXISTING ZONING



II. Proposed Changes

This is a request for large-scale Comprehensive Plan future land use (“FLU”) map amendment to Industrial and companion rezonings of the Property into Light Industrial (“L-1”) and Heavy Industrial (“L-2”) zoning districts respectively, as shown on the attached **Exhibit “A”** (collectively, the “Requests”). The corresponding legal descriptions for the L-1 and L-2 portions of the Property are attached as **Exhibits “B”**, respectively. The applicant has also proposed specific conditions of approval attached hereto as **Exhibit “C”** (the “Conditions of Approval”) which shall become binding on the Property if the Requests are approved.

Pursuant to Future Land Use Policy 7.4, the Industrial FLU designation provides for development at a maximum intensity of 0.5 FAR per gross acre. Industrial FLU development shall have a maximum ISR of 70% under Policy 10.1.

Future Land Use Categories

Future Land Use Categories	Maximum Density/Intensity (per gross acre)
Residential Land Use	
Single-Family Low Density	4 units per acre
Single-Family Medium Density	8 units per acre
Multi-Family	Min: 8 units per acre; Max 20 units per acre
Residential Mixed Use	12 units per acre/ 0.2 FAR
Commercial Land Use	
Commercial-Low	0.2 FAR/if mixed-use 12 units per acre
Commercial-Medium	0.4 FAR/if mixed-use 20 units per acre
Industrial Land Use	
Industrial	0.5 FAR
Agricultural Land Use	
Agricultural Community Commercial	1 unit per acre/ 0.4 FAR
Agricultural Community Industrial	0.5 FAR
Agricultural	1 unit per acre
Agriculture & Silviculture	1 unit per 5 acres
Rural Estates	1 unit per acre
Open Land Use	
Conservation	Not Developable
Recreation	N/A
Public Land Use	
Public	0.6 FAR
Institutional	0.5 FAR

In accordance with FLU Objective 10, the Industrial FLU category was “established to provide sufficient land for existing and anticipated future industrial needs and requisite support services.” Specifically, FLU Policy 10.1 provides that the Industrial FLU designation is intended for land that can “accommodate light to heavy commercial, business and industrial uses.” Pursuant to Section 34-120 of the Land Development Code (“LDC”), the L-1 zoning designation is intended to provide land for “light manufacturing, fabricating, and assembly plants, business services, offices, retail, storage, warehousing, wholesaling and distribution.” The L-2 zoning designation, pursuant to Section 34-121 of the LDC, is intended to “provide areas appropriate where various heavy and extensive industrial operations can be conducted” and “to promote the most efficient use of the land for heavy industrial uses.”

III. Consistency with City of Bunnell Comprehensive Plan and Land Development Code

Pursuant to the permitted uses in L-1 (per Section 34-120) and L-2 (per Section 34-121), the proposed changes would provide significant economic development and employment opportunities for the City. Moreover, this proposed development program would not interfere with businesses in the existing industrial districts of downtown Bunnell nor contribute to urban sprawl.

The City's Comprehensive Plan established clear economic development goals and policies under Goal 19. Goal 19 provides that the City shall "[p]romote economic development in an effort to provide a variety of employment opportunities, create a sustainable future, and encourage a positive business climate." Objective 19.1 goes on to note that the City shall "[p]romote an economic strategy that will address a variety of economic opportunities." The requested entitlements for the US 1 Park will be transformative for the City by providing a range of different allowable industrial and commerce uses in an area strategically situated to take advantage of existing transportation networks, including rail opportunities, as well as future potential transportation networks. The ability to attract a range of businesses with different employment and wage ranges can help attract new residents to the City and provide economic opportunities to those who already live and in around Bunnell.

According to Policy 19.1.2, the "City shall work towards a variety of policies within the Comprehensive Plan and land development code that support and encourage commercial and industrial development within the City and surrounding area." Such economic development efforts include "strengthening and diversifying the local economy" and the "promotion of uses that are commercial or industrial that support, promote or are compatible with the agricultural industry." The City has not only codified policies that mandate economic development efforts, but the specific desire for commercial and industrial development have been expressed as recently as January 31, 2025, in Bunnell City Commission workshops where Henry Deen addressed the City regarding growth and economic development. Specifically, Mr. Deen confirmed that commercial/industrial growth is needed, that such developments typically have lower impacts on City services and that growth is critical to sustain and grow the local economy. The ability to generate more revenue to maintain and extend services to citizens relies upon growth and the US 1 Park will provide such opportunities for the City.

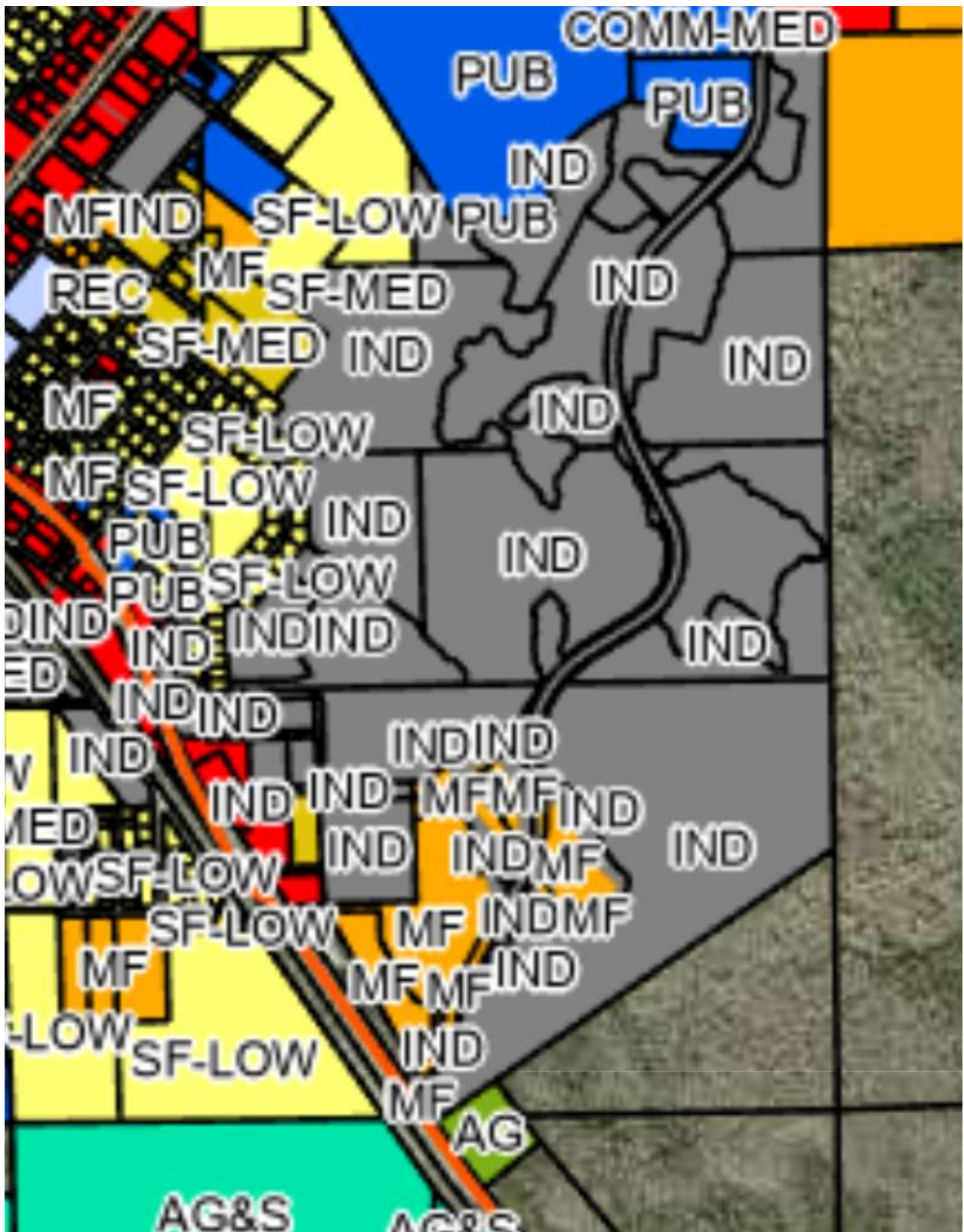
Finally, in looking at land use and zoning changes, the demand on public facilities is considered. The uses permitted by right under the proposed zoning classifications will have a minimal demand on public facilities and services compared to the intensity of development that could be proposed, such as single-family residential. Future site development will comply with any and all state and local permitting requirements. Once a concurrency assessment under LDC Section 2-115 is performed at future site planning to determine any impacts the proposed development will have on infrastructure and other public facilities, capacity deficiencies will be addressed accordingly prior to site development.

IV. Suitability Analysis

As noted above, the requests are suitable considering the character of undeveloped lands, soils, topography, natural resources and historic resources on site. As the requests are only the initial zoning and future land use changes; any specific development activities will be further analyzed under existing local and state regulations to ensure minimization of impacts on surrounding properties and established levels of service. The need for economic development and specifically industrial opportunities in the City can be met while still adhering to LDC design standards for buffering, open space and natural resource impacts.

Moreover, there are existing properties in the City with an Industrial FLU which are adjacent to County and City properties that have future land use designations of residential (in some instances, very dense residential) and ag.





The Requests include Conditions of Approval which would provide for setbacks, landscaping, dark-sky lighting and other use restrictions which far exceeds anything that is currently

provided or would have to be provided under the existing Industrial future land use designation. The City's future land use map shows that Industrial designations are not de facto incompatible with other less intense land use designations. Quite to the contrary- the map underscores that different land uses can and do exist in harmony.

Minimum Land Needed to Achieve Goals and Requirements

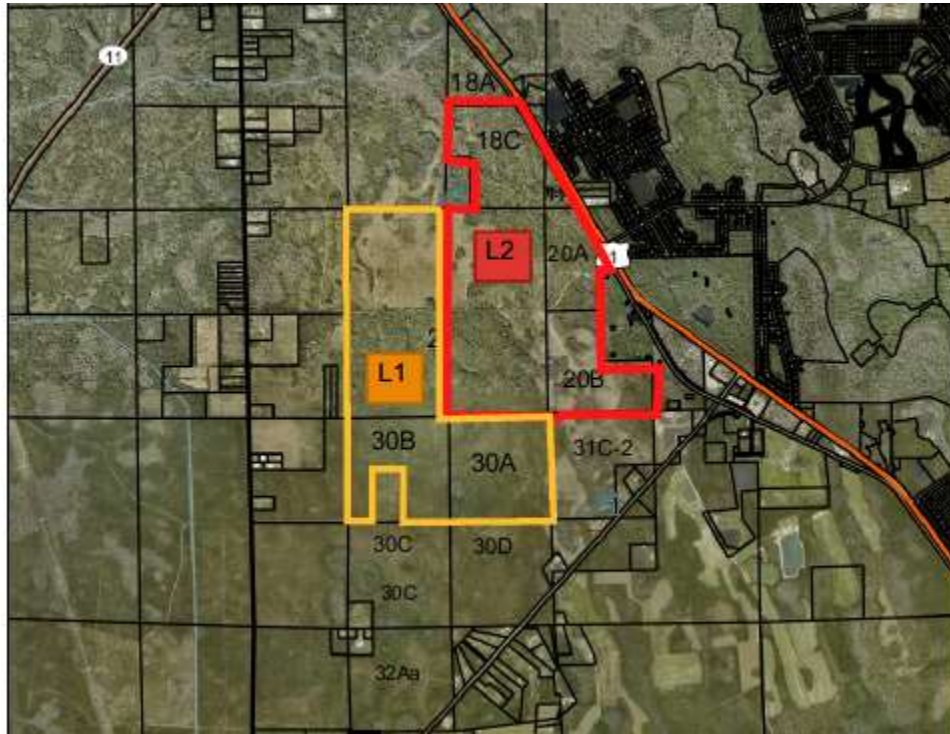
The request provides for a significant amount of acreage that will ensure flexibility in site design. The large area covered by these requests will ensure that the impact of any development can be appropriately accommodated and mitigated. While there is no specific acreage that is mandated for an industrial and commerce park for the City, the greater the size of the project, the greater market flexibility exists and the greater the opportunities for development and economic benefit to the City.

V. Conclusion

In summary, this request will create new economic opportunities for the City by diversifying the commercial and industrial base of Bunnell. Nonresidential uses can allow flexible site design to achieve a more desirable and efficient use of land. The permitted uses allowed under the L-1 and L-2 zoning districts are compatible with surrounding properties and consistent with the City's LDC.

EXHIBIT "A"

PROPOSED ZONING MAP



Proposed L2 Zoning

Map 18C: 23-12-30-0650-000D0-0040
Map 19: 24-12-30-0650-000C0-0070
Map 20A: 25-12-30-0650-000B0-0070
Map 20B: 25-12-30-0650-000C0-0010
Map 21: 26-12-30-0650-00000-0000

Proposed L1 Zoning

Map 21: 26-12-30-0650-00000-0000
Map 30A: 35-12-30-0650-000A0-0000
Map 30B: 35-12-30-0650-000B0-0010

EXHIBIT “B”

L-1 LEGAL DESCRIPTIONS

Map ID 21 – Parcel 26-12-30-0650-00000-0000

Legal Description:

The W 1/2 of Section 26, Township 12 South, Range 30 East, Map of the Bunnell Development Company Subdivision, as recorded in the Office of the Clerk of the Circuit Court, Flagler County, Florida.

Map ID 30A – Parcel ID 35-12-30-0650-000A0-0000

Map ID 30B - Parcel ID 35-12-30-0650-000B0-0010

Legal Description:

The N 1/2 of Section 35, Township 12 South, Range 30 East, in Map of the Bunnell Development Company Subdivision, as recorded in the Office of the Clerk of the Circuit Court, Flagler County, Florida; LESS Tract 9, Block B of said Section 35;

L-2 LEGAL DESCRIPTIONS

Map ID 18C – Parcel ID 23-12-30-0650-000D0-0040

Legal Description:

That part of Tracts 1, 2, 3, and 15 lying South and West of the Florida East Coast Railway right-of-way and all of Tracts 4, 5, 6, 9, 10, 11, 12, 13, and 14 of Block D; All in Section 23, Township 12 South, Range 30 East, Bunnell Development Company Land of Bunnell, according to the plat thereof as recorded in Plat Book 1, Page 1, Public Records of Flagler County, Florida.

Map ID 19 – Parcel ID 24-12-30-0650-000C0-0070

Legal Description:

That part of Tracts 7, 8 and 9 of Block C lying South and West of the Florida East Coast Railway right-of-way in Section 24, Township 12 South, Range 30 East, Map of the Bunnell Development Company Subdivision, as recorded in the Office of the Clerk of the Circuit Court, Flagler County, Florida.

Map ID 20A – Parcel ID 25-12-30-0650-000B0-0070

Map ID 20B – Parcel ID 25-12-30-0650-000C0-0010

That part of Tracts 6, 11 and 12, lying South and West of the Florida East Coast Railway right-of-way and all of Tracts 7, 8, 9, 10 and all of Tracts 16 through 23, inclusive of Block B; Tracts 1 through 16, inclusive of Block C; SE $\frac{1}{4}$ of SW $\frac{1}{4}$, all in Section 25, Township 12 South, Range 30 East, Map of the Bunnell Development Company Subdivision, as recorded in the Office of the Clerk of the Circuit Court, Flagler County, Florida.

Map ID 21 – Parcel 26-12-30-0650-00000-0000

Legal Description:

The E $\frac{1}{2}$ of Section 26, Township 12 South, Range 30 East, Map of the Bunnell Development Company Subdivision, as recorded in the Office of the Clerk of the Circuit Court, Flagler County, Florida.

EXHIBIT “C”

Applicant Proposed Binding Conditions of Approval

US-1 Park

1. The following use limitations shall apply to all properties in Exhibit “A” (the “Property”):
 - a. The primary use of processing and large quantity bulk storage of hazardous chemicals (vinyl chloride, benzene, 1,3-butadiene chromium, and mercury) shall be prohibited;
 - b. Landfills shall be prohibited;
 - c. A fuel distribution terminal (known publicly as the “fuel farm” proposed by Belvedere or similar companies) shall be prohibited; and
 - d. The Property shall not utilize the Live Local Act for the provision of any affordable housing on the Property.
2. Dark sky lighting shall be used for any development on the Property. All streetlighting must meet FDOT street lighting standards, dark sky, and warm white glow correlated color temperature (CCT) not to exceed 3000k. All new fixtures must either carry the International Dark-Sky Association’s Fixture Seal of Approval or meet equivalent dark sky standards.
3. In recognition of the proximity to adjacent properties not owned by the applicant, the following regulations shall apply:
 - a. Subject to permitting, along the properties line outlined in dark blue and shown and described on Exhibit “B”, and within a 100’ building setback that shall start at the property line, a 6’ high dirt berm with foliage and index trees (as defined in City Code Section 14-191) planted every 50’ on top of the berm shall be installed concurrent with any vertical construction on the parcels indicated as 20B, 30A and 30B (provided any access may interrupt such berm); and
 - b. Subject to permitting, along on the Property west of the FEC Railway, a 6’ high dirt berm with foliage and index trees (as defined in City Code Section 14-191) planted every 50’ on top of the berm shall be installed concurrent with any vertical construction on the parcels indicated as 18C, 19 and 20A on Exhibit “B” (provided any access, crossing or rail spurs may interrupt such berm).
 - c. Subject to permitting, on the west side of the properties (along the area marked in light blue and shown and described on Exhibit “B”, and within a 100’ building setback that shall start at the property line , a 6’ high dirt berm with foliage and index trees planted every 50’ on top of the berm shall be installed prior to any vertical construction on 30B and 21 (provided any access may interrupt such berm).

EXHIBIT "A"

The Property

Prop ID	Map ID	Parcel ID	Acreage	Proposed FLU	Proposed Zoning
12122	18C	23-12-30-0650-000D0-0040	118	Industrial	L2
12127	19	24-12-30-0650-000C0-0070	9	Industrial	L2
12187	21	26-12-30-0650-00000-0000	640	Industrial	L1/L2
12135	20A	25-12-30-0650-000B0-0070	72	Industrial	L2
12137	20B	25-12-30-0650-000C0-0010	120	Industrial	L2
12248	30A	35-12-30-0650-000A0-0000	160	Industrial	L1
12249	30B	35-12-30-0650-000B0-0010	140	Industrial	L1
		TOTAL L1 AND L2 ZONING	1,259		

Exhibit "B"



CATHERINE D. ROBINSON
MAYOR

JOHN ROGERS
VICE-MAYOR

DR. ALVIN B. JACKSON, JR.
CITY MANAGER



COMMISSIONERS:

PETE YOUNG

DAVID ATKINSON

DEAN SECHRIST

US-1 PARK LARGE SCALE AMENDMENT NO. 25-01ESR RESPONSES TO STATE REVIEWING AGENCY COMMENTS

This document outlines how the City of Bunnell has responded to the comments issued by the state reviewing agencies on October 31, 2025, for the Large-scale Comprehensive Plan Amendment No. 25-01ESR. Below are the comments raised by staff of the reviewing agencies pursuant to Chapter 163, Part II, Florida Statutes, and the responses from the City of Bunnell planning staff on how each comment has been addressed.

Florida Department of Transportation

CPA Text on Developable Acreage: For consistency with the TIA, FDOT recommends that the City includes a conditional text amendment limiting the development to 50% of the full acreage (629.5 out of 1,259.0 acres) and designating the remaining 50% as conservation/wetlands.

Response: The applicant has included in their binding conditions a limitation on the intensity of the industrial property to match what is shown in the TIA. This limitation is included in the Zoning Ordinance.

Per the staff report, all mitigation improvements need to be identified in a TIA at the time of development and will be required to be implemented prior to full buildout. FDOT requests that the City continues to coordinate with the FDOT on this amendment when the applicant submits a TIA at the time of development to identify the impacts and associated mitigation improvements (as needed) on US-1.

Response: The City has and will continue to coordinate with FDOT and the Volusia-Flagler TPO for any and all mitigation improvements that are derived from a TIA when submitted at the time of development. The City ensures that any concurrency related issues must be resolved prior to full buildout as required in the City's land development regulations.

Florida Commerce

Although the site-specific policy that would require the property to not utilize the Live Local

Act for the provision of any affordable housing on the property is no longer considered within the proposed amendment, City staff noted that the applicant's proposed conditions are contained within the zoning ordinance. Pursuant to Section 166.04151(6), F.S., the governing body of a municipality may approve the development of housing that is affordable on any parcels zoned for industrial use. This language, if intact in the zoning ordinance, would conflict with Florida Statutes.

Response: The City has removed this condition from the zoning ordinance in order to not conflict with Florida Statutes as provided in the technical assistance comment.

St. Johns River Water Management District

1. Data and analysis:

To assist in demonstrating that adequate water supply and related facilities are existing or planned to support the development associated with the amendment, the District recommends that the amendment's data and analysis also address the following:

- a. Schedule of obtaining a modified CUP.

Response: The City will be submitting the modified CUP application prior to the end of the year. The Infrastructure Department and their consultant have been coordinating with the SJRWMD throughout the year to submit a complete application.

- b. Projected water supply source(s) and allocation amount(s) for the modified CUP.

Response: Below are the projected water supply sources and allocation amounts as provided for in the CUP modification application that will be submitted.

	Year	Requested Amounts and Source(s) of Water (mgd)				
		Annual Average Daily Raw Water Demand (mgd) Section E3 Table 1	Source 1 Name ¹ Surficial (mgd)	Source 2 Name UFA (mgd)	Source 3 Name (mgd)	Source 4 Name (mgd)
Historical Water Supply	2019	0.303	109.19	1.56		
	2020	0.303	109.79	0.65		
	2021	0.356	126.62	3.47		
	2022	0.426	154.86	0.76		
	2023	0.445	162.36	0.15		
Projected Water Supply	2025	0.491	170.87	8.49		
	2030	0.646	192.14	43.55		
	2035	0.738	213.41	55.86		
	2037	0.775	221.92	60.98		

¹ Provide the name of the water source. Examples include upper Floridan aquifer, stormwater pond, surficial aquifer, Davis Lake

- c. Whether stormwater management systems associated with the amendment's future development will be required to be designed as stormwater harvesting systems, consistent with the existing Infrastructure Element Policy 5.1.9 and Future Land Use Element Policy 1.1.13.

Response: The developer will be required to evaluate the feasibility of utilizing stormwater runoff for reuse within the site (stormwater harvesting) at time of development review. If feasible, ponds with a surface area greater than acre will be required to implement a stormwater harvesting system in accordance with INFRA Policy 5.1.9.

- d. Whether reclaimed water lines will be installed concurrent with the potable water and sewer lines that are being extended to the amendment's development area.

Response: The extension of reclaimed water lines will be evaluated at time of development review.

- e. Water supply and treatment facility demands associated with the recently adopted comprehensive plan amendment 2024-03DRI (e.g., Ordinance 2024-09), including the schedule and capacity for the respective planned water treatment plant and any related CUP modification.

Response: This data is unknown for the time being as the developer works to gather field data and run modeling to support a future CUP application. At this time, the developer is working with SJRWMD to delineate the wetlands existing within the development boundaries.

2. Advisory Information:

The amendment calculates projected potable water demand using a demand rate of 0.0058 gallons per day (gpd) per square foot from a 2020 wastewater master plan (WMP). Given the WMP's limited data set, greater precision may be achieved using a more refined rate. In comparison, the utility analysis referenced in the recently adopted 2024-03DRI amendment utilized a rate of 0.05 gpd per square foot for light industrial uses.

3. Advisory information:

The District approved the 2023 North Florida Regional Water Supply Plan (NFRWSP) on December 12, 2023. Subsequently, in accordance with Section 163.3177(6)(c)4, F.S., the City was required to adopt an updated WSFWP and related comprehensive plan amendment within 18 months (i.e., by June 12, 2025) of approval of the 2023 NFRWSP. Because the City has not yet adopted an updated WSFWP, the City is reminded about this requirement.

Northeast Florida Regional Council

Considering this is a large, proposed development, NEFRC staff recommend coordinating with Flagler County Department of Growth Management. In the transmittal phase, the Flagler County Growth Management Department was included in the correspondence.

Response: The City has met with the Flagler County Growth Management Department to ensure any impacts associated with this amendment is accounted for at time of development review.

Florida Department of Environmental Protection

The Office of Intergovernmental Programs of the Florida Department of Environmental Protection (Department) has reviewed the above-referenced amendment package under the provisions of Chapter 163, Florida Statutes. The Department conducted a detailed review that focused on potential adverse impacts to important state resources and facilities, specifically: air and water pollution; wetlands and other surface waters of the state; federal and state-owned lands and interest in lands, including state parks, greenways and trails, conservation easements; solid waste; and water and wastewater treatment. Based on our review of the submitted amendment package, the Department has found no provision that, if adopted, would result in adverse impacts to important state resources subject to the Department's jurisdiction.

Response: Duly noted. The City will ensure the applicant is aware of any and all required permits with FDEP related to air and water pollution; wetlands and other surface waters of the state; solid waste; water and wastewater treatment; and any other important state resources and facilities at time of development.

Flagler County Growth Management Department

1. While it is not mentioned in the transmittal package, it is the County's understanding that the proposed conditions of approval will be incorporated into a future development agreement or deed restrictions/covenants binding future development to the conditions. While a development agreement is enforceable by the City, deed restrictions are not enforceable (except through the courts) unless the City is specifically identified and given enforcement authority. The County's preference remains that any proposed conditions of approval be adopted by the City through an ordinance amending the text of the City's Future Land Use Element through a parcel-specific limiting policy. This "belts-and suspenders" approach including the conditions in the Comprehensive Plan and within a development agreement or deed restrictions ensures that the conditions are well established in the record, and the Comprehensive Plan itself is less susceptible to amendment than a development agreement or a deed restriction. The County also believes that the City Commission is the ultimate authority on matters related to the City's land use program: the Commission can add (or remove) conditions as late as its adoption of the proposed amendment. If the City Commission ultimately opts not to adopt a parcel-specific limiting policy, the County encourages the City and the applicant to pursue inclusion of the proposed conditions of approval (along with any other added conditions, including potentially a phasing plan linked to a maximum project square footage of development at each project phase) through a City-enforced development agreement and the privately-enforced (unless the City is given specific enforcement authority) deed restriction. In sum, the

proposed conditions of approval assure compatibility with adjacent parcels within the City and nearby parcels within the County. Compatibility is of great importance to the County and its residents, so much so that it is mentioned several times within the County Plan: the relevant Goals, Objectives, and Policies from the County's Comprehensive Plan are attached for your reference.

Response: The applicant has provided covenants and restrictions that grants the City the authority to enforce said restrictions. The restrictions are proposed by the applicant to ensure any development in the future is compatible with the surrounding area. These restrictions are also included within the zoning ordinance as conditions of approval as previously stated in the transmittal letter. The County was provided a copy of the proposed covenants and restrictions.

2. The subject parcels are mostly level, with existing grade elevations appearing to range from 18 feet to 23 feet. There are wetlands throughout the area, with the North portion of the amendment area within the Special Flood Hazard Area (SFHA). The City's analysis states that: "When the property is planned for development, the City will follow all applicable policies and LDC requirements, as well as best management practices, to ensure wetlands, flood hazard areas, and other natural environmental features are being preserved and not subject to development." Elsewhere in the analysis, the City staff states specific to wetlands that: "Due to the presence of documented wetlands within the amendment boundaries, the City will require, at time of development, for all structures and impervious area to be clustered on the upland portions of the site." Of the 1,259 acres included in the amendment, it is anticipated that half of the area – 629.5+/- acres – will be wetlands/conservation areas, leaving the other half developable. Stormwater treatment provided onsite should handle a water quantity volume and result in a water quality level that exceeds the requirements of the St. Johns River Water Management District. This is especially important as the Florida Legislature has started to recognize the effects throughout Florida of algal blooms on receiving water bodies adjoining urban areas: while Dead Lake and Crescent Lake are not experiencing effects similar to the Indian River Lagoon at the present time, proper planning now prevents future problems. District stormwater rules requiring improved water quality should be mandated for all future development. As the receiving waters for this area are within the unincorporated area of the County in both the Black Branch and Haw Creek basins, the City and the County should work together with the developer (and their successors and assigns) to ensure that downstream water quality exceeds minimum requirements established by the appropriate permitting and regulatory agencies.

Response: The applicant, the City, and the County met on November 14th, 2025 to discuss the County's comments related to the proposed amendment. From this meeting, the applicant has proposed an additional condition that requires any developer to be subject to enhanced stormwater requirements at the time of development. This was understood between all parties involved in the meeting.

3. Fire/Rescue Services Up until 2017, the City had its own Fire Department. In an effort to consolidate services and provide fire response for efficiently, the City of Bunnell and Flagler County entered into an interlocal agreement for the merger of Fire Services late in 2017. This Interlocal Agreement between the City of Bunnell and Flagler County

for Merger of Fire Services, recorded on October 3, 2017 at Official Records Book 2232, Page 1977, Public Records of Flagler County, Florida, requires the County to provide fire suppression services within the City of Bunnell at a Level of Service standard corresponding to no less than the standard provided by the City prior to the execution of the Agreement. As the Fire/Rescue Service provider to the City of Bunnell, the County's concern as it relates to this amendment is maintenance of the established Level of Service (LOS) and maintaining (or reducing/improving) the County's Insurance Services Office (ISO) rating of 3/3X for fire services known as Public Protection Classifications (PPC). This will require that the City coordinate with the County at the time of development review and approval to ensure that the LOS is not degraded. While no population is associated with this Industrial Future Land Use amendment, allowing development to occur without adequate fire protection in place or planned to be provided prior to initiation of the use endangers the tax base that will be constructed here and upon which the City will depend for funding its operations. With over 27 million square feet of Industrial use possible through this amendment, development will need to be timed – likely through multiple project phases – to coincide with the availability of fire services, and this may include but not be limited to the provision of new fire apparatus and construction of a new fire station (or stations) to meet the needs of the Industrial uses while not degrading the LOS or the ISO rating. Provisions need to be made now for adequate availability of fire suppression water supply throughout the project limits. Planning for water supply now will limit restrictions on future development, realizing that infrastructure planning takes years to complete and construct. Ultimately, development of the US 1 Park project cannot adversely impact the County's ISO rating, which includes criteria related to travel distance and water supply, among other factors. Finally, it should be noted that to the extent applicable to the development of this project and as provided in Florida Statutes, any dedication of land, buildings, or equipment, including the funds provided by the developer for these, would be eligible for impact fee credits. Should these be warranted, an agreement between the County and the developer would be required to describe the extent of the credits and the timing of the development.

Response: The applicant, the City, and the County met on November 14th, 2025 to discuss the County's comments related to the proposed amendment. Since then, the applicant has provided additional conditions that connection to city water and sewer services will be required at time of vertical infrastructure. Any impacts to the County's Fire Rescue services will be accounted for at time of development as understood between all parties involved in the discussion.

4. Transportation (County Road System) There are no County roads within the project limits. No part of the project area adjoins County Road 304 due to the reduction in the project area. However, the County recognizes that while the project area does not abut County Road 304, a road or driveway extension connecting to County Road 304 could still be possible. As presently proposed and as included in the August 2025 Transportation Demand Analysis – even without a direct access point – County Road 304 in 2035 will be “significantly impacted by the proposed future land use density.” Even without the addition of project trips, County Road 304 is in need of significant improvements, currently estimated at approximately \$40 million, including resurfacing and bridge replacements. As you are aware, County Road 304 has been identified as

a 2050 capacity need project in the adopted Volusia-Flagler Transportation Planning Organization Long Range Transportation Plan (LRTP). Any additional traffic or development-related demands associated with this amendment would further underscore the urgency of these planned improvements. Aside from the impact of project trips on County Road 304, the County recognizes that the project's developable area is dependent on access from U.S. Highway 1 through one or more at-grade or above-grade (flyover) crossings over the Florida East Coast Railroad's right-of-way. Wherever these access points occur, they will directly – and substantially – impact the existing roadway network where these access points connect to the network. For these access points to be made, permitting through the Florida Department of Transportation and authorization from the Railroad will be needed. As development occurs, the County requests that the City coordinate the review of project access with the County and the City of Palm Coast for impacts onto the roadway network. The timing of future phases should either be described now as part of this amendment – with the timing included in a parcel-specific limiting text policy, or while not preferred, a development agreement – or, alternatively, the proposed amendment should be limited to the extent of development that is both warranted (based on the City's needs through the 2035 planning horizon) and for which supporting infrastructure and services can be provided without negatively impacting the adopted Level of Service standards.

Response: The City shall make every effort to ensure all transportation impacts are accounted for in a concurrency-level Traffic Impact Study that will be required to be submitted at time of development review. This study will be coordinated with all applicable agencies that have jurisdiction over roadways that are poised to be impacted at each phase of development, including FDOT and Flagler County. Any identified impacts will be addressed through mitigation strategies approved by the City and applicable agencies and will be required to be constructed prior to any development receiving a Certificate of Occupancy. If necessary, a mitigation agreement will be entered into with the applicant at time of development review.

5. Aside from the public services described above, it is anticipated that several services will be provided to the US 1 Park project by the City of Bunnell, including the collection and disposal of solid waste and law enforcement. Should the City not intend to provide these services (along with others not mentioned in this letter which are subject to concurrency) to the project, the County would have similar concerns to the provision of these services as was mentioned for drainage, Fire/Rescue Services, and transportation impacts.

Response: The City is the sole provider of solid waste services within the incorporated limits, and such services will be provided to the amendment area. The City's Police Department will be servicing this area as well and may solicit assistance from the Flagler County's Sheriff's Office when needed.

Business Impact Estimate Form

This Business Impact Estimate Form is provided to document compliance with and exemption from the requirements of Sec. 166.041(4), Fla. Stat. If one or more boxes are checked below under “Applicable Exemptions”, this indicates that the City of Bunnell has determined that Sec. 166.041(4), Fla. Stat., does not apply to the proposed ordinance and that a business impact estimate is not required by law. If no exemption is identified, a business impact estimate required by Sec. 166.041(4), Fla. Stat. will be provided in the “Business Impact Estimate” section below. In addition, even if one or more exemptions are identified, the City of Bunnell may nevertheless choose to provide information concerning the proposed ordinance in the “Business Impact Estimate” section below. This Business Impact Estimate Form may be revised following its initial posting.

Proposed ordinance’s title/reference:

ORDINANCE 2025-05

AN ORDINANCE OF THE CITY OF BUNNELL, FLORIDA AMENDING THE CITY OF BUNNELL 2035 COMPREHENSIVE PLAN, AS PREVIOUSLY AMENDED; PROVIDING FOR THE LARGE-SCALE AMENDMENT TO THE FUTURE LAND USE MAP IN THE FUTURE LAND USE ELEMENT OF THE CITY OF BUNNELL 2035 COMPREHENSIVE PLAN RELATIVE TO CERTAIN REAL PROPERTY TOTALING 1,259± ACRES IN THE CITY OF BUNNELL LIMITS FROM “AGRICULTURE & SILVICULTURE (AG&S)” TO “INDUSTRIAL (IND)”; PROVIDING FOR LEGISLATIVE FINDINGS AND INTENT; PROVIDING FOR ASSIGNMENT OF THE LAND USE DESIGNATIONS FOR THE PROPERTY; PROVIDING FOR SEVERABILITY; PROVIDING FOR RATIFICATION OF PRIOR ACTS OF THE CITY; PROVIDING FOR THE ADOPTION OF MAPS BY REFERENCE; PROVIDING FOR CONFLICTS; PROVIDING FOR CODIFICATION AND DIRECTIONS TO THE CODE CODIFIER AND PROVIDING FOR AN EFFECTIVE DATE.

Applicable Exemptions:

- ☐ The proposed ordinance is required for compliance with Federal or State law or regulation;
- ☐ The proposed ordinance relates to the issuance or refinancing of debt;
- ☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget;
- ☐ The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant, or other financial assistance accepted by the municipal government;
- ☐ The proposed ordinance is an emergency ordinance;
- ☐ The ordinance relates to procurement; or
- ☒ The proposed ordinance is enacted to implement the following:
 - ☐ Development orders and development permits, as those terms are defined in Section 163.3164, and development agreements, as authorized by the Florida Local Government Development Agreement Act under Sections 163.3220-163.3243, Florida Statutes;
 - ☒ Comprehensive Plan amendments and land development regulation amendments initiated by an application by a private party other than the municipality;
 - ☐ Sections 190.005 and 190.046, Florida Statutes, regarding community development districts;
 - ☐ Section 553.73, Florida Statutes, relating to the Florida Building Code; or

- ☐ Section 633.202, Florida Statutes, relating to the Florida Fire Prevention Code.

Business Impact Estimate:

The City of Bunnell hereby publishes the following information:

1. **A summary of the proposed ordinance (must include a statement of the public purpose, such as serving the public health, safety, morals and welfare):**

This is an Ordinance initiated by an applicant for amending the Future Land Use Map for 1,259 +/- acres.

2. **An estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in the municipality, including the following, if any:**

- (a) **An estimate of direct compliance costs that businesses may reasonably incur if the ordinance is enacted:**

n/a

- (b) **Identification of any new charge or fee on businesses subject to the proposed ordinance, or for which businesses will be financially responsible:**

n/a

- (c) **An estimate of the municipality's regulatory costs, including an estimate of revenues from any new charges or fees that will be imposed on businesses to cover such costs:**

n/a

3. **A good faith estimate of the number of businesses likely to be impacted by the ordinance:**

n/a

4. **Additional information the governing body determines may be useful (if any):**

n/a

Note: The City's provision of information in the Business Impact Estimate section above, notwithstanding an applicable exemption, shall not constitute a waiver of the exemption or an admission that a business impact estimate is required by law for the proposed ordinance. The City's failure to check one or more exemptions below shall not constitute a waiver of the omitted exemption or an admission that the omitted exemption does not apply to the proposed ordinance under Sec. 166.041(4), Fla. Stat., Sec. 166.0411, Fla. Stat., or any other relevant provision of law.



City of Bunnell, Florida

Agenda Item No. E.2.

Document Date: 11/20/2025
Department: Community Development
Subject: Ordinance 2025-06 Requesting to amend the Official Zoning Map of the City of Bunnell for 1,259+/- acres from the "AG&S, Agricultural and Silviculture District" to the "L-1, Light Industrial District" and "L-2, Heavy Industrial District". - Second Reading
Agenda Section: **Ordinances: (Legislative):**

ATTACHMENTS:

Description

Ordinance 2025-06 US1 Park Rezoning.

Applicant Rezoning/FLUM Amendment Justification Report

US-1 Park Updated Applicant Proposed Binding Conditions of Approval

Business Impact Statement

Summary/Highlights:

THIS IS A QUASI-JUDICIAL HEARING AND WILL FOLLOW QUASI-JUDICIAL PROCEDURES.

ANY EX PARTE COMMUNICATIONS MUST BE DISCLOSED INCLUDING ANY COMMUNICATIONS, TESTIMONY, OR EVIDENCE PROVIDED OR RECEIVED OUTSIDE OF THIS HEARING.

This is a request to amend the Official Zoning Map of the City of Bunnell for 1,259+/- acres of land from the "AG&S, Agricultural and Silviculture District" to the "L-1, Light Industrial District" and "L-2, Heavy Industrial District".

There is a companion item (Ordinance 2025-05) to amend the Future Land Use Map from "Agricultural and Silviculture" land use to the "Industrial" land use.

This matter was last heard at the September 22, 2025 City Commission Meeting. At this meeting, the Commission voted to approve the proposed ordinance. Since this meeting, the applicant has revised the binding conditions of approval as shown in the attachments of this agenda report.

In accordance with Florida Statutes, this item was advertised in the November 27, 2025 edition of the Daytona Beach News Journal.

Background:

The applicant, Tara Tedrow with Lowndes Law Firm on behalf of the property owners Brown & Johnston & Joly & Durshimer, has applied to rezone the subject properties from the AG&S zoning district to the L-1 and L-2 zoning districts. There are currently no plans submitted to develop this land.

Existing Conditions

The total size of the subject area to be rezoned is 1,259+/- acres and abuts US Highway 1. The property is currently vacant, undeveloped timberland. Adjacent land uses include vacant and rural residential with suburban residential east of the site (Palm Coast K Section). The surrounding area is zoned dominantly AG&S (Bunnell) and Agriculture and Timberlands (Unincorporated Flagler County).

Proposed Conditions and Analysis

The applicant's request includes 620+/- acres to be rezoned to the L-1 zoning district and 639+/- acres to be rezoned to the L-2 zoning district. The rezoning will allow an increase in intensity to 0.5 FAR and an increase in lot coverage to 70%. Both proposed zoning districts have adopted performance standards and required buffers to minimize any potential impacts to residential and agricultural uses in the surrounding area.

The requested rezoning districts are compatible with the companion Future Land Use Map amendment and is consistent with the City's Comprehensive Plan. Any impacts to the site and surrounding area will be reviewed in accordance with the City's Land Development Code and applicable Comprehensive Plan Policies.

A data and analysis report is included in the agenda for Ordinance 2025-05. The applicant has supplied a justification analysis and is proposing conditions on the site to limit impactful land uses from ever being utilized on the property. This is intended to be recorded as covenants and Restrictions as well as being incorporated within this rezoning ordinance.

The applicant has updated their binding conditions of approval to remove the prohibition of development subject to the live local project and added several new conditions. The removal of the live local prohibition is due to technical assistance comments received by Florida Commerce detailing that it is against Florida Law to prohibit Live Local projects within the zoning ordinance. The updated conditions are included within this ordinance as well as attached to this agenda report showing what was removed (in strikethrough format) and what was added (in underline format).

Staff Recommendation:

Adopt Ordinance 2025-06 Requesting to amend the Official Zoning Map of the City of Bunnell for 1,259+/- acres from the "AG&S, Agricultural and Silviculture District" to the "L-1, Light Industrial District" and "L-2, Heavy Industrial District". - Second Reading

City Attorney Review:

Approved for agenda

Finance Department Review/Recommendation:

Approved.

City Manager Review/Recommendation:

Approved.

ORDINANCE 2025-06

AN ORDINANCE OF THE CITY OF BUNNELL, FLORIDA PROVIDING FOR THE REZONING OF CERTAIN REAL PROPERTY TOTALING 1,259± ACRES IN THE CITY OF BUNNELL LIMITS FROM “AG&S, AGRICULTURAL & SILVICULTURE DISTRICT” TO “L-1, LIGHT INDUSTRIAL DISTRICT” AND “L-2, HEAVY INDUSTRIAL DISTRICT”; PROVIDING FOR LEGISLATIVE FINDINGS AND INTENT; PROVIDING FOR IMPLEMENTING ADMINISTRATIVE ACTIONS; PROVIDING FOR THE ADOPTION OF MAPS BY REFERENCE; REPEALING ALL CONFLICTING ORDINANCES; PROVIDING FOR SEVERABILITY; PROVIDING FOR NON-CODIFICATION AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Article VIII, Section 2, *Constitution of the State of Florida*, authorizes the City of Bunnell to exercise any power for municipal purposes except as otherwise provided by law; and

WHEREAS, §166.041, *Florida Statutes*, provides for procedures and requirements for the adoption of ordinances by municipalities; and

WHEREAS, Brown & Johnston & Joly & Durshimer are the owners of certain real properties, which land totals 1,259± acres in size and is assigned Tax Parcel Identification Numbers, listed under Exhibits “B” and “C” of this Ordinance, by the Flagler County Property Appraiser’s Office; and

WHEREAS, Tara Tedrow, Esq. with Lowndes Law firm, on behalf of the property owners, has applied to the City of Bunnell pursuant to the controlling provisions of State law and the *City of Bunnell Land Development Code*, to have the subject properties, totaling 1,259± acres generally located east of Old Haw Creek Road, north of County Road 304, and west of US Highway 1, rezoned to the “L-1, Light Industrial District” and “L-2, Heavy Industrial District” from the existing “AG&S, Agricultural & Silviculture District” zoning classification; and

WHEREAS, the subject properties are currently vacant, undeveloped land primarily used for timbering; and

WHEREAS, the City has amended the Future Land Use Map (FLUM) for the subject properties from “Agriculture & Silviculture” to “Industrial” through a large-scale comprehensive plan amendment pursuant to §163.3184, *Florida Statutes*, as applied for by the owners of the subject properties; and

WHEREAS, the “L-1, Light Industrial District” and “L-2, Heavy Industrial” zoning districts are compatible with the “Industrial” Future Land Use designation pursuant to §34-81 in the *City of Bunnell Land Development Code*; and

WHEREAS, the purpose of the “L-1, Light Industrial” zoning district is to provide areas in which the principal use of land is for light manufacturing, fabricating, and assembly plants, business, services, offices, retail, storage, warehousing, wholesaling and distribution, and is intended to permit and regulate uses so that the noise, odor, dust, and glare of each operation is controlled to prevent becoming a nuisance to adjacent land uses; and

WHEREAS, the purpose of the “L-2, Heavy Industrial” zoning district is to provide areas appropriate where various heavy and extensive industrial operations can be conducted without creating hazards or property devaluation to the surrounding land uses and is intended to promote the most efficient use of the land for heavy industrial uses such that noise, odor, dust, and glare of each operation is controlled to prevent becoming a nuisance to all adjacent land uses; and

WHEREAS, no L-2, Heavy Industrial zoning district may not be created within a one-half mile radius of the Downtown District of Bunnell pursuant to §34-121(a) in the *City of Bunnell Land Development Code*; and

WHEREAS, the subject properties to be rezoned to the L-2, Heavy Industrial zoning district are not within a one-half mile radius of the Downtown District of Bunnell as referred to in Division 2, Article V., Chapter 34 in the *City of Bunnell Land Development Code* and is therefore found to be consistent with §34-121(a) in the *City of Bunnell Land Development Code*; and

WHEREAS, the City’s Community Development Department has conducted a thorough review and analysis of the demands upon public facilities and general planning and land development issues should the subject rezoning application be approved and has otherwise reviewed and evaluated the application to determine whether it comports with sound and generally accepted land use planning practices and principles as well as whether the application is consistent with the goals, objectives and policies set forth in the City’s *2035 Comprehensive Plan*; and

WHEREAS, the City of Bunnell’s Planning, Zoning and Appeals Board, acting as the City’s local planning agency, held a public meeting on May 6, 2025 to consider amending the Official Zoning Map of the City of Bunnell and recommended approval by a 3-1 vote of the proposed rezoning for the subject properties as requested by the applicant; and

WHEREAS, professional City planning staff, the City’s Planning, Zoning and Appeals Board, and the City Commission have determined that the proposed rezoning of the subject properties as set forth in this ordinance is consistent with the *2035*

Comprehensive Plan of the City of Bunnell, the City of Bunnell Land Development Code, and the controlling provisions of State law; and

WHEREAS, the City Commission of the City of Bunnell, Florida has taken, as implemented by City staff, all actions relating to the rezoning action set forth herein in accordance with the requirements and procedures mandated by State and local law.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF BUNNELL, FLORIDA:

Section 1. Legislative Findings and Intent.

(a) The foregoing recitals (whereas clauses), along with the City staff report and City Commission agenda memorandum relating to the application of the proposed rezoning of the subject properties, are hereby adopted and incorporated into this Ordinance as the legislative and administrative findings of the City Commission.

(b) The exhibits to this Ordinance are incorporated herein as if fully set forth herein verbatim.

Section 2. Rezoning of Real Property/Implementing Actions.

(a) Upon enactment of this Ordinance, the following certain real property, as described herein and depicted in Exhibit “A” attached to this Ordinance, and totaling 1,259± acres in size, shall be rezoned to the “L-1, Light Industrial” and “L-2, Heavy Industrial” zoning districts from the “AG&S, Agricultural & Silviculture” zoning district.

(b) The City Manager, or designee, is hereby authorized to execute any and all documents necessary to formalize approval of the rezoning action taken herein and to revise and amend the Official Zoning Map or Maps of the City of Bunnell as may be appropriate to accomplish the action taken in this Ordinance.

Section 3. Conditions of Development.

The US-1 Park development (*Flagler County 2025 Tax Parcel Numbers 26-12-30-0650-00000-0000; 35-12-30-0650-000A0-0000; 35-12-30-0650-000B0-0010; 23-12-30-0650-000D0-0040; 24-12-30-0650-000C0-0070; 25-12-30-0650-000B0-0070; 25-12-30-0650-000C0-0010*), associated with this Ordinance 2025-06, is approximately 1,259 acres and shall be subject to the following conditions to ensure compatibility with surrounding land uses:

1. The following land use limitations shall apply:
 - a. The primary use of processing and large quantity bulk storage of hazardous chemicals (vinyl chloride, benzene, 1,3-butadiene chromium, and mercury) shall be prohibited;
 - b. Landfills shall be prohibited;

- c. A fuel distribution terminal (known publicly as the “fuel farm”) shall be prohibited; and
2. Dark sky lighting shall be used for any development on the Property. All streetlighting must meet FDOT street lighting standards, dark sky, and warm white glow correlated color temperature (CCT) not to exceed 3000K. All new fixtures must either carry the International Dark-Sky Association’s Fixture Seal of Approval or meet equivalent dark sky standards.
3. The Property developer shall be subject to enhanced stormwater requirements, if any, in effect at the time of permitting for any phase of the Property’s development.
4. The Property shall not be developed with more than 13,710,510 square feet of buildings.
5. At the time of development of vertical infrastructure on the Property, the Property shall connect to central water and sewer in accordance with the City’s regulations in effect at such time.
6. For parcels identified by *Flagler County 2025 Tax Parcel Numbers 35-12-30-0650-000B0-0010 and 26-12-30-0650-00000-0000*, located on the western property lines of the parcels listed herein this paragraph, a six (6) foot high dirt berm with foliage and index trees (as defined in the City of Bunnell Land Development Code) planted every fifty (50) feet on top of the berm shall be installed within a one hundred (100) foot building setback, starting at the western property line, concurrently with any vertical construction on this paragraph’s above referenced subject parcels. The berm may be interrupted as necessary to provide access pursuant to approved development plans.
7. For parcels identified by *Flagler County 2025 Tax Parcel Numbers 23-12-30-0650-000D0-0040; 24-12-30-0650-000C0-0070; and 25-12-30-0650-000B0-0070*, located along the eastern property lines that are directly abutting the western side of the FEC Railway for the parcels listed within this paragraph, a six (6) foot high dirt berm with foliage and index trees (as defined in the City of Bunnell Land Development Code) planted every fifty (50) feet on top of the berm shall be installed concurrently with any vertical construction on this paragraph’s above referenced subject parcels. The berm may be interrupted as necessary to provide access and rail spurs/crossings pursuant to approved development plans.
8. For the parcel identified by *Flagler County 2025 Tax Parcel Number 25-12-30-0650-000C0-0010*, a six (6) foot high dirt berm with foliage and index trees (as defined in the City of Bunnell Land Development Code) planted every fifty (50) feet on top of the berm shall be installed within a one hundred (100) foot building setback, starting at the eastern property line of the southern half of the parcel, concurrently with any vertical construction on this paragraph’s above referenced subject parcels. The berm may be interrupted as necessary to provide access pursuant to approved development plans.

9. For the parcel identified by *Flagler County 2025 Tax Parcel Number 25-12-30-0650-000C0-0010*, no building or other structure (exclusive of fences and similar structures) shall be built or placed nearer than two hundred (200) feet from the property identified by *Flagler County 2025 Tax Parcel Number 36-12-30-0650-000A0-0050* as described in Exhibit "D" attached to this Ordinance.
10. For the parcel identified by *Flagler County 2025 Tax Parcel Number 25-12-30-0650-000C0-0010*, a ten (10) foot high berm with foliage and index trees (as defined in the City of Bunnell Land Development Code) planted every fifty (50) feet on top of the berm shall be installed concurrently with vertical construction within two hundred (200) feet of the property identified by *Flagler County 2025 Tax Parcel Number 36-12-30-0650-000A0-0050* as described in Exhibit "D" attached to this Ordinance, subject to permitting.
11. Any development within the parcels subject to FLUM application FLUMA 2025-01 that encroach into the five hundred (500) foot wellhead protection buffer, established by Florida Administrative Code (FAC) Rule 62-521.200(7) for the potable water well located on *Flagler County 2025 Tax Parcel Number 25-12-30-1500-00130-0000*, shall be subject to the regulations within F.A.C Rule 62-521.400.

In conjunction to the limitations correlated to the property subject to this Ordinance, the following limitations shall ensure compatibility with the adjacent City of Bunnell and Unincorporated Flagler County parcels that are currently designated with an agricultural-related land use category in their respective jurisdictions:

1. For parcels identified by *Flagler County 2025 Tax Parcel Numbers 02-13-30-0650-000B0-0010; 35-12-30-0650-000D0-0000; and 36-12-30-0650-000B0-0020; 25-12-30-0650-000C0-0010*, a six (6) foot high dirt berm with foliage and index trees (as defined in the City of Bunnell Land Development Code) planted every fifty (50) feet on top of the berm shall be installed within a one hundred (100) foot building setback, starting at the southern and eastern property lines, concurrently with any vertical construction on this paragraph's above referenced subject parcels. The berm may be interrupted as necessary to provide access pursuant to approved development plans.
2. For parcels identified by *Flagler County 2025 Tax Parcel Numbers 02-13-30-0650-000B0-0010 and 35-12-30-0650-000C0-0000*, located on the western property lines of the parcels listed herein this paragraph, a six (6) foot high dirt berm with foliage and index trees (as defined in the City of Bunnell Land Development Code) planted every fifty (50) feet on top of the berm shall be installed within a one hundred (100) foot building setback, starting at the property line, concurrently with any vertical construction on this paragraph's above referenced subject parcels. The berm may be interrupted as necessary to provide access pursuant to approved development plans.

3. For the parcel identified by *Flagler County 2025 Tax Parcel Number 36-12-30-0650-000B0-0020*, no building or other structure (exclusive of fences and similar structures) shall be built or placed nearer than two hundred (200) feet from the property identified by *Flagler County 2025 Tax Parcel Number 36-12-30-0650-000A0-0050* as described in Exhibit “D” attached to this Ordinance.
4. For the parcel identified by *Flagler County 2025 Tax Parcel Number 36-12-30-0650-000B0-0020*, a ten (10) foot high berm with foliage and index trees (as defined in the City of Bunnell Land Development Code) planted every fifty (50) feet on top of the berm shall be installed concurrently with vertical construction within two hundred (200) feet of the property identified by *Flagler County 2025 Tax Parcel Number 36-12-30-0650-000A0-0050* as described in Exhibit “D” attached to this Ordinance, subject to permitting.

Section 4. L-1, Light Industrial Zoning District Legal Descriptions.

The legal descriptions for the “L-1, Heavy Industrial” zoning district being assigned to the properties that are the subject of this Ordinance are described in Exhibit “B” attached to this Ordinance.

Section 5. L-2, Heavy Industrial Zoning District Legal Descriptions.

The legal descriptions for the “L-2, Heavy Industrial” zoning district being assigned to the properties that are the subject of this Ordinance are described in Exhibit “C” attached to this Ordinance.

Section 6. Incorporation of Maps.

The maps attached to this Ordinance are hereby ratified and affirmed and incorporated into this Ordinance as a substantive part of this Ordinance.

Section 7. Scrivener’s Errors.

In the event that a scrivener’s error, typographical error, legal description error, or cartographic error is identified in this Ordinance or in the exhibit(s) attached hereto, the error may be corrected administratively by the City Manager or designee, in consultation with and approval by the City Attorney, without further action by the City Commission. Such corrections shall be limited to non-substantive errors that do not alter the intent, meaning, or effect of this Ordinance or the Rezoning approved herein. Any corrected exhibit or description shall be maintained in the official records of the City.

Section 8. Severability.

If any section, sentence, phrase, word, or portion of this Ordinance is determined to be invalid, unlawful, or unconstitutional, said determination shall not be held to invalidate or impair the validity, force or effect of any other section, sentence, phrase, word, or portion of this ordinance not otherwise to be invalid, unlawful, or unconstitutional.

Section 9. Conflicts.

All ordinances or part of ordinances in conflict with this Ordinance are hereby repealed

Section 10. Non-codificaiton.

This Ordinance shall be not be codified in the *City Code of the City of Bunnell* or the *Land Development Code of the City of Bunnell*; provided, however, that the actions taken herein shall be depicted on the zoning maps of the City of Bunnell by the City Manager, or designee.

Section 11. Effective Date.

This Ordinance shall take effect upon the effective date of Ordinance 2025-05.

First Reading: approved on this ___ day of _____, 2025.

Second Reading/Final Reading: adopted on this _____ day of _____ 2025.

CITY OF BUNNELL, FLORIDA

Catherine D. Robinson, Mayor

ATTEST:

Approved as to Form:

Kristen Bates, MMC, City Clerk

Vose Law Firm, City Attorney

Seal:

Exhibit "A"
Amended Zoning Map

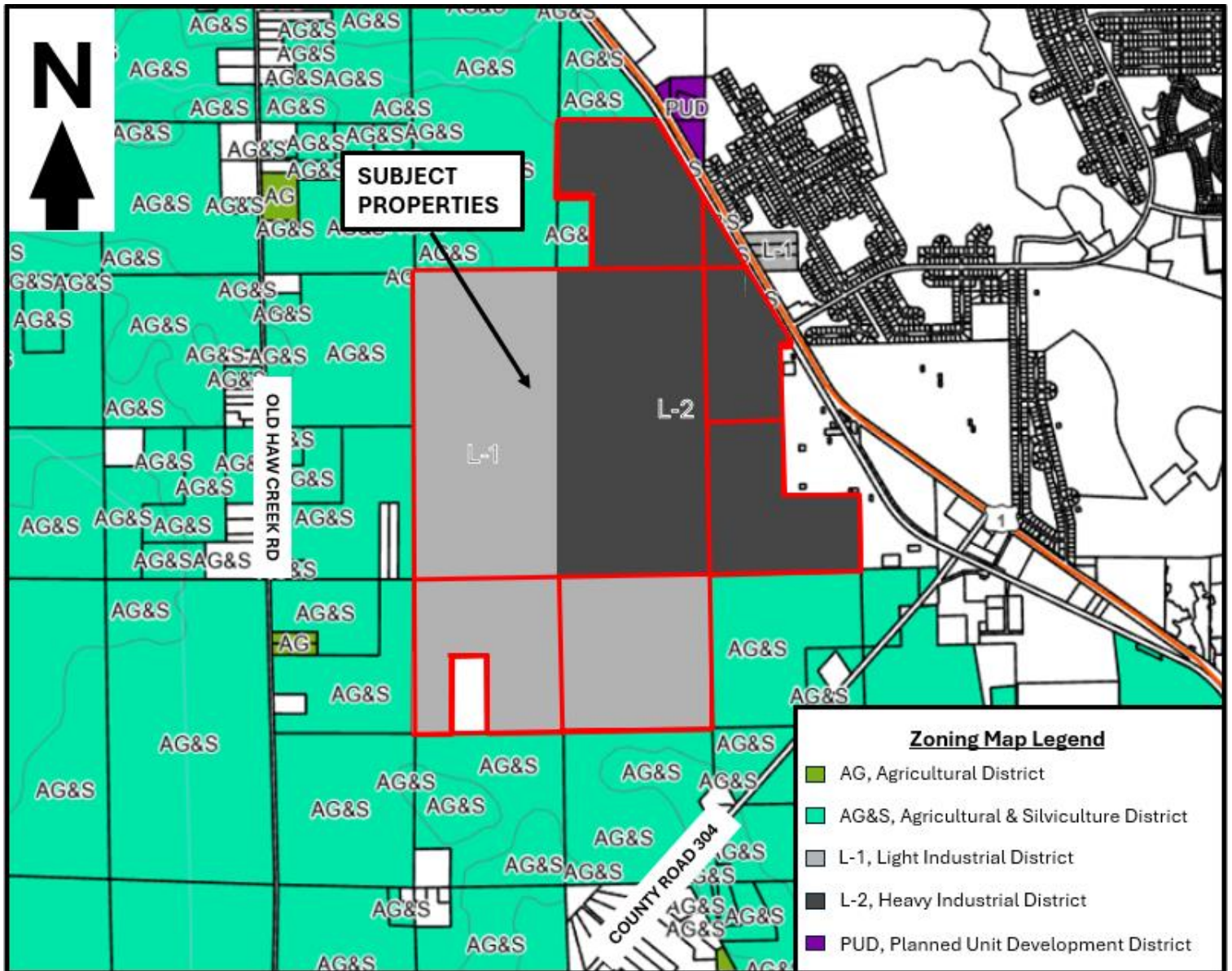


Exhibit “B”

L-1, Light Industrial Zoning District Legal Descriptions

Tax Parcel Identification Numbers:

26-12-30-0650-00000-0000

Legal Description:

The W 1/2 of Section 26, Township 12 South, Range 30 East, Map of the Bunnell Development Company Subdivision, as recorded in the Office of the Clerk of the Circuit Court, Flagler County, Florida.

Tax Parcel Identification Numbers:

35-12-30-0650-000A0-0000

35-12-30-0650-000B0-0010

Legal Description:

The N 1/2 of Section 35, Township 12 South, Range 30 East, in Map of the Bunnell Development Company Subdivision, as recorded in the Office of the Clerk of the Circuit Court, Flagler County, Florida; LESS Tract 9, Block B of said Section 35.

Exhibit “C”

L-2, Heavy Industrial Zoning District Legal Descriptions

Tax Parcel Identification Numbers:

23-12-30-0650-000D0-0040

Legal Description:

That part of Tracts 1, 2, 3, and 15 lying South and West of the Florida East Coast Railway right-of-way and all of Tracts 4, 5, 6, 9, 10, 11, 12, 13, and 14 of Block D; All in Section 23, Township 12 South, Range 30 East, Bunnell Development Company Land of Bunnell, according to the plat thereof as recorded in Plat Book 1, Page 1, Public Records of Flagler County, Florida.

Tax Parcel Identification Numbers:

24-12-30-0650-000C0-0070

Legal Description:

That part of Tracts 7, 8 and 9 of Block C lying South and West of the Florida East Coast Railway right-of-way in Section 24, Township 12 South, Range 30 East, Map of the Bunnell Development Company Subdivision, as recorded in the Office of the Clerk of the Circuit Court, Flagler County, Florida.

Tax Parcel Identification Numbers:

25-12-30-0650-000B0-0070

25-12-30-0650-000C0-0010

Legal Description:

That part of Tracts 6, 11 and 12, lying South and West of the Florida East Coast Railway right-of-way and all of Tracts 7, 8, 9, 10 and all of Tracts 16 through 23, inclusive of Block B; Tracts 1 through 16, inclusive of Block C; SE ¼ of SW ¼, all in Section 25, Township 12 South, Range 30 East, Map of the Bunnell Development Company Subdivision, as recorded in the Office of the Clerk of the Circuit Court, Flagler County, Florida.

Tax Parcel Identification Numbers:

26-12-30-0650-00000-0000

Legal Description:

The E 1/2 of Section 26, Township 12 South, Range 30 East, Map of the Bunnell Development Company Subdivision, as recorded in the Office of the Clerk of the Circuit Court, Flagler County, Florida.

Exhibit "D"
Conditions of Approval Diagram



City of Bunnell

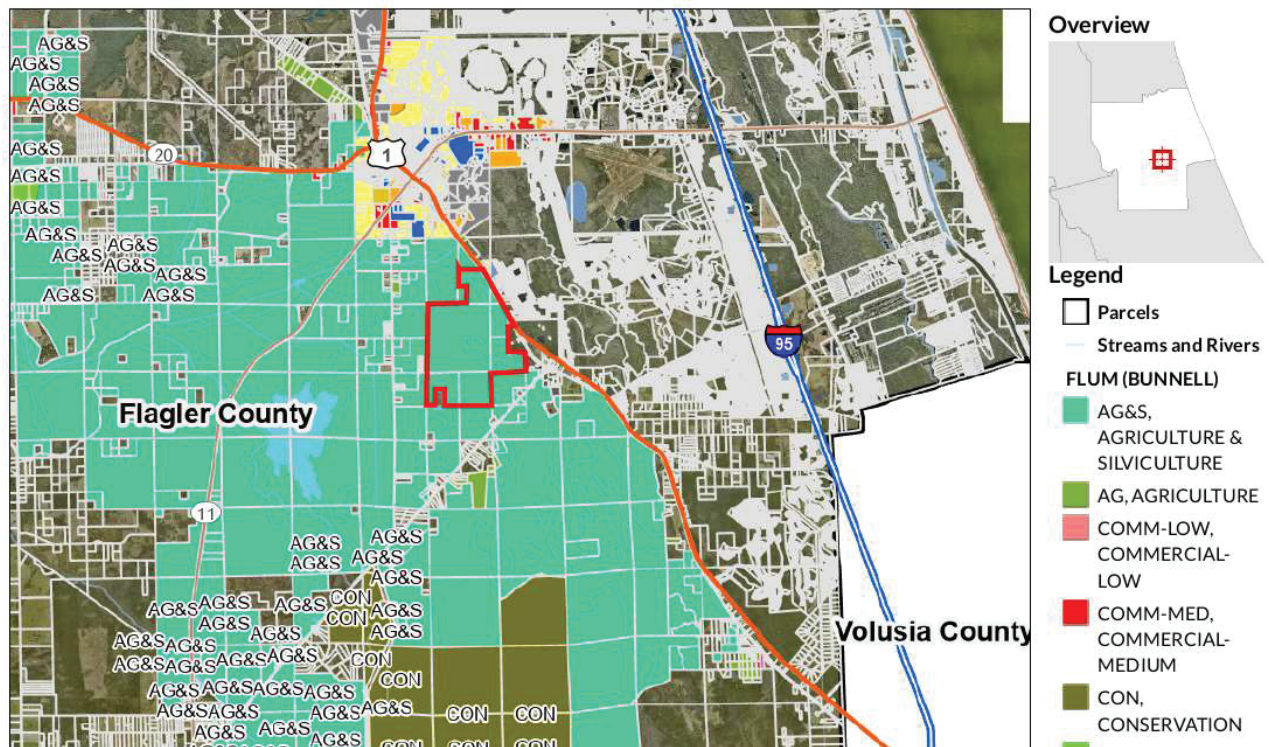
LARGE SCALE COMPREHENSIVE PLAN AMENDMENT AND
REZONING NARRATIVE JUSTIFICATION STATEMENT

US 1 PARK

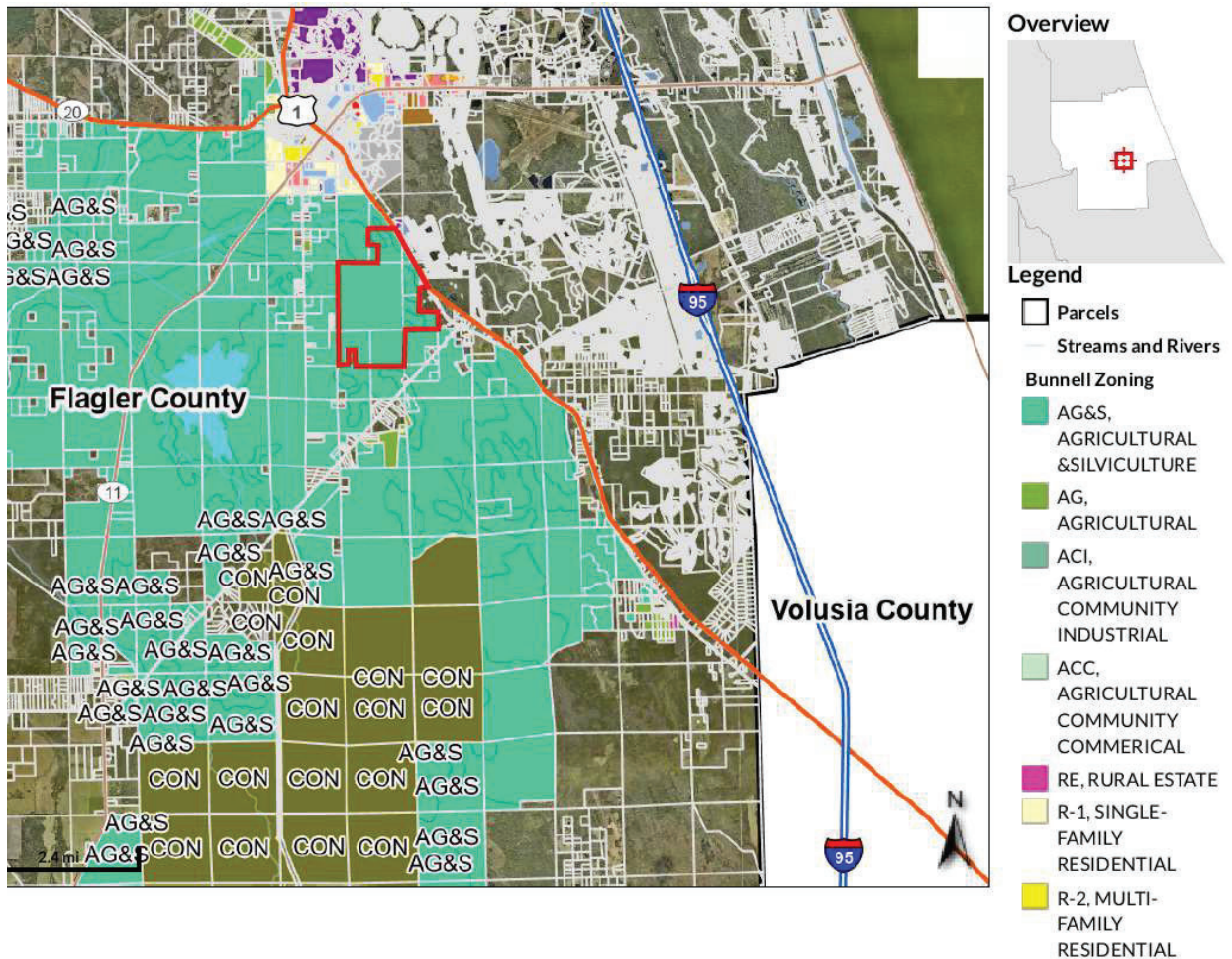
I. General Data

The subject Property is comprised of approximately 1,259 +/- acres of undeveloped land located east of Old Haw Creek Road and West of US Highway 1 within the City of Bunnell. The parcels are identified as Parcel ID 23-12-30-0650-000D0-0040, 24-12-30-0650-000C0-0070, 25-12-30-0650-000B0-0070, 25-12-30-0650-000C0-0010, 26-12-30-0650-00000-0000, 35-12-30-0650-000A0-0000, 35-12-30-0650-000B0-0010, with no assigned addresses (the "Property"). The current City future land use designation is Agriculture & Silviculture and the zoning designation is AG&S.

EXISTING FUTURE LAND USE



EXISTING ZONING



II. Proposed Changes

This is a request for large-scale Comprehensive Plan future land use (“FLU”) map amendment to Industrial and companion rezonings of the Property into Light Industrial (“L-1”) and Heavy Industrial (“L-2”) zoning districts respectively, as shown on the attached **Exhibit “A”** (collectively, the “Requests”). The corresponding legal descriptions for the L-1 and L-2 portions of the Property are attached as **Exhibits “B”**, respectively. The applicant has also proposed specific conditions of approval attached hereto as **Exhibit “C”** (the “Conditions of Approval”) which shall become binding on the Property if the Requests are approved.

Pursuant to Future Land Use Policy 7.4, the Industrial FLU designation provides for development at a maximum intensity of 0.5 FAR per gross acre. Industrial FLU development shall have a maximum ISR of 70% under Policy 10.1.

Future Land Use Categories

Future Land Use Categories	Maximum Density/Intensity (per gross acre)
Residential Land Use	
Single-Family Low Density	4 units per acre
Single-Family Medium Density	8 units per acre
Multi-Family	Min: 8 units per acre; Max 20 units per acre
Residential Mixed Use	12 units per acre/ 0.2 FAR
Commercial Land Use	
Commercial-Low	0.2 FAR/if mixed-use 12 units per acre
Commercial-Medium	0.4 FAR/if mixed-use 20 units per acre
Industrial Land Use	
Industrial	0.5 FAR
Agricultural Land Use	
Agricultural Community Commercial	1 unit per acre/ 0.4 FAR
Agricultural Community Industrial	0.5 FAR
Agricultural	1 unit per acre
Agriculture & Silviculture	1 unit per 5 acres
Rural Estates	1 unit per acre
Open Land Use	
Conservation	Not Developable
Recreation	N/A
Public Land Use	
Public	0.6 FAR
Institutional	0.5 FAR

In accordance with FLU Objective 10, the Industrial FLU category was “established to provide sufficient land for existing and anticipated future industrial needs and requisite support services.” Specifically, FLU Policy 10.1 provides that the Industrial FLU designation is intended for land that can “accommodate light to heavy commercial, business and industrial uses.” Pursuant to Section 34-120 of the Land Development Code (“LDC”), the L-1 zoning designation is intended to provide land for “light manufacturing, fabricating, and assembly plants, business services, offices, retail, storage, warehousing, wholesaling and distribution.” The L-2 zoning designation, pursuant to Section 34-121 of the LDC, is intended to “provide areas appropriate where various heavy and extensive industrial operations can be conducted” and “to promote the most efficient use of the land for heavy industrial uses.”

III. Consistency with City of Bunnell Comprehensive Plan and Land Development Code

Pursuant to the permitted uses in L-1 (per Section 34-120) and L-2 (per Section 34-121), the proposed changes would provide significant economic development and employment opportunities for the City. Moreover, this proposed development program would not interfere with businesses in the existing industrial districts of downtown Bunnell nor contribute to urban sprawl.

The City's Comprehensive Plan established clear economic development goals and policies under Goal 19. Goal 19 provides that the City shall "[p]romote economic development in an effort to provide a variety of employment opportunities, create a sustainable future, and encourage a positive business climate." Objective 19.1 goes on to note that the City shall "[p]romote an economic strategy that will address a variety of economic opportunities." The requested entitlements for the US 1 Park will be transformative for the City by providing a range of different allowable industrial and commerce uses in an area strategically situated to take advantage of existing transportation networks, including rail opportunities, as well as future potential transportation networks. The ability to attract a range of businesses with different employment and wage ranges can help attract new residents to the City and provide economic opportunities to those who already live and in around Bunnell.

According to Policy 19.1.2, the "City shall work towards a variety of policies within the Comprehensive Plan and land development code that support and encourage commercial and industrial development within the City and surrounding area." Such economic development efforts include "strengthening and diversifying the local economy" and the "promotion of uses that are commercial or industrial that support, promote or are compatible with the agricultural industry." The City has not only codified policies that mandate economic development efforts, but the specific desire for commercial and industrial development have been expressed as recently as January 31, 2025, in Bunnell City Commission workshops where Henry Deen addressed the City regarding growth and economic development. Specifically, Mr. Deen confirmed that commercial/industrial growth is needed, that such developments typically have lower impacts on City services and that growth is critical to sustain and grow the local economy. The ability to generate more revenue to maintain and extend services to citizens relies upon growth and the US 1 Park will provide such opportunities for the City.

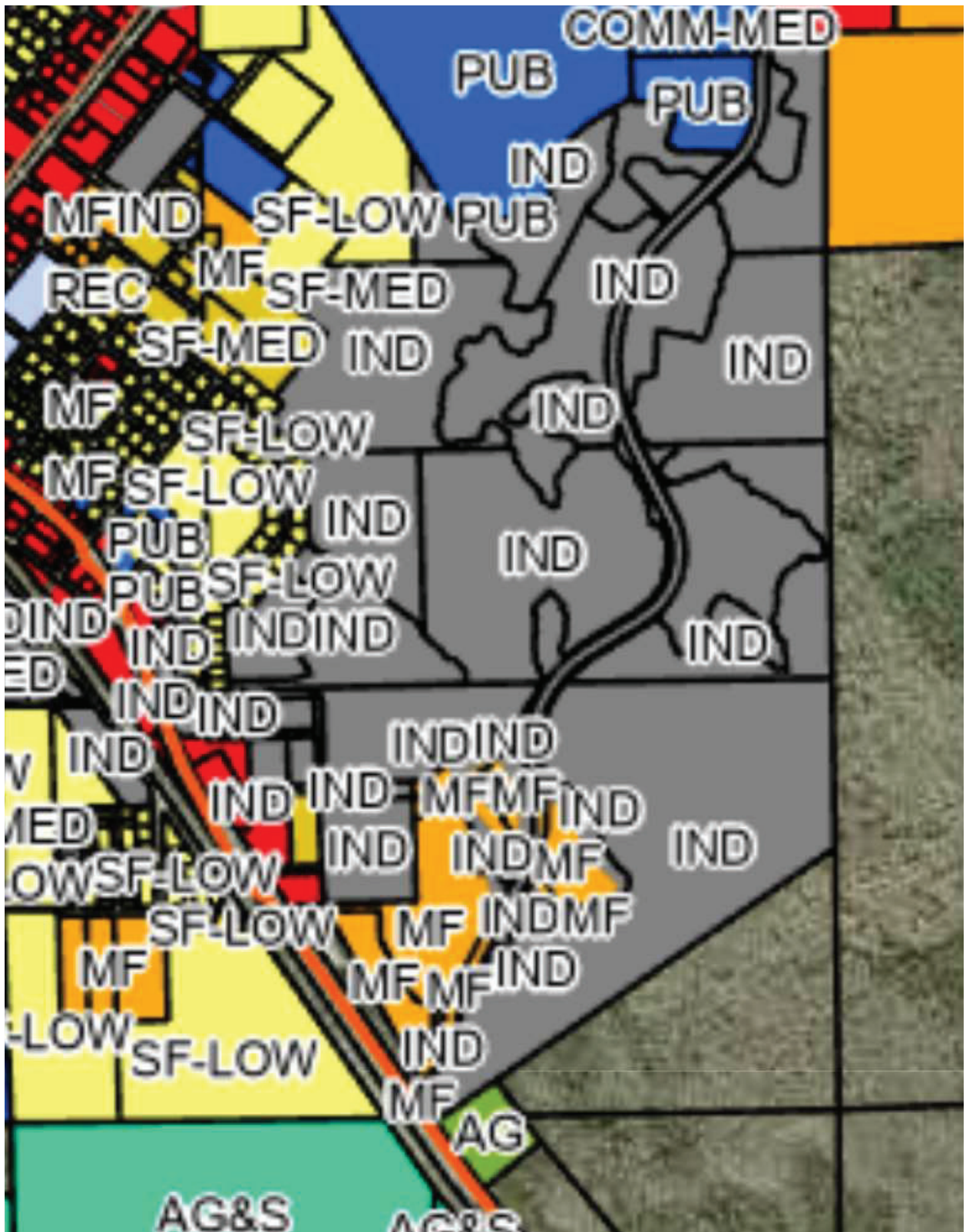
Finally, in looking at land use and zoning changes, the demand on public facilities is considered. The uses permitted by right under the proposed zoning classifications will have a minimal demand on public facilities and services compared to the intensity of development that could be proposed, such as single-family residential. Future site development will comply with any and all state and local permitting requirements. Once a concurrency assessment under LDC Section 2-115 is performed at future site planning to determine any impacts the proposed development will have on infrastructure and other public facilities, capacity deficiencies will be addressed accordingly prior to site development.

IV. Suitability Analysis

As noted above, the requests are suitable considering the character of undeveloped lands, soils, topography, natural resources and historic resources on site. As the requests are only the initial zoning and future land use changes; any specific development activities will be further analyzed under existing local and state regulations to ensure minimization of impacts on surrounding properties and established levels of service. The need for economic development and specifically industrial opportunities in the City can be met while still adhering to LDC design standards for buffering, open space and natural resource impacts.

Moreover, there are existing properties in the City with an Industrial FLU which are adjacent to County and City properties that have future land use designations of residential (in some instances, very dense residential) and ag.





The Requests include Conditions of Approval which would provide for setbacks, landscaping, dark-sky lighting and other use restrictions which far exceeds anything that is currently

provided or would have to be provided under the existing Industrial future land use designation. The City's future land use map shows that Industrial designations are not de facto incompatible with other less intense land use designations. Quite to the contrary- the map underscores that different land uses can and do exist in harmony.

Minimum Land Needed to Achieve Goals and Requirements

The request provides for a significant amount of acreage that will ensure flexibility in site design. The large area covered by these requests will ensure that the impact of any development can be appropriately accommodated and mitigated. While there is no specific acreage that is mandated for an industrial and commerce park for the City, the greater the size of the project, the greater market flexibility exists and the greater the opportunities for development and economic benefit to the City.

V. Conclusion

In summary, this request will create new economic opportunities for the City by diversifying the commercial and industrial base of Bunnell. Nonresidential uses can allow flexible site design to achieve a more desirable and efficient use of land. The permitted uses allowed under the L-1 and L-2 zoning districts are compatible with surrounding properties and consistent with the City's LDC.

EXHIBIT "A"

PROPOSED ZONING MAP



Proposed L2 Zoning

Map 18C: 23-12-30-0650-000D0-0040
Map 19: 24-12-30-0650-000C0-0070
Map 20A: 25-12-30-0650-000B0-0070
Map 20B: 25-12-30-0650-000C0-0010
Map 21: 26-12-30-0650-00000-0000

Proposed L1 Zoning

Map 21: 26-12-30-0650-00000-0000
Map 30A: 35-12-30-0650-000A0-0000
Map 30B: 35-12-30-0650-000B0-0010

EXHIBIT “B”

L-1 LEGAL DESCRIPTIONS

Map ID 21 – Parcel 26-12-30-0650-00000-0000

Legal Description:

The W 1/2 of Section 26, Township 12 South, Range 30 East, Map of the Bunnell Development Company Subdivision, as recorded in the Office of the Clerk of the Circuit Court, Flagler County, Florida.

Map ID 30A – Parcel ID 35-12-30-0650-000A0-0000

Map ID 30B - Parcel ID 35-12-30-0650-000B0-0010

Legal Description:

The N 1/2 of Section 35, Township 12 South, Range 30 East, in Map of the Bunnell Development Company Subdivision, as recorded in the Office of the Clerk of the Circuit Court, Flagler County, Florida; LESS Tract 9, Block B of said Section 35;

L-2 LEGAL DESCRIPTIONS

Map ID 18C – Parcel ID 23-12-30-0650-000D0-0040

Legal Description:

That part of Tracts 1, 2, 3, and 15 lying South and West of the Florida East Coast Railway right-of-way and all of Tracts 4, 5, 6, 9, 10, 11, 12, 13, and 14 of Block D; All in Section 23, Township 12 South, Range 30 East, Bunnell Development Company Land of Bunnell, according to the plat thereof as recorded in Plat Book 1, Page 1, Public Records of Flagler County, Florida.

Map ID 19 – Parcel ID 24-12-30-0650-000C0-0070

Legal Description:

That part of Tracts 7, 8 and 9 of Block C lying South and West of the Florida East Coast Railway right-of-way in Section 24, Township 12 South, Range 30 East, Map of the Bunnell Development Company Subdivision, as recorded in the Office of the Clerk of the Circuit Court, Flagler County, Florida.

Map ID 20A – Parcel ID 25-12-30-0650-000B0-0070

Map ID 20B – Parcel ID 25-12-30-0650-000C0-0010

That part of Tracts 6, 11 and 12, lying South and West of the Florida East Coast Railway right-of-way and all of Tracts 7, 8, 9, 10 and all of Tracts 16 through 23, inclusive of Block B; Tracts 1 through 16, inclusive of Block C; SE $\frac{1}{4}$ of SW $\frac{1}{4}$, all in Section 25, Township 12 South, Range 30 East, Map of the Bunnell Development Company Subdivision, as recorded in the Office of the Clerk of the Circuit Court, Flagler County, Florida.

Map ID 21 – Parcel 26-12-30-0650-00000-0000

Legal Description:

The E $\frac{1}{2}$ of Section 26, Township 12 South, Range 30 East, Map of the Bunnell Development Company Subdivision, as recorded in the Office of the Clerk of the Circuit Court, Flagler County, Florida.

EXHIBIT “C”

Applicant Proposed Binding Conditions of Approval

US-1 Park

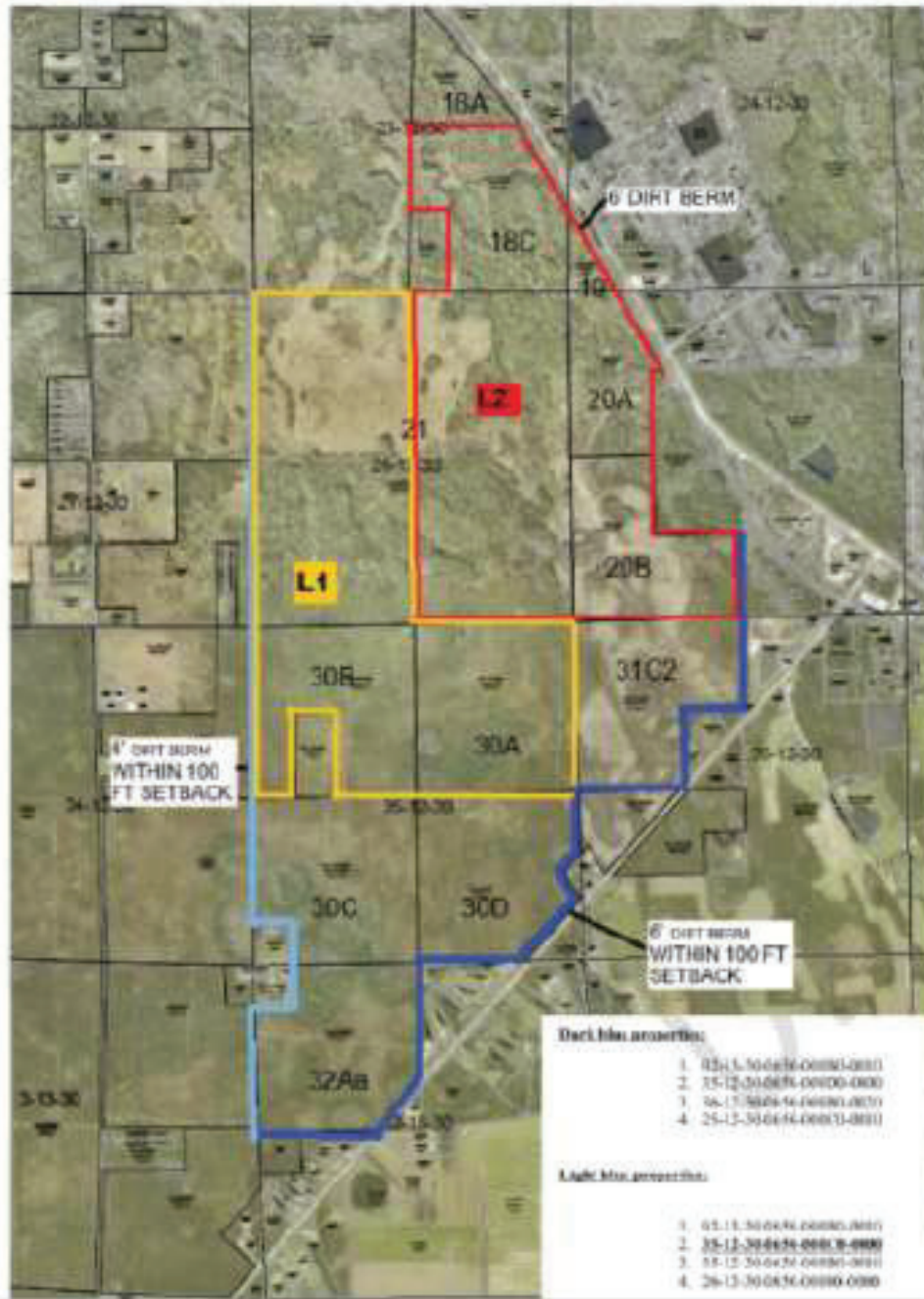
1. The following use limitations shall apply to all properties in Exhibit “A” (the “Property”):
 - a. The primary use of processing and large quantity bulk storage of hazardous chemicals (vinyl chloride, benzene, 1,3-butadiene chromium, and mercury) shall be prohibited;
 - b. Landfills shall be prohibited;
 - c. A fuel distribution terminal (known publicly as the “fuel farm” proposed by Belvedere or similar companies) shall be prohibited; and
 - d. The Property shall not utilize the Live Local Act for the provision of any affordable housing on the Property.
2. Dark sky lighting shall be used for any development on the Property. All streetlighting must meet FDOT street lighting standards, dark sky, and warm white glow correlated color temperature (CCT) not to exceed 3000k. All new fixtures must either carry the International Dark-Sky Association’s Fixture Seal of Approval or meet equivalent dark sky standards.
3. In recognition of the proximity to adjacent properties not owned by the applicant, the following regulations shall apply:
 - a. Subject to permitting, along the properties line outlined in dark blue and shown and described on Exhibit “B”, and within a 100’ building setback that shall start at the property line, a 6’ high dirt berm with foliage and index trees (as defined in City Code Section 14-191) planted every 50’ on top of the berm shall be installed concurrent with any vertical construction on the parcels indicated as 20B, 30A and 30B (provided any access may interrupt such berm); and
 - b. Subject to permitting, along on the Property west of the FEC Railway, a 6’ high dirt berm with foliage and index trees (as defined in City Code Section 14-191) planted every 50’ on top of the berm shall be installed concurrent with any vertical construction on the parcels indicated as 18C, 19 and 20A on Exhibit “B” (provided any access, crossing or rail spurs may interrupt such berm).
 - c. Subject to permitting, on the west side of the properties (along the area marked in light blue and shown and described on Exhibit “B”, and within a 100’ building setback that shall start at the property line , a 6’ high dirt berm with foliage and index trees planted every 50’ on top of the berm shall be installed prior to any vertical construction on 30B and 21 (provided any access may interrupt such berm).

EXHIBIT "A"

The Property

Prop ID	Map ID	Parcel ID	Acreage	Proposed FLU	Proposed Zoning
12122	18C	23-12-30-0650-000D0-0040	118	Industrial	L2
12127	19	24-12-30-0650-000C0-0070	9	Industrial	L2
12187	21	26-12-30-0650-00000-0000	640	Industrial	L1/L2
12135	20A	25-12-30-0650-000B0-0070	72	Industrial	L2
12137	20B	25-12-30-0650-000C0-0010	120	Industrial	L2
12248	30A	35-12-30-0650-000A0-0000	160	Industrial	L1
12249	30B	35-12-30-0650-000B0-0010	140	Industrial	L1
		TOTAL L1 AND L2 ZONING	1,259		

Exhibit "B"



Applicant Proposed Binding Conditions of Approval

US-1 Park

1. The following use limitations shall apply to all properties in Exhibit "A" (the "Property"):
 - a. The primary use of processing and large quantity bulk storage of hazardous chemicals (vinyl chloride, benzene, 1,3-butadiene chromium, and mercury) shall be prohibited;
 - b. Landfills shall be prohibited;
 - c. A fuel distribution terminal (known publicly as the "fuel farm" proposed by Belvedere or similar companies) shall be prohibited; and
 - d. ~~The Property shall not utilize the Live Local Act for the provision of any affordable housing on the Property.~~
2. Dark sky lighting shall be used for any development on the Property. All streetlighting must meet FDOT street lighting standards, dark sky, and warm white glow correlated color temperature (CCT) not to exceed 3000k. All new fixtures must either carry the International Dark-Sky Association's Fixture Seal of Approval or meet equivalent dark sky standards.
3. In recognition of the proximity to adjacent properties not owned by the applicant, the following regulations shall apply:
 - a. Subject to permitting, along the properties line outlined in dark blue and shown and described on Exhibit "B", and within a 100' building setback that shall start at the property line, a 6' high dirt berm with foliage and index trees (as defined in City Code Section 14-191) planted every 50' on top of the berm shall be installed concurrent with any vertical construction on the parcels indicated as 20B, 30A and 30B (provided any access may interrupt such berm); and
 - b. Subject to permitting, along on the Property west of the FEC Railway, a 6' high dirt berm with foliage and index trees (as defined in City Code Section 14-191) planted every 50' on top of the berm shall be installed concurrent with any vertical construction on the parcels indicated as 18C, 19 and 20A on Exhibit "B" (provided any access, crossing or rail spurs may interrupt such berm).
 - c. Subject to permitting, on the west side of the properties (along the area marked in light blue and shown and described on Exhibit "B", and within a 100' building setback that shall start at the property line , a 6' high dirt berm with foliage and index trees planted every 50' on top of the berm shall be installed prior to any vertical construction on 30B and 21 (provided any access may interrupt such berm).

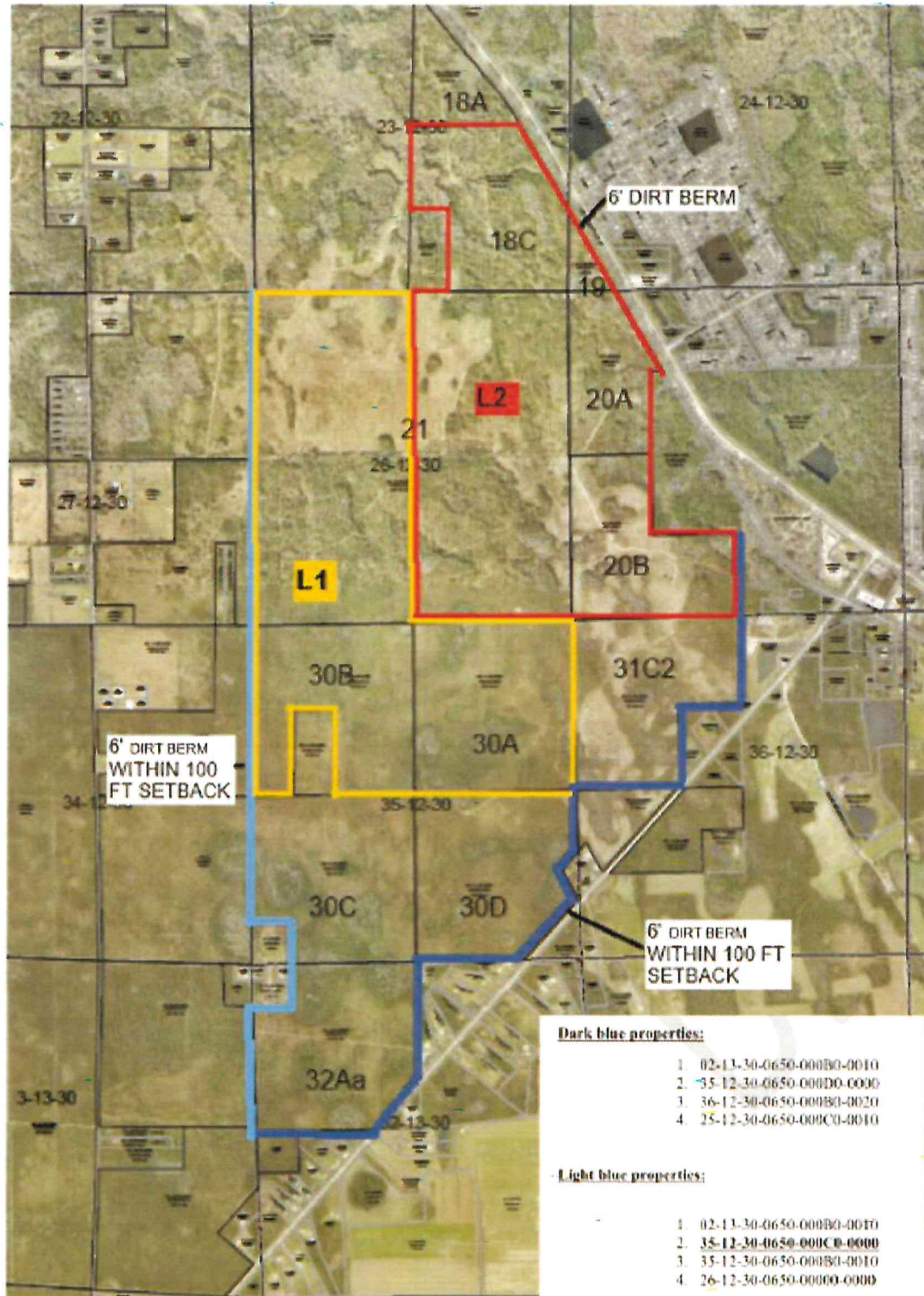
- d. No building or other structure (exclusive of fences and similar structures) shall be built or placed (Parcel IDs 25-12-30-0650-000C0-0010 and 36-12-30-0650-000B0-0020) nearer than two hundred (200) feet from the property (Parcel ID 36-12-30-0650-000A0-0050) described in Exhibit "C" attached hereto.
- e. Subject to permitting, and within two hundred (200) feet of the property described as Parcel ID 36-12-30-0650-000A0-0050 and as shown in Exhibit "C", a ten (10) foot high berm with foliage and index trees (as defined in the City of Bunnell Land Development Code) planted every fifty (50) feet on top of the berm shall be installed concurrently with vertical construction on the properties (Parcel IDs 25-12-30-0650-000C0-0010 and 36-12-30-0650-000B0-0020) subject to the two hundred (200) foot setback.
- f. The Property developer shall be subject to enhanced stormwater requirements, if any, in effect at the time of permitting for any phase of the Property's development.
- g. The Property will not be developed with more than 13,710,510 square feet of buildings.
- h. At the time of development of vertical infrastructure on the Property, the Property will connect to central water and sewer in accordance with City code.

EXHIBIT "A"

The Property

Prop ID	Map ID	Parcel ID	Acreage	Proposed FLU	Proposed Zoning
12122	18C	23-12-30-0650-000D0-0040	118	Industrial	L2
12127	19	24-12-30-0650-000C0-0070	9	Industrial	L2
12187	21	26-12-30-0650-00000-0000	640	Industrial	L1/L2
12135	20A	25-12-30-0650-000B0-0070	72	Industrial	L2
12137	20B	25-12-30-0650-000C0-0010	120	Industrial	L2
12248	30A	35-12-30-0650-000A0-0000	160	Industrial	L1
12249	30B	35-12-30-0650-000B0-0010	140	Industrial	L1
		TOTAL L1 AND L2 ZONING	1,259		

Exhibit "B"



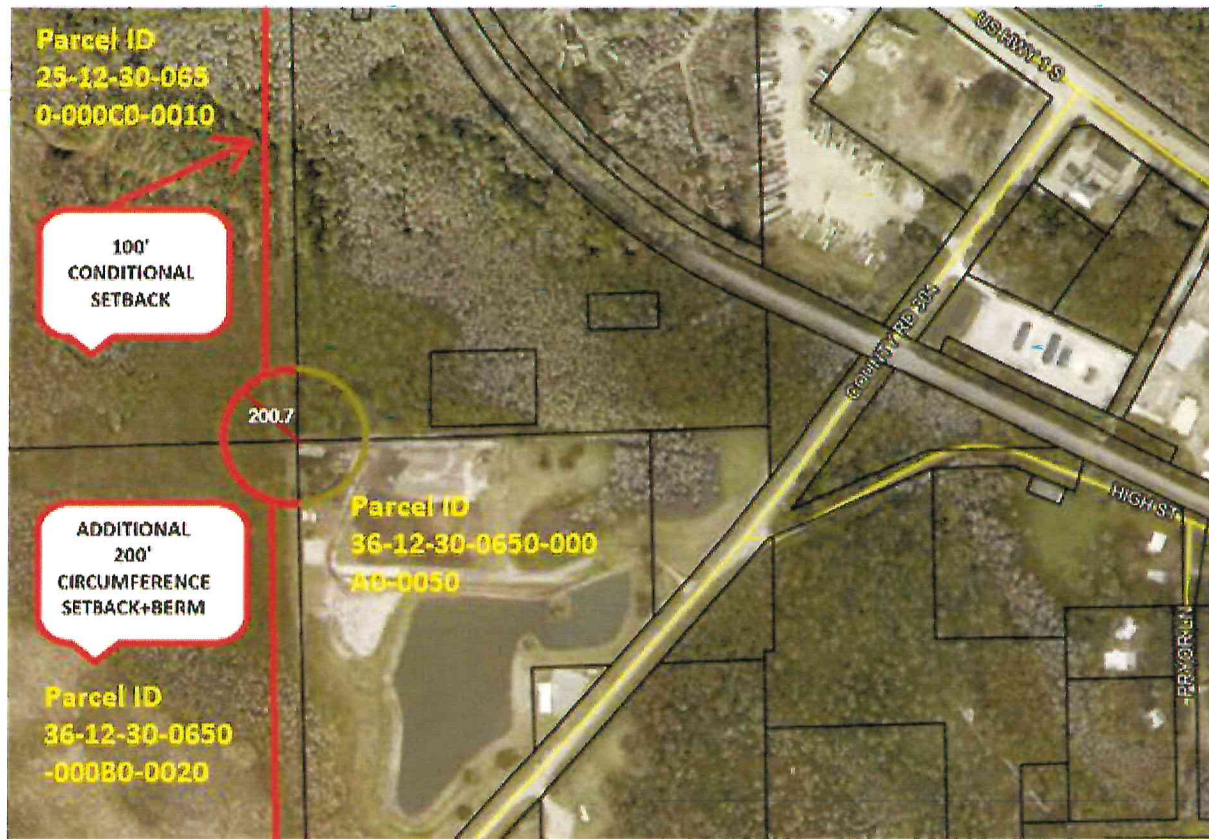
Dark blue properties:

1. 02-13-30-0650-000B0-0010
2. 35-12-30-0650-000D0-0000
3. 36-12-30-0650-000B0-0020
4. 25-12-30-0650-000C0-0010

Light blue properties:

1. 02-13-30-0650-000B0-0010
2. 35-12-30-0650-000C0-0000
3. 35-12-30-0650-000B0-0010
4. 26-12-30-0650-00000-0000

Exhibit "C"



Business Impact Estimate Form

This Business Impact Estimate Form is provided to document compliance with and exemption from the requirements of Sec. 166.041(4), Fla. Stat. If one or more boxes are checked below under “Applicable Exemptions”, this indicates that the City of Bunnell has determined that Sec. 166.041(4), Fla. Stat., does not apply to the proposed ordinance and that a business impact estimate is not required by law. If no exemption is identified, a business impact estimate required by Sec. 166.041(4), Fla. Stat. will be provided in the “Business Impact Estimate” section below. In addition, even if one or more exemptions are identified, the City of Bunnell may nevertheless choose to provide information concerning the proposed ordinance in the “Business Impact Estimate” section below. This Business Impact Estimate Form may be revised following its initial posting.

Proposed ordinance’s title/reference:

ORDINANCE 2025-06

AN ORDINANCE OF THE CITY OF BUNNELL, FLORIDA PROVIDING FOR THE REZONING OF CERTAIN REAL PROPERTY TOTALING 1,259± ACRES IN THE CITY OF BUNNELL LIMITS FROM “AG&S, AGRICULTURAL & SILVICULTURE DISTRICT” TO “L-1, LIGHT INDUSTRIAL DISTRICT” AND “L-2, HEAVY INDUSTRIAL DISTRICT”; PROVIDING FOR LEGISLATIVE FINDINGS AND INTENT; PROVIDING FOR IMPLEMENTING ADMINISTRATIVE ACTIONS; PROVIDING FOR THE ADOPTION OF MAPS BY REFERENCE; REPEALING ALL CONFLICTING ORDINANCES; PROVIDING FOR SEVERABILITY; PROVIDING FOR NON-CODIFICATION AND PROVIDING FOR AN EFFECTIVE DATE.

Applicable Exemptions:

- ☐ The proposed ordinance is required for compliance with Federal or State law or regulation;
- ☐ The proposed ordinance relates to the issuance or refinancing of debt;
- ☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget;
- ☐ The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant, or other financial assistance accepted by the municipal government;
- ☐ The proposed ordinance is an emergency ordinance;
- ☐ The ordinance relates to procurement; or
- ☒ The proposed ordinance is enacted to implement the following:
 - ☐ Development orders and development permits, as those terms are defined in Section 163.3164, and development agreements, as authorized by the Florida Local Government Development Agreement Act under Sections 163.3220-163.3243, Florida Statutes;
 - ☒ Comprehensive Plan amendments and land development regulation amendments initiated by an application by a private party other than the municipality;
 - ☐ Sections 190.005 and 190.046, Florida Statutes, regarding community development districts;
 - ☐ Section 553.73, Florida Statutes, relating to the Florida Building Code; or
 - ☐ Section 633.202, Florida Statutes, relating to the Florida Fire Prevention Code.

Business Impact Estimate:

The City of Bunnell hereby publishes the following information:

1. **A summary of the proposed ordinance (must include a statement of the public purpose, such as serving the public health, safety, morals and welfare):**

This is an Ordinance initiated by an applicant for amending the Official Zoning Map for 1,259 +/- acres and establishing conditions of development.

2. **An estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in the municipality, including the following, if any:**

- (a) **An estimate of direct compliance costs that businesses may reasonably incur if the ordinance is enacted:**

N/A

- (b) **Identification of any new charge or fee on businesses subject to the proposed ordinance, or for which businesses will be financially responsible:**

N/A

- (c) **An estimate of the municipality's regulatory costs, including an estimate of revenues from any new charges or fees that will be imposed on businesses to cover such costs:**

N/A

3. **A good faith estimate of the number of businesses likely to be impacted by the ordinance:**

N/A

4. **Additional information the governing body determines may be useful (if any):**

N/A

Note: The City's provision of information in the Business Impact Estimate section above, notwithstanding an applicable exemption, shall not constitute a waiver of the exemption or an admission that a business impact estimate is required by law for the proposed ordinance. The City's failure to check one or more exemptions below shall not constitute a waiver of the omitted exemption or an admission that the omitted exemption does not apply to the proposed ordinance under Sec. 166.041(4), Fla. Stat., Sec. 166.0411, Fla. Stat., or any other relevant provision of law.



City of Bunnell, Florida

Agenda Item No. E.3.

Document Date: 11/07/2025
Department: Community Development
Subject: Ordinance 2025-15 Amending the Bunnell Code of Ordinances Chapter 66-Utilities, Article V-Stormwater System Illicit Discharge and Connection.
- Second Reading
Agenda Section: **Ordinances: (Legislative):**

ATTACHMENTS:

Description

Ordinance_2025-15_Illicit_Discharge
Business Impact Statementx

Summary/Highlights:

This is an administrative request to amend the City's stormwater regulations related to illicit discharges within Article V of Chapter 66 in the Code of Ordinances to update the City's stormwater regulations to be in compliance with the City's NPDES Permit.

The Business Impact Statement was published on the City website on November 13, 2025.

This matter was last heard at the November 24, 2025 City Commission meeting. At this meeting the Commission voted to approve the proposed Ordinance. In accordance with Florida Statute, this ordinance was advertised in the November 27, 2025 edition of the Palm Coast Observer.

Background:

The City is currently designated as a Phase II MS4 and currently possesses a National Pollutant Discharge Elimination System (NPDES) Two-Step Generic Permit for Discharge of Stormwater Since February 2025. As part of the permit requirements within the first year of obtaining the permit, city staff was advised by FDEP personnel that the City's Stormwater System Illicit Discharge and Connection Ordinance did not satisfy the requirements of the permit and was in need of an update.

The proposed Ordinance amends the City's existing Stormwater System Illicit Discharge and Connection Ordinance (Article V of Chapter 66 in the Code of Ordinances) to comply with the current applicable law by updating certain definitions, requirements, and penalties for violation, as necessary for supporting public health, safety, and welfare.

Staff Recommendation:

Adopt Ordinance 2025-15 Amending the Bunnell Code of Ordinances Chapter 66-Utilities, Article V-Stormwater System Illicit Discharge and Connection. - Second Reading

City Attorney Review:

Approved for agenda

City Manager Review/Recommendation:

Approve

ORDINANCE 2025-15

AN ORDINANCE OF THE CITY OF BUNNELL, FLORIDA AMENDING THE BUNNELL CODE OF ORDINANCES CHAPTER 66-UTILITIES, ARTICLE V-STORMWATER SYSTEM ILLICIT DISCHARGE AND CONNECTION; AMENDING THE STORMWATER REGULATIONS FOR ILLICIT DISCHARGE AND CONNECTION TO COMPLY WITH THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM PERMIT REQUIREMENTS FOR THE CITY'S MUNICIPAL SEPARATE STORM SEWER SYSTEMS; PROVIDING FOR LEGISLATIVE FINDINGS AND INTENT; PROVIDING FOR CONFLICTING PROVISIONS; PROVIDING FOR SEVERABILITY AND APPLICABILITY; PROVIDING FOR CODIFICATION; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Article VIII, Section 2, *Constitution of the State of Florida*, authorizes the City of Bunnell to exercise any power for municipal purposes except as otherwise provided by law; and

WHEREAS, Chapters 166 and 163, Florida Statutes, include authority to enact regulations to protect the health, safety and welfare, and interests of the citizens of the City; and

WHEREAS, the *Bunnell Code of Ordinances* is amended from time to time; and

WHEREAS, the Florida Department of Environmental Protection (FDEP) administers the National Pollutant Discharge Elimination System (NPDES) program which regulates point source discharges from the following three potential sources: 1) Construction Activities, 2) Industrial Activities, and 3) Municipal Separate Storm Sewer Systems; and

WHEREAS, a municipal separate storm sewer system (MS4) is a publicly-owned conveyance or system of conveyances designed or used for collecting or conveying stormwater and that discharges to surface waters of the state; and

WHEREAS, operators of MS4s are required to obtain NPDES permit coverage before they can discharge stormwater to waters of the state; and

WHEREAS, the City of Bunnell is currently designated as a Phase II MS4 in accordance with Rule 62-624.200 & 62-624.800, Florida Administrative Code (F.A.C.); and

WHEREAS, operators of a regulated MS4 are required to 1) reduce the discharge of pollutants to the "Maximum Extent Practicable" (MEP), 2) protect water quality, 3) satisfy

the water quality requirement of the Clean Water Act, and 4) address Total Maximum Daily Loads (TMDLs) for regulated MS4s that discharge into TMDL water bodies; and

WHEREAS, the City of Bunnell NPDES Two-Step Generic Permit for Discharge of Stormwater from Phase II MS4s requires the City to strengthen its illicit discharge and connection ordinance in order to comply with the permit's Year 1 requirements; and

WHEREAS, it is the responsibility of the City of Bunnell to protect the health, safety, and general welfare of the public by regulating non-stormwater discharges to the municipal separate storm sewer that have the potential to adversely affect the private property and residents located within the city limits and surrounding areas; and

WHEREAS, the City Commission of the City of Bunnell finds it is in the best interest and welfare of the citizens of the City to strengthen the Stormwater System Illicit Discharge and Connection Ordinance within Chapter 66, Article V of the *Bunnell Code of Ordinances*; and

WHEREAS, the City of Bunnell has complied with all requirements and procedures of Florida law in processing and advertising this Ordinance; and

WHEREAS, for purposes of this Ordinance, underlined highlighted type shall constitute additions to the original text, ~~striketrough~~ red type shall constitute deletions to the original text, and asterisks (* * *) shall constitute ellipses to the original text and remain unchanged from the language existing prior to the adoption of this Ordinance.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF BUNNELL, FLORIDA:

Section 1. Legislative Findings and Intent.

The foregoing recitals (whereas clauses), along with the City staff report and City Commission agenda memorandum, are hereby adopted and incorporated into this Ordinance as the legislative and administrative findings of the City Commission.

Section 2. Amendment to Chapter 66 – Utilities, Article V – Stormwater System Illicit Discharge and Connection, City of Bunnell Code of Ordinances.

Chapter 66 – Utilities, Article V – Stormwater System Illicit Discharge and Connection, of the *Bunnell Code of Ordinances*, is hereby amended as follows:

Sec. 66-250. Title of article; applicability and interpretation.

This article shall be known as the Stormwater System Illicit Discharge and Connection Ordinance. The provisions of this article shall be effective within the boundaries of the City and shall set prohibitions and restrictions to prevent illicit and illegal discharges from

entering or being deposited into the City's stormwater ~~collection~~ drainage system. This article shall be liberally construed to affect the purposes set forth in this article.

Sec. 66-251. Purpose and intent.

- (a) The purpose of this article is to provide for the health, safety, and general welfare of the citizens of the city through the regulation of non-stormwater discharges ~~into the storm-drainage~~ to the municipal separate storm sewer system to the maximum extent practicable as required by federal and state law. It is the intent to prohibit activities that result in the depositing (e.g., illicit discharging) into the waters of the City or waters of the United States of any hazardous material, liquid, or pollutant that by itself or in combination with other activities or substances, would impair the environmental integrity of a body of water or bodies of water or may cause, or significantly contribute to, a substantial present or potential hazard to human health, safety, property, or the environment; or impair or adversely impact the recreational use or other public use of a body of water located within the City, following the Federal Clean Water Act (33 U.S.C 1251 et seq.) and Municipal Separate Storm Sewer Systems Rules (F.A.C. ch. 62-624 pursuant to the authority of F.S. § 403.0885) as guidelines.

* * *

Sec. 66-252. Definitions.

For the purposes of this article, the following shall mean:

Authorized enforcement agency means the City ~~city-engineering-department~~ acting through the Infrastructure Department or designated employees in the Infrastructure Department, or other designated city employee authorized for code enforcement activity, hereinafter referred to in this article as the "department" who is authorized to enforce the provisions of this article.

Best management practices (BMPs) means and includes, but not limited to, schedules of activities, prohibitions ~~of~~, practices, general good housekeeping practices, pollution prevention and educational practices, maintenance procedures, treatment requirements, operating procedures, design specifications, and other management practices to prevent or reduce the discharge of pollutants from directly or indirectly entering the City to stormwater drainage system, receiving waters, or ~~stormwater conveyance systems~~ being discharged from the City stormwater drainage system. BMPs also include treatment practices, operating procedures, and practices to control site runoff, spillage or leaks, sludge or water disposal, or drainage from raw materials storage.

Clean Water Act or CWA means the Federal Water Pollution Control Act (33 U.S.C. § 1251 et seq.) and any subsequent amendments thereto.

Construction activity means any activity subject to NPDES construction permits including construction project activities resulting in land disturbance of one acre or more. Such activities include but are not limited to clearing and grubbing, demolition, grading, excavating, utility installation, building erection, paving and landscaping.

Hazardous materials means any material, including, **but not limited to,** any substance, waste, or combination thereof, which because of its quantity, concentration, or physical, chemical, or infectious characteristics may cause, or significantly contribute to, a substantial present or potential hazard to human health, safety, property, or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.

***Hazardous waste* means any solid waste, or a combination of solid wastes, which, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible or incapacitating reversible illness or may pose a substantial present or potential hazard to human health or the environment when improperly transported, disposed of, stored, treated or otherwise managed. The term does not include human remains that are disposed of by person licensed under F.S Ch. 497.**

***Illicit Discharge* means any discharge to the City's stormwater drainage system or to water of the United States which is not composed entirely of stormwater, unless exempted pursuant to this regulation or an NPDES permit.**

~~Illicit or~~ ***Illegal discharge*** means any direct or indirect non-stormwater discharge into any part of the storm drainage system located within the city limits, except as exempted in section 66-258 of this article. Illegal discharges are discharges including, but not limited to, municipal sewage (wastewater), process wastewater, wash water and discharges from indoor drains and sinks, regardless of whether said drain or connection had been previously allowed, permitted, or approved by the city, as well as any pollutants and hazardous materials, hazardous waste, or other substances regulated by the US EPA or the FL DEP.

Illicit or illegal connection means either:

- (1) Any drain or conveyance, whether on the surface or subsurface, that conveys an illegal discharge ~~into the storm drainage system,~~ to the City's stormwater drainage system, or to waters of the United States, which is not composed entirely of stormwater, or
- ~~(2) Any drain or conveyance connected from a commercial or industrial facility to the City's storm drainage stormwater drainage system, or to waters of the United States which is not composed entirely of stormwater, or which is not authorized by a permit. whose source has not been thoroughly investigated and documented on plans, maps, or equivalent records and approved in writing by the city.~~

Industrial activities means any activities at facilities identified by the United States Environmental Protection Agency as requiring an ~~subject to~~ NPDES industrial stormwater permits, as defined in 40 CFR, Section 122.26(b)(14) or amendments thereto, or any unit operation, complex, area or multiple of unit operations that produce, generate, handle, process or cause to be processed, any materials which may cause water pollution.

Liquid means any and all types of liquids except rainwater.

Litter means all waste and discarded materials, including but not limited to, glass, cans, scrap metal, paper, plastic, rubber, garbage, building materials, disposable packages or containers, chemicals, or dangerous materials not properly disposed.

Litter receptacle means a container with a capacity of not less than ten gallons, constructed and placed for use as a depository for litter.

Material means and includes, but is not limited to, dirt, bricks, grass clippings, lumber, trash, yard debris or wood.

Municipal separate storm sewer system (MS4) means the conveyance, storage area or system of conveyances or storages areas (including, but not limited to, roads or street with drainage systems, catch basins, curbs, gutters, ditches, manmade channels, storm drains, treatment ponds or other structural BMPs) ~~entire storm drainage system~~, as hereinafter defined, located within the city limits that is both publicly and privately owned and that has been designed ~~solely and is used specifically~~ for the collection and conveyance of stormwater, as hereinafter defined.

National pollutant discharge elimination system (NPDES) stormwater discharge permit means a permit issued by the state department of environmental protection under authority delegated pursuant to 33 USC § 1342(b), that authorizes the discharge of pollutants to waters of the United States, whether the permit is applicable on an individual, group, or general area-wide basis.

~~*Non-stormwater discharge* means any discharge to the storm drain system that is not composed entirely of stormwater.~~

Person means a natural person or any individual, association, organization, Club, society ~~partnership~~, firm, corporation or other entity recognized by law and acting as either the owner or as the owner's agent.

Point Source means any discernable and confined conveyance including, but not limited to, any pipe, ditch, channel, conduit, well, container, rolling stocks, concentrated animal feeding operation, vessel, or other floating craft from which pollutants are discharged. This term does not include return flows from irrigation agriculture.

Pollutant means anything which causes or contributes to pollution. ~~Pollutants~~ which may include, but ~~is~~ ~~are~~ not limited to, petroleum products, including, but not limited to, oil, gasoline, and grease, solid waste, dredged soil, refuse, rubbish, garbage, litter, debris, paints, varnishes, steam cleaning waste, pesticides, herbicides, or fertilizers, degreasers, solvents; hazardous substances and wastes, dissolved and particulate metals, sanitary sewage, filter backwash, sewage sludge, fecal coliform and pathogens, wastewater radioactive materials (except those regulated under the Atomic Energy Act of 1954, as amended 42 U.S.C 2011 et seq.), chemically treated water, chemical wastes, incinerator residue, antifreeze and other automotive products, lawn clippings, leaves, branches, etc., animal carcasses and wastes, biological materials, munitions, heat, wrecked or damaged equipment, rock, sand, and industrial, (excepting the county's discharges), recreational vehicle wastes, dyes, noxious or offensive matter, construction materials, any liquids in quantity or quality which are capable of causing a violation of the City's NPDES stormwater permit; and solids in such quantities or of such size capable of causing interference or obstruction to the flow in the City's stormwater drainage system (MS4). Not excluding other materials which the City Manager or designee, federal or state regulatory agencies may deem appropriate to be included. ~~paints, varnishes, and solvents; oil and other automotive fluids; non-hazardous liquid and solid wastes and yard wastes; refuse, rubbish, garbage, litter, or other discarded or abandoned objects, ordinances, and accumulations, so that same may cause or contribute to pollution; floatables; pesticides, herbicides, and fertilizers; hazardous substances and wastes; sewage, fecal coliform and pathogens; dissolved and particulate metals; animal wastes; wastes and residues that result from constructing a building or structure; and noxious or offensive matter of any kind.~~

Premises mean any building, lot, parcel of land, or portion of land whether improved or unimproved including adjacent sidewalks and parking strips.

Storm drainage system means the entire infrastructure within the city limits comprised of many components, both publicly and privately owned, by which stormwater is collected and conveyed through the city including, but not limited to, city, county, state and private street and road drainage systems comprised of gutters, curbs, inlets, and storm pipes; storm pumping facilities; drainage retention and detention areas/basins, both publicly and privately owned; natural and human-made or altered drainage swales, ditches, channels, and reservoirs; and all other stormwater related storm drainage facilities within the city.

Stormwater means any surface flow, runoff, and drainage consisting entirely of accumulated water from natural precipitation and resulting from such precipitation.

Stormwater management plan means a document prepared according to state department of environmental protection regulations that describes the best management practices and other required activities to be undertaken by a person or business to first identify sources of pollution and/or contamination at a site and the follow-up actions to be taken by such persons or businesses to eliminate or reduce pollutant discharges into

municipal stormwater, storm drainage systems, and/or receiving waters to the maximum extent practicable.

Wastewater means any waters that are discharged from residential, commercial or industrial sanitary facilities including toilets, sinks, showers and wash-down operations.

Water or Waters of the State means any and all water on or beneath the surface of the ground or in the atmosphere, including natural or artificial watercourses, lakes, ponds, or diffused surface water and water percolating, standing, or flowing beneath the surface of the ground, as well as all coastal waters within the jurisdiction of the state. [F.S. § 373.019(22)]

Watercourse means any natural or artificial stream, creek, channel, ditch, canal, waterway, gully, ravine or wash in which water flows in a definite direction, either continuously or intermittently, and which has a definite channel, bed, or banks.

Watercourse means either:

- (1) Any stream, river, creek, slough or other naturally occurring stormwater conveyance feature in which water usually flows over the surface of the land, or
- (2) Any artificial or man-made swale, ditch, channel or other man-made stormwater conveyance feature in which water usually flows in a defined bed or bottom.

Waters of the City means lakes, ponds, impoundments, streams, or any other body of water or waterway, or any tributary to said bodies of water or waterways, located within the City Limits of the City of Bunnell or abutting to the City of Bunnell.

Wetland means those areas inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soils. Soils present in wetlands generally are classified as hydric or alluvial or possess characteristics that are associated with reducing soil conditions. The prevalent vegetation in wetlands generally consists of facultative or obligate hydrophytic macrophytes that are typically adapted to areas having soil conditions described above. These species, due to morphological, physiological or reproductive adaptations, have the ability to grow, reproduce or persist in aquatic environments or anaerobic soil conditions. Florida wetlands generally include swamps, marshes, bayheads, bogs, cypress domes and strands, sloughs, wet prairies, riverine swamps and marshes, hydric seepage slopes, tidal marshes, mangrove swamps and other similar areas. Florida wetlands generally do not include longleaf or slash pine flatwoods with an understory dominated by saw palmetto. The landward extent of wetlands is delineated pursuant to Sections 62-340.100 through 62.340.550, FAC as ratified by F.S. § 373.4211 (Subsection 40C-4.021(30), FAC).

Sec. 66-253. Administrative responsibility; authorized enforcement agency.

The Infrastructure engineering-dDepartment, or other designated city officials authorized for code enforcement activity, is the authorized enforcement agency for this article. The Infrastructure engineering-dDepartment shall administer, implement, and otherwise enforce all provisions of this article. Any powers granted or duties imposed upon the department under this article may be delegated in writing by the city manager engineer to individuals or entities acting in the beneficial interest of or in the employ of the department.

Sec. 66-254. Applicability.

This article shall apply to all water entering the stormwater drainage systems within the boundaries of the City that was generated on any developed or undeveloped lands unless explicitly exempted ~~by the city~~ in this article or an authorized enforcement agency.

* * *

Sec. 66-256. Ultimate responsibility.

The standards set forth herein and promulgated pursuant to this article are minimum standards; therefore, this article does not intend or imply that compliance by any person will ensure that there will be no contamination, pollution, or unauthorized discharge of pollutants to the City's stormwater ~~collection~~ drainage system.

* * *

Sec. 66-258. Illicit discharge prohibitions and exceptions.

- (a) No discharge to the City's Stormwater system ("MS4") shall be permitted to impair the operation of the MS4 or contribute to the failure of the MS4 to meet any local, state, or federal requirements, including, but not limited to, NPDES permits.
- (b) Any person determined by the City to be responsible for a discharge contributing to the failure of the City's MS4 to comply with the provisions and conditions of an NPDES permit shall be guilty of a violation of this chapter and shall provide corrective measures as determined necessary by the City manager, or designee, and shall be responsible for fines and damages as indicated below.
 - (1) Failure to report to the City a discharge to the City's MS4 or to waters of the United States from industrial activities, commercial entities, or construction activities constitutes an illicit discharge.
 - (2) Any discharges to the City's MS4 or to waters of the United States which is in violation of federal, state, or local permits or regulations constitutes an illicit discharge.

(3) Persons responsible for illicit discharges shall immediately cease the illicit discharge, and obtain appropriate approvals from applicable regulatory agencies prior to resuming the discharge.

- (c) *Prohibition of illegal discharges.* ~~Throwing, draining, or otherwise discharging, causing, or permitting others under its one's control to throw, drain, or otherwise discharge into the city's municipal separate stormwater system any liquids, solids or waters containing any wastewater, pollutants or hazardous materials other than stormwater is prohibited.~~ No person shall throw, drain, or otherwise discharge, cause, or permit others under its control to throw, drain, or otherwise discharge into the City's municipal separate storm sewer system any pollutants or waters containing any pollutants, other than stormwater, whether such discharges occur through piping connections, runoff, exfiltration, infiltration, seepage or leaks. Polluting matter includes, but not limited to, the following:

(1) Petroleum products, including, but not limited to oil, gasoline, grease;

(2) Solid waste;

(3) Paints;

(4) Steam Cleaning waste;

(5) Pesticides, herbicides, or fertilizers;

(6) Degreasers, solvents;

(7) Sanitary sewer;

(8) Chemically treated cooling water;

(9) Antifreeze and other automotive products;

(10) Lawn clippings, leaves, branches, etc.;

(11) Animal carcasses;

(12) Recreational vehicle waters;

(13) Dyes;

(14) Construction materials;

(15) Any liquids in quantity or quality that are capable of causing a violation of the City's NPDES stormwater permit; and

(16) Solids in such quantities or of such size capable of causing interference or obstruction to the flow of the City's separate storm sewer system.

- (d) *Exceptions to the prohibition of illegal discharges.* ~~The following are exceptions to the illegal discharge prohibition:~~ Discharges from the following activities shall not be considered an illicit discharge, unless such activities cause, or significantly contribute to, the impairment of the use of the City's MS4 or the violations of the

conditions of the City's NPDES permit. The following discharges are exempt from discharge prohibitions established by this article:

- ~~(1) Discharges and releases from the following sources: potable water line flushing; landscape irrigation; diverted stream flows; rising ground waters; uncontaminated groundwater infiltration; uncontaminated pumped ground water; discharges from potable water sources; building foundation drains; air conditioning condensation; irrigation water; natural springs; water from crawl space pumps; roof drains; footing drains; lawn watering; individual residential car washing; flows from riparian habitats and wetlands; dechlorinated swimming pool discharges, and street maintenance wash-down water.~~
- ~~(2) Discharges or water flow from firefighting operations or other similar discharges expressly specified in writing by the city engineer as being necessary to protect public health and safety.~~
- ~~(3) Discharges associated with investigatory dye-testing, however this activity requires a 24 hours prior written notification to the department prior to the time of the dye test.~~
- ~~(4) Discharges of non-stormwater permitted under an NPDES permit, waiver, or waste discharge order issued to the discharger and administered under the authority of the United States Environmental Protection Agency (EPA), provided that the discharger is in full compliance with all requirements of the permit, waiver, or order and other applicable laws and regulations, and provided that written approval has been granted for any discharge to the storm.~~

(1) Potable water line flushing;

(2) Landscape irrigation;

(3) Diverted stream flows;

(4) Rising ground waters;

(5) Uncontaminated groundwater infiltration;

(6) Uncontaminated pumped ground water;

(7) Discharges from potable water sources;

(8) Foundation, footing, and roof drains (not including active groundwater dewatering systems);

(9) Air conditioning condensation;

(10) irrigation water;

(11) Natural springs;

(12) Uncontaminated water from crawl space pumps;

- (13) Lawn watering;
- (14) Individual residential car washing;
- (15) Flows from riparian habitats and wetlands;
- (16) Dechlorinated swimming pool discharges;
- (17) Street maintenance wash-down water;
- (18) Discharges or water flow from emergency firefighting activities and emergency response activities or other similar discharges expressly specified in writing by the city manager, or other city employee authorized for code enforcement activity, as being necessary to protect public health and safety done in accordance with adopted spill response/action plan;
- (19) Discharges associated with investigatory dye-testing, however this activity requires a 24-hours prior written notification to the department prior to the time of the dye test.
- (20) The prohibition shall not apply to any of non-stormwater discharge permitted under an NPDES permit, waiver, or Industrial Wastewater treatment permit, waiver, or waste discharge order issued to the discharger and administered under the authority of the United States Environmental Protection Agency (EPA), or Florida Department of Environmental Protection (FDEP) provided that the discharger is in full compliance with all requirements of the permit, waiver, or order and other applicable laws and regulations, and provided that written approval or all necessary permits have been granted for any discharge to the City's stormwater drainage system.

Sec. 66-259. Illicit connections prohibition.

The construction, use, maintenance or continued existence of illicit connections to the City's storm drainage system ~~are~~ is prohibited.

- (1) This prohibition expressly includes without limitation, illicit connections made in the past, regardless of whether the connection was made under a permit or other authorization, or, permissible under law or practices applicable or prevailing at the time ~~of the~~ connection was made.
- (2) A person is considered to be in violation of this article if the person connects a line conveying sanitary sewage to the MS4 or allows such a connection to continue.
- (3) Improper connections in violation of this article shall be disconnected and redirected, if necessary, to an approved onsite wastewater management system or the municipal sanitary sewer system upon approval of the City.
- (4) Any drain or conveyance that has not been documented in plans, maps or equivalent, and which may be connected to the storm sewer system, shall be located by the owner or occupant of that property upon receipt of written notice of violation from the City requiring that such locating be completed. Such notice will

specify a reasonable time period within which the location of the drain or conveyance is to be determined, that the drain or conveyance be identified as storm sewer, sanitary sewer or other, and that the outfall location or point of connection to the storm sewer system, sanitary sewer system or other discharge point be identified. Results of these investigations are to be documented and provided to the city.

(5) Failure to report a connection to the City's MS4 or to waters of the United States from industrial activities, commercial entities, or construction activities constitutes an illicit connection.

(6) Persons responsible for illicit connections shall immediately cease the illicit connection and obtain appropriate approvals from applicable regulatory agencies prior to resuming the connection.

Sec. 66-260. Industrial or construction activity discharges.

(a) *Submission of notice of intent to city.*

- (1) Any person subject to an industrial or construction activity NPDES stormwater discharge permit shall comply with all provisions of such permit. Proof of compliance with said permit may be required in a form acceptable to the City prior to the allowing of discharges to the MS4.
- (2) The operator of a facility, including construction sites, required to have an NPDES permit to discharge stormwater associated with industrial activity shall submit a copy of the notice of intent to the City at the same time the operator submits the original notice of intent to the state Department of Environmental Protection.
- (3) The copy of the notice of intent, which may be provided to the City's Community Development Department prior to issuing permit or site plan review, shall be delivered to the City either in person, by US Postal Service registered mail, or by FedEx/UPS registered delivery and sent to the following mailing address:

City of Bunnell

Infrastructure Department

PO Box 756

2400 Commerce Pkwy ~~201 W Moody Blvd~~

Bunnell, FL 32110

- (4) A person commits an offense if the person operates a facility that is discharging stormwater associated with industrial activity without having submitted a copy of the notice of intent to do so to the city.

- (b) Stormwater from areas of any commercial activity, industrial activity or construction activities shall be controlled, treated and managed on-site using best management practices so as not to cause an illicit or illegal discharge to the City's municipal separate storm sewer system or waters of the United States.
- (c) All erosion, pollutant, and sediment controls required by the City code, or by an applicable local, state, or Federal permit, including elements of a stormwater pollution prevention plan required under a NPDES permit and the City's land development regulations, shall be properly implemented, installed, operated, and maintained.
- (d) Authorized discharges to the City's storm drainage system shall be controlled so that they do not impair the operation of the City's MS4 or contribute to the failure of the City's storm drainage system to meet any applicable local, state, or federal law regulation.
- (e) Authorized discharges to regulated waters shall be controlled so that they do not adversely impact the quality or beneficial uses of those waters or result in violation of any applicable local, state, or Federal law or regulation.
- (f) Any person who has been issued an NPDES permit authorizing discharges to the City's MS4 shall submit a complete copy of the permit to the applicable City department by not later than (thirty (30) days after the effective date of this article), or at time of issuance of a permit.

Sec. 66-261. Compliance monitoring.

- (a) ~~Right of entry—Inspection and sampling. The department shall be permitted to enter and inspect facilities subject to regulation under this article as often as may be necessary to determine compliance with the requirements this article.~~ Inspection and Monitoring for Compliance. City personnel shall be granted access for inspection of facilities discharging or suspected of discharging to the City's MS4 or waters of the United States in order to effectuate the provisions of this chapter and to investigate violations or potential violations of any of the terms herein. All structures and processes which allow discharges to the City's MS4, as well as records concerning them, shall be made accessible to the City's personnel for this purpose.
- (1) If a discharger has security measures in force which require proper identification and clearance before entry into its premises, the discharger shall make the necessary arrangements to allow access to representatives of the infrastructure engineering department, or other city employee authorized for code enforcement activity.
- (2) Facility operators shall allow the department ready access to all parts of the premises for the purposes of inspection, sampling, examination and copying of records that must be kept under the conditions of an NPDES permit to discharge stormwater, and the performance of any additional duties as defined by state and federal law.

- (3) The department shall have the right to set up on any permitted facility such devices as are necessary in the opinion of the **infrastructure**~~engineering~~ department, authorized for code enforcement activity, to conduct monitoring and/or sampling of the facility's stormwater discharge.
 - (4) The department has the right to require the discharger to install monitoring equipment as necessary. The facility's sampling and monitoring equipment shall be maintained at all times in a safe and proper operating condition by the discharger at its own expense. All devices used to measure stormwater flow quantity and quality shall be calibrated to ensure their accuracy.
 - (5) Structural control and other BMPs used for controlling the discharge of pollutants to the City's MS4 or to waters of the United States, shall be operated and maintained so as to function in accordance with permitted design and performance criteria and in compliance with federal, state, or local permit conditions and regulations.
 - (6) Any temporary or permanent obstruction to safe and easy access to the facility to be inspected and/or sampled shall be promptly removed by the operator at the written or oral request of the department and shall not be replaced. The costs of clearing such access shall be borne by the operator.
 - (7) Unreasonable delays in allowing the department access to a permitted facility is a violation of a stormwater discharge permit and of this article. A person who is the operator of a facility with an NPDES permit to discharge stormwater associated with industrial activity commits an offense if the person denies the department reasonable access to the permitted facility for the purpose of conducting any activity authorized or required by this article
- (b) Search warrants. The city may seek a search warrant from any court of competent jurisdiction if the city has been refused access to any part of the premises from which stormwater is discharged, and city can demonstrate probable cause to believe that:
- (1) There may be a violation of this article; or
 - (2) There is a need to inspect and/or sample as part of a routine inspection and sampling program designed to verify compliance with this article, or any order issued hereunder or to protect the overall public health, safety and welfare of the community.

Sec. 66-262. Requirement to prevent, control and reduce stormwater pollutants by the use of best management practices.

- (a) The department will establish and implement best management practices (BMPs) requirements for all activities, operations, and/or facilities within the City which may cause or contribute to pollution or contamination of stormwater, the storm drainage system, or waters of the United States.

- (b) The owner or operator of such activity, operation, or facility shall provide, at their own expense, reasonable protection from accidental discharge of prohibited materials or other wastes into the municipal storm drain system or watercourses through the use of these structural and non-structural BMPs.
- (c) Further, any person responsible for a property or premise that is, or may be, the source of an illicit discharge, may be required to implement, at said person's expense, additional structural and non- structural BMPs to prevent the further discharge of pollutants to the MS4.
- (d) Compliance with all terms and conditions of a valid state DEP issued NPDES permit authorizing the discharge of stormwater associated with commercial or industrial activity, to the maximum extent practicable, shall be deemed compliance with the provisions of this section. These BMPs shall be part of a stormwater management plan (SWMP) as necessary for compliance with requirements of the NPDES permit.
- (e) Owner, agent, and/or contractor shall not permit the accumulation of litter before, during, or after completion of any construction or demolition project.
- (f) It shall be the responsibility of the owner, agent, and/or contractor to provide litter receptacles and prevent scattering of litter on a daily basis. All litter shall be removed from construction sites not less than once a week.
- (g) No person shall place any refuse, recyclable materials, trash, garbage cans or trash bags on, upon or over any storm drain, or so close thereto as to be drawn by the elements into a storm drain, which would result in or tend to cause a blockage of any part of such storm drainage system.
- (h) It shall be the responsibility of owners or agents to keep areas free of garbage, trash, etc. the owners, agents, tenants or lessees of all property, whether improved or unimproved, including residential homes, apartment units, and businesses, shall be responsible for complying with the provisions of this chapter. The owners, agents, tenants or lessees shall be severally and jointly responsible for keeping the following areas free from garbage, solid waste, recyclable materials, and refuse at all times, exclusive of those periods immediately prior to collection, such areas to include the entire premises as well as the roadway, swale, and easement adjoining the property.
- (i) Builders, building contractors, construction tradesmen, and homeowners shall be responsible for removing all excavation, construction and demolition wastes emanating from their work, and shall use vehicles designed or outfitted so as to prevent the wastes carried therein from being blown, dropped, or spilled from such vehicles.

* * *

Sec. 66-264. Violations; enforcement and penalties.

* * *

- (g) *Civil penalties.* In the event the alleged violator fails to take the remedial measures set forth in the notice of violation or otherwise fails to cure the violations described therein within five business days, or such greater period as the department shall deem appropriate, after the department has taken one or more of the actions described above, the department may impose a penalty ~~not to exceed \$1,000.00 (depending on the severity of the violation)~~ for each day the violation remains unremedied after receipt of the notice of violation, with such penalties specifically itemized as follows:-
- (1) Failure to comply with Illicit Discharge/Illicit Connection Prohibitions shall be penalized at a rate of two hundred dollars and zero cents (\$200.00) per day per occurrence;
 - (2) Failure to comply with Illicit Discharge industrial activities and construction site requirements shall be penalized a rate of one hundred and twenty-five dollars and zero cents (\$125.00) per day per occurrence;
 - (3) Failure to comply with Illicit Discharge reporting requirements shall be penalized at a rate of one hundred and twenty-five dollars and zero cents (\$125.00) per day per occurrence;
 - (4) Failure to comply with Illicit Discharge site remediation and monitoring requirements shall be penalized at a rate of two hundred dollars and zero cents (\$200.00) per day per occurrence;
 - (5) Failure to comply with Illicit Discharge erosion and sedimentation control measures shall be penalized at a rate of fifty dollars (\$50.00) per day per occurrence.
- (h) *Criminal prosecution.* Any person that has violated or continues to violate one or more provisions of this article shall be liable to criminal prosecution to the fullest extent of the law and shall be subject to a criminal penalty of \$1,000.00 per violation per day and/or imprisonment for a period of time not to exceed 30 days.
- (i) Each act of violation and each day upon which any violation shall occur shall constitute a separate offense.

* * *

Section 3. Implementing Administrative Actions.

The City Manager, or designee, is hereby authorized and directed to implement the provisions of this Ordinance and to take any and all necessary administrative actions to include, but not be limited to, the adoption of administrative forms, policies, procedures, processes and rules.

Section 4. Codification.

The provisions of this Ordinance, including its recitals, shall become and be made a part of the *City of Bunnell Code of Ordinances* and the Sections of this Ordinance may be

renumbered or re-lettered to accomplish such intention and the word “Ordinance”, or similar words, may be changed to “Section,” “Article”, or other appropriate word; provided, however, that Sections 1, 3, 4, 5, 6, and 7 shall not be codified. The Code codifier is granted liberal authority to codify the provisions of this Ordinance.

Section 5. Conflicts.

All ordinances or part of ordinances in conflict with this Ordinance are hereby repealed to the extent of such conflict.

Section 6. Severability.

If any section, subsection, sentence, clause, phrase, or portion of this Ordinance, or application hereof, is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion or application shall be deemed a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portions thereof.

Section 7. Effective Date.

This Ordinance shall take effect immediately upon adoption.

First Reading: approved on this 24th day of November 2025.

Second Reading/Final Reading: adopted on this 8th day of December 2025.

CITY OF BUNNELL, FLORIDA

Catherine D. Robinson, Mayor

Approved as to Form:

Vose Law Firm, City Attorney

ATTEST:

Kristen Bates, MMC, City Clerk

Seal:

Business Impact Estimate Form

This Business Impact Estimate Form is provided to document compliance with and exemption from the requirements of Sec. 166.041(4), Fla. Stat. If one or more boxes are checked below under “Applicable Exemptions”, this indicates that the City of Bunnell has determined that Sec. 166.041(4), Fla. Stat., does not apply to the proposed ordinance and that a business impact estimate is not required by law. If no exemption is identified, a business impact estimate required by Sec. 166.041(4), Fla. Stat. will be provided in the “Business Impact Estimate” section below. In addition, even if one or more exemptions are identified, the City of Bunnell may nevertheless choose to provide information concerning the proposed ordinance in the “Business Impact Estimate” section below. This Business Impact Estimate Form may be revised following its initial posting.

Proposed ordinance’s title/reference:

ORDINANCE 2025-15

AN ORDINANCE OF THE CITY OF BUNNELL, FLORIDA AMENDING THE BUNNELL CODE OF ORDINANCE CHAPTER 66-UTILITIES, ARTICLE V-STORMWATER SYSTEM ILLICIT DISCHARGE AND CONNECTION; AMENDING THE STORMWATER REGULATIONS FOR ILLICIT DISCHARGE AND CONNECTION TO COMPLY WITH THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM PERMIT REQUIREMENTS FOR THE CITY’S MUNICIPAL SEPARATE STORM SEWER SYSTEMS; PROVIDING FOR LEGISLATIVE FINDINGS AND INTENT; PROVIDING FOR CONFLICTING PROVISIONS; PROVIDING FOR SEVERABILITY AND APPLICABILITY; PROVIDING FOR CODIFICATION; AND PROVIDING AN EFFECTIVE DATE.

Applicable Exemptions:

- ☐ The proposed ordinance is required for compliance with Federal or State law or regulation;
- ☐ The proposed ordinance relates to the issuance or refinancing of debt;
- ☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget;
- ☐ The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant, or other financial assistance accepted by the municipal government;
- ☐ The proposed ordinance is an emergency ordinance;
- ☐ The ordinance relates to procurement; or
- ☐ The proposed ordinance is enacted to implement the following:
 - ☐ Development orders and development permits, as those terms are defined in Section 163.3164, and development agreements, as authorized by the Florida Local Government Development Agreement Act under Sections 163.3220-163.3243, Florida Statutes;
 - ☐ Comprehensive Plan amendments and land development regulation amendments initiated by an application by a private party other than the municipality;
 - ☐ Sections 190.005 and 190.046, Florida Statutes, regarding community development districts;
 - ☐ Section 553.73, Florida Statutes, relating to the Florida Building Code; or
 - ☐ Section 633.202, Florida Statutes, relating to the Florida Fire Prevention Code.

Business Impact Estimate:

The City of Bunnell hereby publishes the following information:

- 1. A summary of the proposed ordinance (must include a statement of the public purpose, such as serving the public health, safety, morals and welfare):**

The proposed ordinance amends the City's existing Stormwater Illicit Discharge and Connection Ordinance to comply with current applicable law by updating certain definitions, requirements, and penalties for violation, as necessary for supporting public health, safety, and welfare.

- 2. An estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in the municipality, including the following, if any:**

- (a) An estimate of direct compliance costs that businesses may reasonably incur if the ordinance is enacted:**

No direct impact on private, for-profit businesses anticipated.

- (b) Identification of any new charge or fee on businesses subject to the proposed ordinance, or for which businesses will be financially responsible:**

No direct impact on private, for-profit businesses anticipated.

- (c) An estimate of the municipality's regulatory costs, including an estimate of revenues from any new charges or fees that will be imposed on businesses to cover such costs:**

No direct impact on private, for-profit businesses anticipated.

- 3. A good faith estimate of the number of businesses likely to be impacted by the ordinance:**

None

- 4. Additional information the governing body determines may be useful (if any):**

The proposed ordinance is a generally applicable ordinance that applies to all persons similarly situated (individuals as well as businesses) and, therefore, the proposed ordinance does not affect only businesses.