

#### CITY COMMISSION SPECIAL MEETING AGENDA

Tuesday, September 17, 2024 at 5:30 PM

City Commission Chambers – 105 S. 2ND Street, Flagler Beach, FL 32136

#### ALL MEETING ITEMS WILL BE CONTINUED UNTIL MEETING IS COMPLETE.

- 1. Call the meeting to order
- 2. Pledge of Allegiance followed by a moment of silence to honor our Veterans, members of the Armed Forces and First Responders

#### 3. Public Hearings

- Ordinance 2024-17, an Ordinance of the City Commission of the City of Flagler Beach, Florida, to annex property to be included within the Corporate Area and City Limits of the City of Flagler Beach; providing for the annexation of approximately 899.09 acres of property described in Exhibit "A" to this Ordinance and lying in the areas proximate to the existing City Limits of the City of Flagler Beach, Flagler County, Florida; providing for annexation in accordance with the voluntary annexation provisions of Section 171.044, Florida Statutes; providing for annexation of real property/amendment of Corporate/City Limits; providing for rights and privileges resulting from annexation upon land uses; providing for effect on ad valorem taxes; providing for effect on businesses and occupations; providing for conflicts, severability and an effective date first reading.
- <u>b.</u> Ordinance 2024-18, an Ordinance of the City Commission of the City of Flagler Beach, Florida, amending the Official Zoning Map designation for approximately 899.09 acres of certain real property; providing for severability; providing for conflicts; and providing for an effective date first reading.
- C. Ordinance 2024-19, an Ordinance of the City Commission of the City of Flagler Beach, Florida, amending the Comprehensive Plan Future Land Use Map designation for approximately 899.09 acres of certain real property; providing for severability; providing for conflicts; and providing for an effective date first reading.
- <u>d.</u> Ordinance 2024-20, an Ordinance by the City of Flagler Beach, Florida, amending the Comprehensive Plan to add a Property Rights Element; providing for conflicts, severability, and an effective date first reading.

#### 4. Adjournment

RECORD REQUIRED TO APPEAL: In accordance with Florida Statute 286.0105 if you should decide to appeal any decision the Commission makes about any matter at this meeting, you will need a record of the proceedings. You are responsible for providing this record. You may hire a court reporter to make a verbatim transcript. The City is not responsible for any mechanical failure of the recording equipment. In accordance with the Americans with Disabilities Act, persons needing assistance to participate in any of these proceedings should contact the City Clerk at (386) 517-2000 ext 233 at least 72 hours prior to the meeting. The City Commission reserves the right to request that all written material be on file with the City Clerk when the agenda item is submitted.



### City of Flagler Beach

Planning & Zoning Department P.O. Box 70 \* 800 S Daytona Ave. Flagler Beach, FL 32136 www.cityofflaglerbeach.com

To: Planning and Architectural Review Board

From: Lupita McClenning, City Planner

Re: Staff Report Voluntary Annexation

Application No. PAN 24-0002

Date: August 29, 2024

Applicant: Michael D. Chiumento, Esq.

Property Owner(s): Veranda Bay Investments, LLC

Palm Coast Intracoastal, LLC Highway 100 Commercial LLC

Site Location: East and West side of John Anderson Highway &

South of State Road 100.

Property ID #: See Legal Description attached.

**Total Acreage:** 899.09 +/- acres

In accordance with Florida Statutes 177, owners of 899.09+/- acres of property filed a petition to voluntarily annex into the City of Flagler Beach. The subject property is located south of State Road (SR) 100, and on the east and west sides of John Anderson Highway in unincorporated Flagler County. See Exhibit A.

The proposed annexation meets the criteria set forth in Subsection 171.044, Florida Statutes regarding the character of the area to be annexed, as the property sought to be annexed is reasonably compact and contiguous to the City's boundary.

The required notice of the annexation has been published once each week for 2 consecutive weeks in the local newspaper. The notice gave the ordinance number and a brief, general description of the subject property.

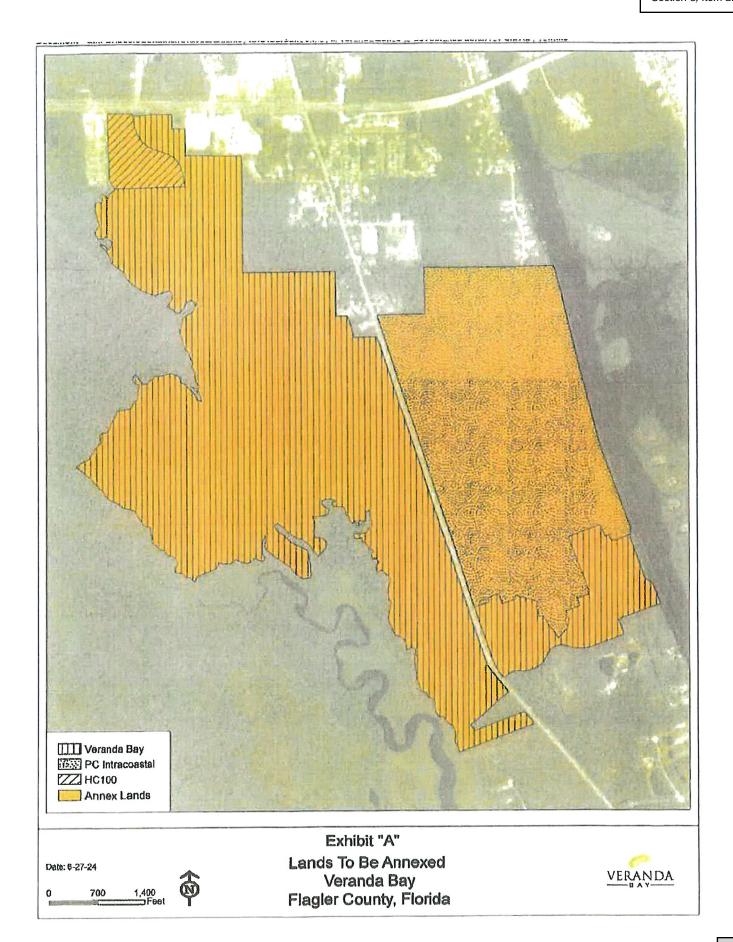
The City is taking action to expand the capacity of its potable water, wastewater and reuse and represents those facilities shall be in place and available to serve new development no later than the issuance by the City of Flagler Beach of a certificate of occupancy or its functional equivalent. See Exhibit C.

Additionally, the City of Flagler Beach currently provides water, wastewater; and through a mutual aid agreement provides police and fire services to nearby parcels in unincorporated Flagler which eliminates problems that could arise from service delivery to these areas.

In addition to the Florida Statutes 177, the proposed annexation is consistent with the goals and policies of the City's Comprehensive Plan, specifically Policy A.1.4.1 which states that the City shall investigate opportunities for annexation of commercial and value-added properties.

#### RECOMMENDATION

Based on the findings stated above, the petition for annexation meets requirements for a voluntary annexation and recommends the PARB approve the property be included within the corporate area and City limits of Flagler Beach providing for the annexation of +/- 899.09 acres.



## ORDINANCE 2024-17 ANNEXATION OF VERANDA BAY – APPLICATION NO. PAN 24-2002

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF FLAGLER BEACH, FLORIDA, TO ANNEX PROPERTY TO BE INCLUDED WITHIN THE CORPORATE AREA AND CITY LIMITS OF THE CITY OF FLAGLER BEACH; PROVIDING FOR THE ANNEXATION OF APPROXIMATELY 899.09 ACRES OF PROPERTY DESCRIBED IN EXHIBIT "A" TO THIS ORDINANCE AND LYING IN THE AREAS PROXIMATE TO THE EXISTING CITY LIMITS OF THE CITY OF FLAGLER BEACH, FLAGLER COUNTY, FLORIDA; PROVIDING FOR ANNEXATION IN **ACCORDANCE** WITH THE **VOLUNTARY ANNEXATION PROVISIONS** OF **SECTION** 171.044. **FLORIDA OF** STATUTES; **PROVIDING FOR** ANNEXATION REAL PROPERTY/AMENDMENT OF CORPORATE/CITY LIMITS: PROVIDING FOR RIGHTS AND PRIVILEGES RESULTING FROM ANNEXATION UPON LAND USES; PROVIDING FOR EFFECT ON A VALOREM TAXES; PROVIDING FOR EFFECT ON BUSINESSES AND OCCUPATIONS: PROVIDING FOR EFFECT ON BUSINESSES AND OCCUPATIONS; PROVIDING FOR CONFLICTS, SEVERABILITY AND AN EFFECTIVE DATE

WHEREAS, a Petition for Annexation has been filed with the City Clerk of the City of Flagler Beach, Florida, which petition contains the names of the property owners of the area described in this Ordinance in Exhibit "A" and depicted in Exhibit "B", and requests annexation into the incorporated area and City Limits of the City of Flagler Beach, Florida; and

**WHEREAS,** the City's staff has certified that the property owners have signed the petition for Annexation; and

WHEREAS, the City Commission hereby finds that the property described hereinafter is reasonably compact and contiguous to the corporate areas of the City of Flagler Beach, Florida, and it is further determined that the annexation of said property will not result in the creation of any enclaves, and it is further determined that the property otherwise fully complies with the requirements of State law; and

WHEREAS, the City of Flagler Beach, Florida, is in a position to provide municipal services to the property described herein, and the City Commission of the City of Flagler Beach, Florida, deems it in the best interest of the City to accept said Petition for Annexation and to annex said property; and

WHEREAS, pursuant to, and in compliance with the law, notice has been given by publication once a week for two consecutive weeks in a newspaper of general circulation notifying the public of this proposed Ordinance and of public hearings to be held at City Hall in the City of Flagler Beach, see the affidavit of publication, attached hereto and incorporated herein as Exhibit "C"; and

WHEREAS, the provisions of this ordinance and the actions taken herein are consistent with the City's Comprehensive Plan and State law; and

WHEREAS, public hearings were held pursuant to the requirements of State law and in conformity with the published notice described above at which hearings the parties in interest and all others had an opportunity to be, and were in fact, heard; and

**WHEREAS,** it is the City's best interest to annex property which provides economic and other benefits to the City wherever possible.

# NOW, THEREFORE, IT IS HEREBY ORDAINED BY THE CITY OF FLAGLER BEACH, FLORIDA:

#### SECTION 1. LEGISLATIVE AND ADMINISTRATIVE FINDINGS.

- (a) The property that is the subject of this Ordinance and the Petition for Annexation is described in Exhibit "A" and depicted in Exhibit "B" in Section 2 of this Ordinance.
- (b) The above recitals (whereas clauses) are hereby adopted as the legislative and administrative findings of the City Commission of the City of Flagler Beach. The City Commission of the City of Flagler Beach finds and determines that there is competent substantial evidence to support the findings and determinations made in this Section.
- (c) The City Commission of the City of Flagler Beach adopts as legislative and administrative findings the fact that the land area described in Section 2 of this Ordinance (hereinafter referred to as the "Area") is reasonably compact and contiguous to the present Corporate limits of the City of Flagler Beach, and that no part of the Area is within the boundary of another municipality or the County in any manner or configuration that would contravene the provisions of Florida law or be contrary to sound and generally accepted land use planning practices and principles. The City Commission of the City of Flagler Beach finds that the

annexation of the Area does not create and enclave and that the Area otherwise fully meets the criteria established in Chapter 171, *Florida Statutes*.

- (d) The City Commission of the City of Flagler Beach has applied the laws of the State of Florida, Chapter 171, Florida Statutes, as well as the case law analyzing, construing and applying said statutory provisions, and the legislative intent pertaining to said statutory provisions as set forth in legislative reports. Further in compliance with Section 171.044, *Florida Statutes*, the City of Flagler Beach published the notice of annexation in the Daytona Beach News Journal once each week for two consecutive weeks as evidenced by the affidavit of publication attached hereto and incorporated herein as Exhibit "C".
- (e) The City Commission of the City of Flagler Beach finds and determines that there is competent substantial evidence to support the findings and determinations made in this Section and that no other action of the City is required to fully implement an annexation of the Area as set forth herein.

SECTION 2. ANNEXATION OF PROPERTY/AMENDMENT OF CORPORATE/CITY LIMITS. The lands described in Exhibit "A" and shown on the map in Exhibit "B" attached hereto ("Area") be and they are hereby annexed to and included within the corporate limits of the City of Flagler Beach, Florida.

# SECTION 3. RIGHTS AND PRIVILEGES RESULTING FROM ANNEXATION/EFFECT OF ANNEXATION UPON LAND USES.

- (a) Upon this Ordinance becoming effective, the property owner shall be entitled to all the rights and privileges and immunities as are form time to time granted to property owners of the City of Flagler Beach, Florida, as further provided in Chapter 171, *Florida Statutes*, and shall further be subject to the responsibilities of ownership as may from time to time be determined by the City Commission of the City of Flagler Beach, Florida, and the provisions of Chapter 171, *Florida Statutes*.
- (b) Upon annexation, the Area shall retain the zoning classification established by the Land Development Code of Flagler County, the land development approvals granted by Flagler County, and a land use designation as assigned by the Flagler County Comprehensive Plan in accordance with the provisions of Section 171.062, *Florida Statutes*, until otherwise changed or

amended by an appropriate ordinance or by a number of ordinances as may be enacted by the City Commission of the City of Flagler Beach, Florida.

**SECTION 4. EFFECT ON AD VALOREM TAXES.** All property lying within the boundaries of the Corporate/City Limits of the City of Flagler Beach, Florida as hereby revised, shall hereafter be assessed for payment of municipal ad valorem taxes pursuant to law.

SECTION 5. EFFECTIVE ON BUSINESSES AND OCCUPATIONS. All persons who are lawfully engaged in any occupation, business, trade or profession, within the Area upon the effective date of this Ordinance, under a valid license or permit issued by Flagler County, Florida, shall have the right to continue such occupation, business, trade or profession within the corporate limits of the City of Flagler Beach, as revised, upon the securing of a valid business tax receipt from the City of Flagler Beach, which receipt shall be issued upon payment of the appropriate fee there, without the necessity of taking or passing any additional examination or test relating to the qualifications of such licenses.

**SECTION 6. CONFLICTS.** All ordinances or parts of ordinances in conflict with this Ordinance are hereby repealed.

SECTION 7. SEVERABILITY. It is hereby declared to be the intention of the City Commission that the sections, paragraphs, sentences, clauses and phrases of this Ordinance are servable, and if any phrase, clause, sentence, paragraph or section of this Ordinance shall be declared unconstitutional by the valid judgment or decree of a court of competent jurisdiction, such constitutionality shall not affect any of the remaining phrases, clauses, sentences, paragraphs and sections of this Ordinance.

**SECTION 8. EFFECTIVE DATE.** This Ordinance shall become effective immediately upon adoption by the City Commission of the City of Flagler Beach, Florida, and pursuant to the City Charter.

**APPROVED** on First Reading the 12<sup>th</sup> day of September 2024.

**ADOPTED** on Second Reading after due public notice and public hearing this 24<sup>th</sup> day of October 2024.

ATTEST:

CITY OF FLAGLER BEACH, FLORIDA CITY COMMISSION

CITY CLERK

Patti King, Mayor

APPROVED AS TO FORM AND LEGALITY:

DREW SMITH, CITY ATTORNEY

Attachments: Exhibit "A" - Legal Description of Annexation Area

Exhibit "B" – Depiction of Annexation Area Exhibit "C" – Affidavit of Publication

#### **EXHIBIT "A"**



# City of Flagler Beach PO Box 70 105 South 2<sup>nd</sup> Street Flagler Beach, Florida 32136 Phone (386) 517-2000. Fax (386) 517-2008

#### PETITION FOR VOLUNTARY LAND ANNEXATION

PLEASE TYPE OR FRINT THE FOLLOWING INFORMATION:					
Palm Coast Intracoastal, LLC, Veranda Bay Investments, LLC & Highway 100 Commercial, LLC  OWNER'S NAME: PHONE: 386-445-8900 ext 102					
ADDRESS:  See attached legal description  I/We the undersigned state that I/We am/are the sole owner(s) of the property described as (Provide Legal Description of Property):  See attached legal description					
Whereas, the land is situated in the County of Flagler and the State of Florida and  Whereas, on information and belief, the above-named property is either partially within or contiguous to the City of Flagler Beach, Flagler County, Florida,					
Whereas, the property us reasonably compact  Therefore, the undersigned Owner(s) request(s) that the above Commission of the City of Flagler Beach  Palm Coast Intracoastal, LLC	ve-described property be annexed to the City of Flagler Beach by the City  Veranda Bay Investments, LLC				
Signature of Owner one (1)  Subscribed and Swom to (or affirmed) before the officer of Commission of Fig. 20 24.  Who is personally known to me or has produced the officer of Fiorities.  And the officer of Fiorities of Fiorities of Fiorities of Fiorities of Fiorities.  And the officer of Fiorities of Fiorities of Fiorities of Fiorities.  And the officer of Fiorities of Fiorities of Fiorities of Fiorities of Fiorities.  And the officer of Commission Number & Bxpiration  Other Public of Owner one (1)  Subscribed and Swom to (or affirmed) before the officer of Fiorities of	Signature of Owner two (2)  Subscribed and Sworn to (or affirmed) before me by  William G. Allen, Sr., as Manager  This 13 day of Aug 20 24  Who is personally known to me or has produced as identification.  1991 11 5091 2001  Commission Number & Expiration  Notary Public				

Petition for Voluntary Land Annexation

Cresied 12/09/2003

Highway 100 Commercial, LLC Highway 100 Commercial, LLC Signature of Owner four (4) Signature of Owner three (3) Subscribed and Sworn to (or affirmed) before me by Subscribed and Sworn to (or affirmed) before me by Michelle Chira, as Trustee of the Michelle Chira Revocable Trust, as Manager of Highway 100 Commercial, LLC Mary L. Demetree as Trustee of the Mary L. Demetree Revocable Trust, as Manager of Highway 100 Commercial, LLC This 13th day of August 2024 day of August 20 24 Who is personally known to me or has produced Who is personally known to me or has produced as identification. as identification. 44489042 EXP. 62.05,28 Commission Number & Expiration Commission Number & Expiration Nothry Public Notary Public

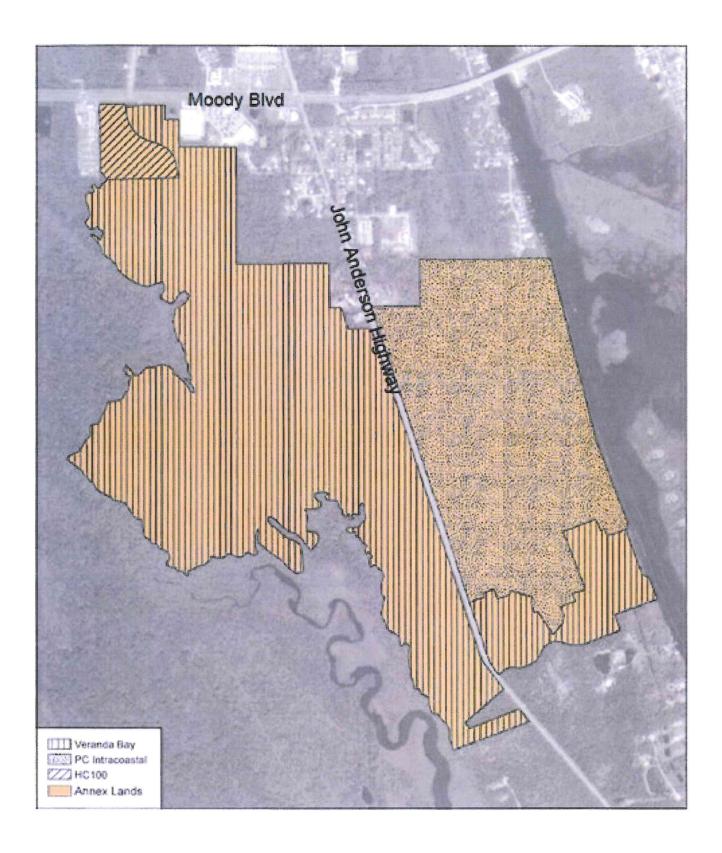
> Notary Public State of Florida Dawn Harris My Commission HH 489042 Expires 2/5/2028

> > Created 12/09/2003

Highway 100 Commercial, LLC	Highway 100 Commercial, LLC
Signature of Owner/three (3)  Subscribed and Sworn to (or affirmed) before me by  Mary L. Demetree as Trustee of the Mary L. Demetree Revocable Trust, as Manager of Highway 100 Commercial, LLC	Signature of Owner four (4)  Subscribed and Sworn to (or affirmed) before me by  Michelle Chira, as Trustee of the Michelle Chira Revocable Trust, as  Manager of Highway 100 Commercial, LLC
This 20 day of August 20 24. Who is personally known to me of has produced as identification.	This day of August, 2024 Who is personally known to me or has produced as identification.
Tesusa Cantain	Commission Number & Expiration
Notary Public	Notary Public



#### **EXHIBIT "B"**



#### **EXHIBIT "C"**

# NEWS-JOURNAL PO Box 631244 Cincinnati, OH 45263-1244

#### **AFFIDAVIT OF PUBLICATION**

Penny Overstreet City Of Flagler - Legal Po Box 70 Flagler Beach FL 32136-0070

#### STATE OF WISCONSIN, COUNTY OF BROWN

Before the undersigned authority personally appeared, who on oath says that he or she is the Legal Coordinator of The News-Journal, published in Volusia and Flagler Counties, Florida; that the attached copy of advertisement, being a Classified Legal CLEGL, was published on the publicly accessible website of Volusia and Flagler Counties, Florida, or in a newspaper by print in the issues of, on:

08/25/2024, 09/01/2024

Affiant further says that the website or newspaper complies with all legal requirements for publication in chapter 50, Florida Statutes.

Subscribed and sworn to before me, by the legal clerk, who is personally known to me, on 09/01/2024

Legal Clerk

Notary, State of WI, County of Brown

My commission expires

**Publication Cost:** 

\$2171.60

Tax Amount:

\$0.00

Payment Cost:

\$2171.60

Order No:

10497563

# of Copies:

Customer No:

464924

77

PO #:

THIS IS NOT AN INVOICE!

Please do not use this form for payment remittance.

KAITLYN FELTY Notary Public State of Wisconsin

## CITY OF FLAGLER BEACH NOTICE OF PUBLIC HEARING

The City Commission proposes to adopt Ordinance No. 2024-17 Entitled:

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF FLAGLER BEACH, FLORIDA, TO ANNEX PROPERTY TO BE INCLUDED WITHIN THE CORPORATE AREA AND CITY LIMITS OF THE CITY OF FLAGLER BEACH; PROVIDING FOR THE ANNEXATION OF APPROXIMATELY 899.09 ACRES OF PROPERTY DESCRIBED IN EXHIBIT "A" TO THIS ORDINANCE AND LYING IN THE AREAS PROXIMATE TO THE EXISTING CITY LIMITS OF THE CITY OF FLAGLER BEACH, FLAGLER COUNTY, FLORIDA; PROVIDING FOR ANNEXATION IN ACCORDANCE WITH THE VOLUNTARY ANNEXATION PROVISIONS OF SECTION 171.044, FLORIDA STATUTES; PROVIDING FOR ANNEXATION OF REAL PROPERTY/AMENDMENT OF CORPORATE/CITY LIMITS; PROVIDING FOR RIGHTS AND PRIVILEGES RESULTING FROM ANNEXATION UPON LAND USES; PROVIDING FOR EFFECT ON AD VALOREM TAXES; PROVIDING FOR EFFECT ON BUSINESSES AND OCCUPATIONS; PROVIDING FOR EFFECT ON BUSINESSES AND OCCUPATIONS; PROVIDING FOR CONFLICTS, SEVERABILITY AND AN EFFECTIVE DATE

This notice is pursuant to the provisions of Chapter 166 and 171, Florida Statutes, and the Charter and Ordinances of the City of Flagler Beach, Florida as amended and supplemented. Subject annexation meets the statutory criteria for annexation as established in Chapter 171, Florida Statutes.

PUBLIC HEARINGS ARE SCHEDULED TO BE HELD AT CITY HALL, 105 S. 2ND STREET, FLAGLER BEACH, FLORIDA AS FOLLOWS:

PLANNING AND ARCHITECTURAL REVIEW BOARD: TUESDAY, SEPTEMBER 3, 2024 AT 5:30 P.M.

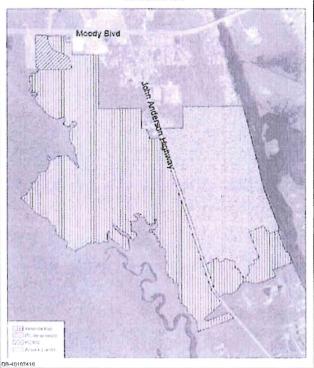
1ST READING: CITY COMMISSION: TUESDAY, SEPTEMBER 17, 2024 AT 5:30 P.M. OR AS SOON THEREAFTER AS POSSIBLE.

2ND READING: CITY COMMISSION: THURSDAY, OCTOBER 24, 2024 AT 5:30 P.M. OR AS SOON THEREAFTER AS POSSIBLE.

Copies of the proposed Ordinance and legal description of the property by metes and bounds are available and may be obtained from the office of the City Clerk at 386-517-2000 Ext. 233.

Persons are advised that, if they decide to appeal any decision made at these meetings/hearings, they will need a record of the proceedings and for such purpose, they may need to ensure that a verbalim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based, per Section 266,0105, Florida Statutes, in accordance with the Americans with Disabilities Act, persons needing assistance to participate in any of these proceedings should contact the City Clerk's Office at 386-517-2000 Ext, 233 at least 48 hours prior to the meeting.

#### LOCATION MAP





# City of Flagler Beach PO Box 70 105 South 2<sup>nd</sup> Street Flagler Beach, Florida 32136 Phone (386) 517-2000. Fax (386) 517-2008

PETITION FOR VOLUNTARY LAND ANNEXATION				
PLEASE TYPE OR FRINT THE FOLLOWING INFORMATION:				
Palm Coast Intracoastal, LLC, Veranda Bay Investments, LLC & Highway 100 Commercial, LLC  OWNER'S NAME: PHONE: 386-445-8900 ext 102				
ADDRESS: See attached legal description				
I/We the undersigned state that I/We am/are the sole owner(s) of the property described as (Provide Legal Description of Property):  See attached legal description				
200 Zudenieu (ogui deputiption				
SUBDI	VISIONLOTBLOCK			
Whereas, the land is situated in the County of Fiagler and the State of Florida and				
Whereas, on information and belief, the above-named property is either partially within or contiguous to the City of Flagler Beach, Flagler County, Florida,				
Whereas, the property us reasonably compact				
Therefore, the undersigned Owner(s) request(s) that the above-described property be annexed to the City of Flagler Beach by the City Commission of the City of Flagler Beach				
Palm Coast Intracoastal, LLC	Verenda Bay Investments, LLC			
Signature of Owner one (1)	Signature of Owner two (2) Subscribed and Sworn to (or affirmed) before me by William G. Allen, Sr., as Manager  This 13 day of Aug 20 24			
Subscribed and Swom to (or affirmed) before me by units	Subscribed and Sworn to (or affirmed) before me by  William G. Allen, Sr., as Manager			
William G. Allen, Jr., as Manager  Notary  Notary  Notary	William G. Allen, Sr., as Manager			
Who is personally known to me or has produced.	This 13 day of Aug 20 24. Who is personally known to me or has produced as identification			
THE NAVIDE Commission Number & Expiration  Commission Number & Barbaration  Commission Number & Barbaration	1991ALY DOST 10 01 2027 Commission Number & Expiration			
Notary Public	Notary Public			

Petition for Voluntary Land Annexation

Created 12/09/2003

Highway 100 Commercial, Ll	_C
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Highway 100 Commercial, LLC

Signature of Owner three (3)

Subscribed and Sworn to (or affirmed) before me by

Mary L. Demetree as Trustee of the Mary L. Demetree Revocable Trust as Manager of Highway 100 Commercial, LLC

day of August 20 24

Who is personally known to me or has produced

as identification.

Commission Number & Expiration

Notary Public

Signature of Owner four (4)

Subscribed and Sworn to (or affirmed) before me by Michelle Chira, as Trustee of the Michelle Chira Revocable Trust, as Manager of Highway 100 Commercial, LLC

This 13th day of August 2024

Who is personally known to me or has produced

as identification.

HH489042 EXP. 62.05,28

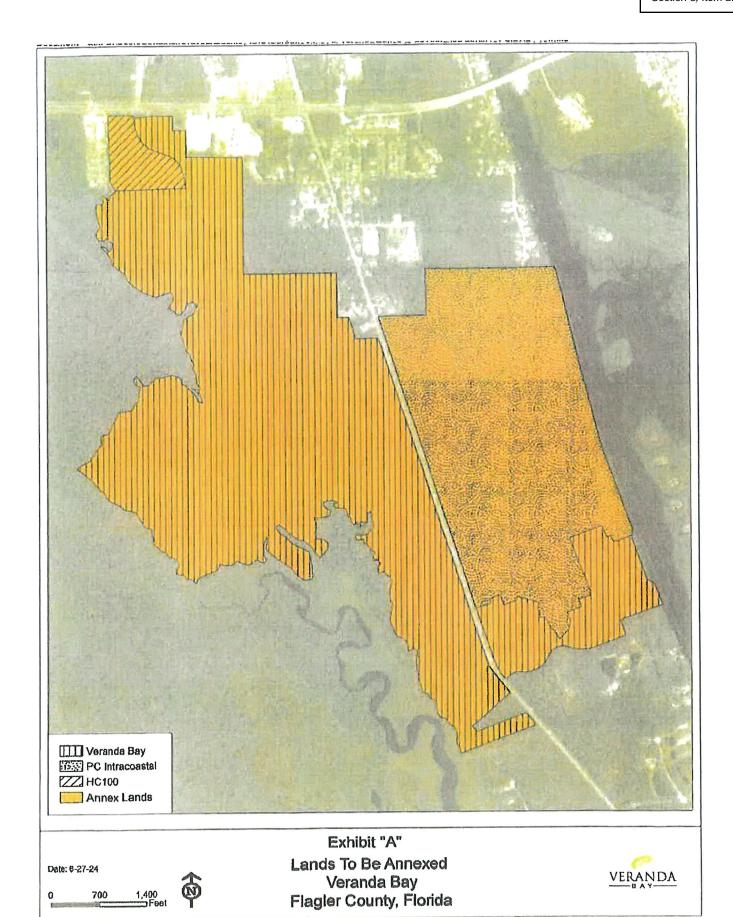
Commission Number & Expiration

Notary Public

Notary Public State of Florida Dawn Harris
My Commission HH 489042
Expires 2/5/2028

Highway 100 Commercial, LLC	Highway 100 Commercial, LLC
Signature of Owner/three (3)  Subscribed and Sworn to (or affirmed) before me by  Mary L. Demelree as Trustee of the Mary L. Demelree Revocable Trust, as Manager of Highway 100 Commercial, LLC	Signature of Owner four (4)  Subscribed and Sworn to (or affirmed) before me by  Michelle Chira, as Trustee of the Michelle Chira Revocable Trust, as  Manager of Highway 100 Commercial, LLC
This 20 day of August 20 24. Who is personally known to me of has produced as identification.	This day of August, 2024 Who is personally known to me or has produced as identification.
Commission Number & Expiration	Commission Number & Expiration
Tessica Canteli.	Notary Public

JESSICA SANTOLI
Notary Public-State of Florida
Commission # HH 567098
My Commission Expires
July 01, 2028



#### **EXHIBIT "A-1"**

#### PROPERTIES OWNED BY PALM COAST INTRACOASTAL, LLC

## LEGAL DESCRIPTION ANNEXATION

TRACTS 1A-A, 1A-1, 1A-2, 1A-3, 1A-4, 1A-5, 1A-6, 1A-7, 1A-8, 1A-9, 1A-10, 1A-11, 1A-12, AND 1A-13, ALL LOCATED WITHIN THE SUBDIVISION PLAT OF **VERANDA BAY PHASE 1A**, AS RECORDED IN PLAT BOOK 40, PAGES 59 THROUGH 64, OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA.

#### TOGETHER WITH:

LOTS 144, 147, 148, 149, 150, 154, 157, 158, 159, 164, 165, 175, 176, 178, 180, 181, 182, 183, 186, 189, 190 AND 191, <u>TOGETHER WITH</u> TRACTS 1B-1 AND 1B-2, ALL LOCATED WITHIN THE SUBDIVISION PLAT OF **VERANDA BAY PHASE 1B**, AS RECORDED IN PLAT BOOK 41, PAGES 11 THROUGH 15, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA.

#### ALSO, TOGETHER WITH:

LOTS 123 THROUGH 143 AND LOTS 198 THROUGH 211, <u>TOGETHER WITH</u> TRACTS 1C-1, 1C-3, 1C-4, AND 1C-6, ALL LOCATED WITHIN THE SUBDIVISION PLAT OF **VERANDA BAY PHASE 1C**, AS RECORDED IN PLAT BOOK 41, PAGES 16 THROUGH 20, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA.

ALSO, TOGETHER WITH: TRACTS 2A-1 THROUGH 2A-22 AND TRACT 2A-B, ALL LOCATED WITHIN THE SUBDIVISION PLAT OF VERANDA BAY PHASE 2A, AS RECORDED IN PLAT BOOK 40, PAGES 65 THROUGH 70, OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA.

ALSO, TOGETHER WITH: PHASE 2B - PRELIMINARY PLAT OF VERANDA BAY, DESCRIBED AS FOLLOWS: A PORTION OF SECTIONS 13 AND 38, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201 AND A 100 FOOT RIGHT OF WAY) AND THE NORTH LINE OF SAID SECTION 38; THENCE SOUTH 18°10'14" EAST ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 331.23 FEET; THENCE NORTH 71°49'46" EAST, DEPARTING FROM SAID RIGHT OF WAY LINE, A DISTANCE OF 400.00 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE NORTH 71°49'46" EAST, A DISTANCE OF 370.00 FEET; THENCE NORTH 18°10'14" WEST, A DISTANCE OF 325.00 FEET; THENCE NORTH 71°49'46" EAST, A DISTANCE OF 50.00 FEET; THENCE NORTH 18°10'14" WEST, A DISTANCE OF 20.01 FEET TO THE POINT OF CURVE OF A CURVE CONCAVE TO THE EAST AND HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 11°32'14"; THENCE NORTHERLY ALONG SAID CURVE AN ARC DISTANCE OF 5.03 FEET AND SUBTENDED BY A CHORD BEARING OF NORTH 12°24'08" WEST AND A CHORD DISTANCE OF 5.03 FEET TO A POINT ON SAID CURVE; THENCE NORTH 71°49'46" EAST, A DISTANCE OF 119.51 FEET; THENCE SOUTH 18°10'14" EAST, A DISTANCE OF 809.38 FEET; THENCE SOUTH 01°32'26" EAST, A DISTANCE OF 49.29 FEET; THENCE SOUTH 88°27'34" WEST, A DISTANCE OF 140.00 FEET; THENCE SOUTH 01°32'26" EAST, A DISTANCE OF 20.00 FEET; THENCE NORTH 88°27'34"

EAST, A DISTANCE 140.00 FEET; THENCE SOUTH 01°32'26" EAST, A DISTANCE OF 384.95 FEET; SOUTH 18°10'14" EAST, A DISTANCE OF 935.73 FEET; THENCE SOUTH 71°49'46" WEST, A DISTANCE OF 140.00 FEET; THENCE SOUTH 18°10'14" EAST, A DISTANCE OF 20.00 FEET; THENCE NORTH 71°49'46" EAST, A DISTANCE OF 140.00 FEET; THENCE SOUTH 18°10'14" EAST, A DISTANCE OF 24.44 FEET TO THE POINT OF CURVE OF A CURVE CONCAVE TO THE WEST AND HAVING A RADIUS OF 365.00 FEET AND A CENTRAL ANGLE OF 34°46′50"; THENCE SOUTHERLY ALONG SAID CURVE AN ARC DISTANCE OF 221.57 FEET AND SUBTENDED BY CHORD BEARING OF SOUTH 00°46'49" EAST AND A CHORD DISTANCE OF 218.18 FEET TO A POINT ON SAID CURVE; THENCE S 16°36'36" W, A DISTANCE OF 18.72 FEET: THENCE NORTH 73°23'24" WEST, A DISTANCE OF 139.49 FEET TO A POINT ON A CURVE OF A CURVE CONCAVE TO THE EAST AND HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 11°32'13"; THENCE NORTHERLY ALONG SAID CURVE AN ARC DISTANCE OF 5.03 FEET AND SUBTENDED BY A CHORD BEARING OF NORTH 10°50'29" EAST AND A CHORD DISTANCE OF 5.03 FEET TO A POINT ON SAID CURVE; THENCE NORTH 73°28'41" WEST, A DISTANCE OF 50.00 FEET TO A POINT ON A CURVE OF A CURVE CONCAVE TO THE NORTHWEST AND HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 12°16'44"; THENCE SOUTHWESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 5.36 FEET AND SUBTENDED BY A CHORD BEARING OF SOUTH 22°44′58" WEST AND A CHORD DISTANCE OF 5.35 FEET TO A POINT ON A CURVE OF A CURVE CONCAVE TO THE SOUTH AND HAVING A RADIUS OF 495.00 AND A CENTRAL ANGLE OF 16°23'29"; THENCE WESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 141.61 FEET AND SUBTENDED BY A CHORD BEARING OF NORTH 79°46'17" WEST AND A CHORD DISTANCE OF 141.13 FEET TO A POINT ON SAID CURVE; THENCE NORTH 02°02'07" EAST, A DISTANCE OF 77.22 FEET; THENCE NORTH 18°10'14" WEST, A DISTANCE OF 50.30 FEET; THENCE SOUTH 71°49'46" WEST, A DISTANCE OF 80.00 FEET; THENCE NORTH 18°10'14" WEST, A DISTANCE OF 1800.00 FEET TO THE POINT OF BEGINNING. CONTAINING 21.82 ACRES, MORE OR

ALSO, TOGETHER WITH: PHASE 2C - PRELIMINARY PLAT OF VERANDA BAY, DESCRIBED AS FOLLOWS: A PORTION OF SECTION 38, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201 AND A 100 FOOT RIGHT OF WAY) AND THE NORTH LINE OF SAID SECTION 38; THENCE SOUTH 18°10'14" EAST ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 331.23 FEET TO THE POINT OF BEGINNING; THENCE NORTH 71°49'46" EAST, DEPARTING FROM SAID RIGHT OF WAY LINE, A DISTANCE OF 400.00 FEET; THENCE SOUTH 18°10'14" EAST, A DISTANCE OF 1906.48 FEET TO A POINT ON A CURVE OF A CURVE CONCAVE TO THE SOUTH AND HAVING A RADIUS OF 495.00 FEET AND A CENTRAL ANGLE OF 14°32′52"; THENCE WESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 125,68 FEET AND SUBTENDED BY A CHORD BEARING OF SOUTH 78°18'07" WEST AND A CHORD DISTANCE OF 125.35 FEET TO A POINT OF A CURVE OF A CURVE CONCAVE TO THE NORTHEAST AND HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 10°55'26"; THENCE NORTHWESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 4.77 FEET AND SUBTENDED BY A CHORD BEARING OF NORTH 23°37'58" WEST AND A CHORD DISTANCE OF 4.76 FEET; THENCE; THENCE SOUTH 72°11'12" WEST, A DISTANCE OF 50.00 FEET; THENCE NORTH 18°10'14' WEST, A DISTANCE OF 87.31 FEET; THENCE SOUTH 71°49'46" WEST, A DISTANCE OF 225.00 FEET TO THE INTERSECTION WITH THE AFOREMENTIONED EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY; THENCE NORTH 18°10'14" WEST, ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 1800.00 FEET TO THE POINT OF BEGINNING. CONTAINING 16.91 ACRES, MORE OR LESS

#### **EXHIBIT "A-2"**

#### PROPERTIES OWNED BY VERANDA BAY INVESTMENTS, LLC

## LEGAL DESCRIPTION ANNEXATION

#### WEST SIDE OF JOHN ANDERSON HIGHWAY

A PORTION OF LOTS 1, 3, 7, 8 AND 9, AND ALL OF LOTS 4, 10, 11 AND 12, BLOCK C, BUNNELL DEVELOPMENT COMPANY'S LAND AS RECORDED IN PLAT BOOK 1, PAGE 1, IN THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA, TOGETHER WITH A PORTION OF GOVERNMENT SECTION 14, 38, AND 39, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, SITUATED IN GOVERNMENT SECTIONS 11, 14, 38 AND 39, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201) AND THE NORTH LINE OF SAID SECTION 38-12-31; THENCE SOUTH 71°47'17" WEST, A DISTANCE OF 100.00 FEET TO A POINT ON THE WEST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201), ALSO BEING THE POINT OF BEGINNING; THENCE ALONG SAID WEST RIGHT OF WAY LINE THE FOLLOWING THREE COURSES: SOUTH 18°10'26" EAST, A DISTANCE OF 3,184.36 FEET TO A POINT OF CURVATURE OF A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 1,196.28 FEET, A CENTRAL ANGLE OF 22°09'26" AND A CHORD DISTANCE OF 459.74 FEET WHICH BEARS SOUTH 29°14'21" EAST; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 462.62 FEET: THENCE SOUTH 40°21'41" EAST, A DISTANCE OF 776.28 FEET; THENCE DEPARTING SAID WEST RIGHT OF WAY LINE SOUTH 69°18'47" WEST, A DISTANCE OF 1,433.82 FEET, THENCE NORTH 20°41'22" WEST, A DISTANCE OF 995.98 FEET, THENCE NORTH 24°04'44" WEST, A DISTANCE OF 1,618.01 FEET; THENCE NORTH 86°17'06" WEST, A DISTANCE OF 2,604.28 FEET; THENCE NORTH 60°37'10" WEST, A DISTANCE OF 341.50 FEET; THENCE NORTH 43°23'02" WEST, A DISTANCE OF 2,172.87 FEET, THENCE NORTH 30°47'31" EAST, A DISTANCE OF 1,526.35 FEET; THENCE NORTH 45°31'15" EAST, A DISTANCE OF 902.38 FEET; THENCE NORTH 40°14'18" WEST, A DISTANCE OF 1,732.75 FEET; THENCE NORTH 06°10'40" WEST, A DISTANCE OF 189.68 FEET; THENCE NORTH 00°15'33" WEST, A DISTANCE OF 614.90 FEET; THENCE NORTH 88°32′16" EAST, A DISTANCE OF 257.93 FEET; THENCE NORTH 01°27'08" WEST, A DISTANCE OF 1,087.72 FEET TO A POINT ON THE SOUTH LINE OF STATE ROAD NO. 100; THENCE ALONG SAID SOUTH RIGHT OF WAY LINE SOUTH 89°29'03" EAST A DISTANCE OF 959.81 FEET; THENCE DEPARTING SAID SOUTH RIGHT OF WAY LINE SOUTH 00°30'57" WEST, A DISTANCE OF 210.00 FEET; THENCE SOUTH 89°29'03" EAST, A DISTANCE OF 210.00 FEET; THENCE SOUTH 00°30'57" WEST, A DISTANCE OF 389.92 FEET; THENCE SOUTH 89°28'38" EAST, A DISTANCE OF 822.42 FEET; THENCE SOUTH 00°06'48" EAST, A DISTANCE OF 1,704.61 FEET; THENCE NORTH 88°51'12"EAST, A DISTANCE OF 1,350.55 FEET; THENCE SOUTH 01°10'32" EAST, A DISTANCE OF 660.84 FEET; THENCE NORTH 88°37'17" EAST, A DISTANCE OF 158.75 FEET; THENCE SOUTH 18°14'40" EAST, A DISTANCE OF 330.09 FEET; THENCE NORTH 88°50'11" EAST, A DISTANCE OF 330.04 FEET TO A POINT ON THE WEST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201); THENCE ALONG SAID RIGHT OF WAY LINE SOUTH 18°15'00" EAST, A DISTANCE OF 1,788.60 FEET TO THE POINT OF BEGINNING.

#### TOGETHER WITH:

#### EAST SIDE OF JOHN ANDERSON HIGHWAY

A PORTION OF SECTIONS 13, 14 AND 38, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201) AND THE NORTH LINE OF SAID SECTION 38-12-31; THENCE ALONG SAID EAST RIGHT-OF-WAY LINE NORTH 18°15'00" WEST, A DISTANCE OF 2,087.53 FEET; THENCE DEPARTING SAID EAST RIGHT OF WAY LINE NORTH 88°47'52" EAST, A DISTANCE OF 710.35 FEET TO A POINT ON THE WEST LINE OF SECTION 13-12-31; THENCE ALONG SAID WEST SECTION LINE NORTH 01°13'40" WEST, A DISTANCE OF 661.23 FEET TO A POINT ON THE NORTH LINE OF SECTION 13-21-31; THENCE ALONG SAID NORTH SECTION LINE NORTH 88°36'18" EAST, A DISTANCE OF 1,890.40 FEET TO THE POINT ON THE WEST RIGHT OF WAY LINE OF FLORIDA INTRACOASTAL WATERWAY; THENCE ALONG SAID WEST RIGHT OF WAY LINE THE FOLLOWING TWO COURSES: SOUTH 13°59'25" EAST, A DISTANCE OF 2,750.14 FEET; THENCE SOUTH 21°17'55" EAST, A DISTANCE OF 1,265.83 FEET; THENCE DEPARTING SAID WEST RIGHT OF WAY LINE AND ALONG A WESTERLY LINE OF THE HISTORIC CHANNEL OF HAW LOVER CREEK, SOUTH 03°54'35" WEST, A DISTANCE OF 148.38 FEET; THENCE SOUTH 19°27'08" EAST, A DISTANCE OF 643.95 FEET; THENCE SOUTH 68°38'53" EAST, A DISTANCE OF 113.53 FEET TO A POINT ON THE AFORESAID INTRACOASTAL RIGHT OF WAY, THENCE SOUTH 21°17'55" EAST, A DISTANCE OF 647.80 FEET; THENCE DEPARTING SAID RIGHT OF WAY SOUTH 69°10'09" WEST, A DISTANCE OF 2,520.12 FEET TO A POINT ON THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201); THENCE ALONG SAID EAST RIGHT OF WAY LINE THE FOLLOWING THREE COURSES: NORTH 40°21'41" WEST, A DISTANCE OF 74.31 FEET TO A POINT OF CURVATURE OF A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 1,095.28 FEET, A CENTRAL ANGLE OF 22°09'21" AND A CHORD DISTANCE OF 421.29 FEET WHICH BEARS NORTH 29°14′17" WEST; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 423.92 FEET; THENCE NORTH 18°10'26" WEST, A DISTANCE OF 3,184.44 FEET TO THE POINT OF BEGINNING.

FORMERLY KNOWN AS GARDENS AT HAMMOCK BEACH, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 35, PAGES 80 THROUGH 100, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA.

#### ALSO, TOGETHER WITH:

TRACTS 1C-2 AND 1C-5, BOTH LOCATED WITHIN THE SUBDIVISION PLAT OF VERANDA BAY PHASE 1C, AS RECORDED IN PLAT BOOK 41, PAGES 16 THROUGH 20, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA. CONTAINING 3.23 ACRES, MORE OR LESS.

#### ALSO, TOGETHER WITH:

TRACT 2A-A (FUTURE DEVELOPMENT TRACT) OF THE SUBDIVISION PLAT OF VERANDA BAY PHASE 2A, AS RECORDED IN PLAT BOOK 40, PAGES 65 THROUGH 70, OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA. CONTAINING 22.64 ACRES, MORE OR LESS.

#### ALSO, TOGETHER WITH:

TRACT 2B-5 (IDENTIFIED AS FUTURE DEVELOPMENT TRACT) OF PHASE 2B - PRELIMINARY PLAT OF VERANDA BAY, DESCRIBED AS FOLLOWS:

A PORTION OF SECTION 38, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201 AND 100 FOOT RIGHT OF WAY) AND THE NORTH LINE OF SAID SECTION 38; THENCE SOUTH 18°10′14″ EAST ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 633.41 FEET; THENCE NORTH 71°49′46″ EAST, DEPARTING FROM SAID RIGHT

OF WAY LINE, A DISTANCE OF 440.39 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE NORTH 71°49'46" EAST, A DISTANCE OF 199.61 FEET; THENCE SOUTH 18°10'14" EAST, A DISTANCE OF 137.81 FEET; THENCE SOUTH 71°49'46" WEST, A DISTANCE OF 199.71 FEET; THENCE NORTH 18°07'48" WEST, A DISTANCE OF 137.82 FEET TO THE POINT OF BEGINNING. CONTAINING 0.63 ACRES, MORE OR LESS.

LESS AND EXCEPT: THE LAND CONTAINED IN THE QUIT CLAIM DEED TO EAST FLAGLER MOSQUITO CONTROL DISTRICT RECORDED IN OFFICIAL RECORDS BOOK 1620, PAGE 434, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA. CONTAINING 0.89 ACRES, MORE OR LESS.

LESS AND EXCEPT: THE LAND CONTAINED IN THE SPECIAL WARRANTY DEED TO FLAGLER COUNTY RECORDED IN OFFICIAL RECORDS BOOK 1636, PAGE 1694, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA. CONTAINING 81.32 ACRES, MORE OR LESS.

LESS AND EXCEPT: THE LAND CONTAINED IN THE SPECIAL WARRANTY DEED TO HIGHWAY 100 COMMERCIAL LLC RECORDED IN OFFICIAL RECORDS BOOK 1789, PAGE 750, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA. CONTAINING 18.94 ACRES, MORE OR LESS.

LESS AND EXCEPT: TRACTS PL-2 AND PL-3, OF THE VACATED PLAT OF GARDENS AT HAMMOCK BEACH, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 35, PAGES 80 THROUGH 100, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA. CONTAINING A TOTAL OF 13.17 ACRES, MORE OR LESS.

LESS AND EXCEPT: THOSE LANDS DESCRIBED IN THE SUBDIVISION PLAT OF VERANDA BAY PHASE 1A, AS RECORDED IN PLAT BOOK 40, PAGES 59 THROUGH 64, OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA. CONTAINING 82.08 ACRES, MORE OR LESS.

LESS AND EXCEPT: THE BALANCE OF THOSE LANDS DESCRIBED IN THE SUBDIVISION PLAT OF VERANDA BAY PHASE 2A, AS RECORDED IN PLAT BOOK 40, PAGES 65 THROUGH 70, OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA. CONTAINING 65.85 ACRES, MORE OR LESS.

LESS AND EXCEPT: THOSE LANDS DESCRIBED IN THE SUBDIVISION PLAT OF VERANDA BAY PHASE 1B, AS RECORDED IN PLAT BOOK 41, PAGES 11 THROUGH 15, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA. CONTAINING 18.02 ACRES, MORE OR LESS.

LESS AND EXCEPT: THE BALANCE OF THOSE LANDS DESCRIBED IN THE SUBDIVISION PLAT OF VERANDA BAY PHASE 1C, AS RECORDED IN PLAT BOOK41, PAGES 16 THROUGH 20, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA. CONTAINING 23.50 ACRES, MORE OR LESS.

LESS AND EXCEPT: PHASE 2B — PRELIMINARY PLAT OF VERANDA BAY, DESCRIBED AS FOLLOWS:
A PORTION OF SECTIONS 13 AND 38, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201 AND A 100 FOOT RIGHT OF WAY) AND THE NORTH LINE OF SAID SECTION 38; THENCE SOUTH 18°10′14" EAST ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 331.23 FEET; THENCE NORTH 71°49′46" EAST, DEPARTING FROM SAID RIGHT OF WAY LINE, A DISTANCE OF 400.00 FEET; THENCE NORTH 18°10′14" WEST, A DISTANCE OF 370.00 FEET; THENCE NORTH 18°10′14" WEST, A DISTANCE OF 325.00 FEET; THENCE NORTH 18°10′14" WEST, A DISTANCE OF 325.00 FEET; THENCE NORTH 18°10′14" WEST, A DISTANCE OF 20.01 FEET TO THE POINT OF CURVE OF A CURVE CONCAVE TO THE EAST AND HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 11°32′14"; THENCE NORTHERLY ALONG SAID

CURVE AN ARC DISTANCE OF 5.03 FEET AND SUBTENDED BY A CHORD BEARING OF NORTH 12°24'08" WEST AND A CHORD DISTANCE OF 5.03 FEET TO A POINT ON SAID CURVE; THENCE NORTH 71°49'46" EAST, A DISTANCE OF 119.51 FEET; THENCE SOUTH 18°10'14" EAST, A DISTANCE OF 809.38 FEET; THENCE SOUTH 01°32'26" EAST, A DISTANCE OF 49.29 FEET; THENCE SOUTH 88°27'34" WEST, A DISTANCE OF 140.00 FEET; THENCE SOUTH 01°32'26" EAST, A DISTANCE OF 20.00 FEET; THENCE NORTH 88°27'34" EAST, A DISTANCE 140.00 FEET; THENCE SOUTH 01°32'26" EAST, A DISTANCE OF 384.95 FEET; SOUTH 18°10'14" EAST, A DISTANCE OF 935.73 FEET; THENCE SOUTH 71°49'46" WEST, A DISTANCE OF 140.00 FEET; THENCE SOUTH 18°10'14" EAST, A DISTANCE OF 20.00 FEET; THENCE NORTH 71°49'46" EAST, A DISTANCE OF 140.00 FEET; THENCE SOUTH 18°10'14" EAST, A DISTANCE OF 24.44 FEET TO THE POINT OF CURVE OF A CURVE CONCAVE TO THE WEST AND HAVING A RADIUS OF 365.00 FEET AND A CENTRAL ANGLE OF 34°46′50"; THENCE SOUTHERLY ALONG SAID CURVE AN ARC DISTANCE OF 221.57 FEET AND SUBTENDED BY CHORD BEARING OF SOUTH 00°46'49" EAST AND A CHORD DISTANCE OF 218.18 FEET TO A POINT ON SAID CURVE; THENCE S 16°36'36" W, A DISTANCE OF 18.72 FEET: THENCE NORTH 73°23'24" WEST, A DISTANCE OF 139.49 FEET TO A POINT ON A CURVE OF A CURVE CONCAVE TO THE EAST AND HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 11°32'13"; THENCE NORTHERLY ALONG SAID CURVE AN ARC DISTANCE OF 5.03 FEET AND SUBTENDED BY A CHORD BEARING OF NORTH 10°50'29" EAST AND A CHORD DISTANCE OF 5.03 FEET TO A POINT ON SAID CURVE; THENCE NORTH 73°28'41" WEST, A DISTANCE OF 50.00 FEET TO A POINT ON A CURVE OF A CURVE CONCAVE TO THE NORTHWEST AND HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 12°16'44"; THENCE SOUTHWESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 5.36 FEET AND SUBTENDED BY A CHORD BEARING OF SOUTH 22°44'58" WEST AND A CHORD DISTANCE OF 5.35 FEET TO A POINT ON A CURVE OF A CURVE CONCAVE TO THE SOUTH AND HAVING A RADIUS OF 495.00 AND A CENTRAL ANGLE OF 16°23'29"; THENCE WESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 141.61 FEET AND SUBTENDED BY A CHORD BEARING OF NORTH 79°46'17" WEST AND A CHORD DISTANCE OF 141.13 FEET TO A POINT ON SAID CURVE; THENCE NORTH 02°02'07" EAST, A DISTANCE OF 77.22 FEET; THENCE NORTH 18°10'14" WEST, A DISTANCE OF 50.30 FEET; THENCE SOUTH 71°49'46" WEST, A DISTANCE OF 80.00 FEET; THENCE NORTH 18°10'14" WEST, A DISTANCE OF 1800.00 FEET TO THE POINT OF BEGINNING. CONTAINING 21.82 ACRES, MORE OR LESS.

#### LESS AND EXCEPT: PHASE 2C - PRELIMINARY PLAT OF VERANDA BAY, DESCRIBED AS FOLLOWS:

A PORTION OF SECTION 38, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201 AND A 100 FOOT RIGHT OF WAY) AND THE NORTH LINE OF SAID SECTION 38; THENCE SOUTH 18°10'14" EAST ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 331.23 FEET TO THE POINT OF BEGINNING; THENCE NORTH 71°49'46" EAST, DEPARTING FROM SAID RIGHT OF WAY LINE, A DISTANCE OF 400.00 FEET; THENCE SOUTH 18°10'14" EAST, A DISTANCE OF 1906.48 FEET TO A POINT ON A CURVE OF A CURVE CONCAVE TO THE SOUTH AND HAVING A RADIUS OF 495.00 FEET AND A CENTRAL ANGLE OF 14°32'52"; THENCE WESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 125.68 FEET AND SUBTENDED BY A CHORD BEARING OF SOUTH 78°18'07" WEST AND A CHORD DISTANCE OF 125.35 FEET TO A POINT OF A CURVE OF A CURVE CONCAVE TO THE NORTHEAST AND HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 10°55'26"; THENCE NORTHWESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 4.77 FEET AND SUBTENDED BY A CHORD BEARING OF NORTH 23°37'58" WEST AND A CHORD DISTANCE OF 4.76 FEET; THENCE; THENCE SOUTH 72°11'12" WEST, A DISTANCE OF 50.00 FEET; THENCE NORTH 18°10'14' WEST, A DISTANCE OF 87.31 FEET; THENCE SOUTH 71°49'46" WEST, A DISTANCE OF 225.00 FEET TO THE INTERSECTION WITH THE AFOREMENTIONED EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY; THENCE NORTH 18°10'14" WEST, ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 1800.00 FEET TO THE POINT OF BEGINNING. CONTAINING 16.91 ACRES, MORE OR LESS.

#### EXHIBIT "A-3"

#### HIGHWAY 100 COMMERCIAL, LLC

#### LEGAL DESCRIPTION

A PORTION OF TRACT "FD2", GARDENS AT HAMMOCK BEACH, AS RECORDED IN MAP BOOK 35, PAGES 80 THROUGH 100 OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

FOR A POINT OF BEGINNING COMMENCE AT THE NORTHWESTERLY CORNER OF SAID TRACT "FD2", SAID POINT ALSO BEING ON THE SOUTHERLY RIGHT OF WAY LINE OF STATE ROAD 100 (A 200 FOOT RIGHT OF WAY AS ESTABLISHED); THENCE SOUTH 89 DEGREES 29 MINUTES 03 SECONDS EAST, ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 382.15 FEET TO THE INTERSECTION WITH SOUTHWESTERLY RIGHT OF WAY LINE OF VILLA DRIVE WEST (A VARIABLE WIDTH PRIVATE RIGHT OF WAY AS ESTABLISHED), SAID POINT BEING THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 35.00 FEBT; THENCE ALONG SAID CURVE AND SAID SOUTHWESTERLY RIGHT OF WAY LINE AN ARC DISTANCE OF 51.49 FEET TO THE POINT OF TANGENCY OF SAID CURVE, SAID CURVE BEING SUBTENDED BY A CHORD BEARING OF SOUTH 41 DEGREES 37 MINUTES 50 SECONDS EAST, AND A CHORD DISTANCE OF 46.97 FEET; THENCE SOUTH 00 DEGREES 30 MINUTES 47 SECONDS WEST, A DISTANCE OF 29.81 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 470.00 FEET; THENCE ALONG SAID CURVE AN ARC DISTANCE OF 578.46 FEET TO THE POINT OF TANGENCY OF SAID CURVE, SAID CURVE BEING SUBTENDED BY A CHORD BEARING OF SOUTH 34 DEGREES 44 MINUTES 45 SECONDS EAST, AND A CHORD DISTANCE OF 542.64 FEET; THENCE SOUTH 70 DEGREES 00 MINUTES 17 SECONDS EAST, A DISTANCE OF 190.75 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 360.00 FEET; THENCE ALONG SAID CURVE AN ARC DISTANCE OF 364.42 FEET TO THE POINT OF TANGENCY OF SAID CURVE, SAID CURVE BEING SUBTENDED BY A CHORD BEARING OF SOUTH 41 DEGREES 00 MINUTES 17 SECONDS EAST, AND A CHORD DISTANCE OF 349.06 FEET; THENCE SOUTH 12 DEGREES 00 MINUTES 17 SECONDS EAST, A DISTANCE OF 170.79 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 260,00 FEET: THENCE ALONG SAID CURVE AN ARC DISTANCE OF 48.62 FEET, SAID CURVE BEING SUBTENDED BY A CHORD BEARING OF SOUTH 06 DEGREES 3B MINUTES 50 SECONDS EAST AND A CHORD DISTANCE OF 48.55 FEBT; THENCE SOUTH 88 DEGREES 37 MINUTES 36 SECONDS WEST DEPARTING THE AFOREMENTIONED SOUTHWESTERLY RIGHT OF LINE OF VILLA DRIVE WEST, A DISTANCE OF 471.38 FEET; THENCE SOUTH 88 DEGREES 28 MINUTES 30 SECONDS WEST, A DISTANCE OF 589.08 FEET; THENCE NORTH 33 DEGREES 37 MINUTES 07 SECONDS WEST, A DISTANCE OF 50.65 FEET; THENCE NORTH 38 DEGREES 07 MINUTES 37 SECONDS WEST, A DISTANCE OF 95.67 FEET TO A POINT ON A WESTERLY LINE OF THE AFOREMENTIONED TRACT "FD2, GARDENS AT HAMMOCK BEACH"; THENCE NORTH 01 DEGREES 27 MINUTES 08 SECONDS WEST, A DISTANCE OF 968.01 FEET TO THE POINT OF BEGINNING.

#### EXHIBIT "B"

#### SOLD PLATTED LOTS

#### PHASE 1A

Lots 43 through 98 of the subdivision plat of Veranda Bay Phase 1A, as recorded in Plat Book 40, Pages 59 through 64, of the Public Records of Flagler County, Florida.

#### PHASE 1B

Lots 145, 146, 151 152, 153, 155, 156, 160, 161, 162, 163, 166, 167, 168, 169, 170, 171, 172, 173, 174, 177, 179, 184, 185, 187, 188, 192, 193, 194, 195, 196 and 197 of the subdivision plat of Veranda Bay Phase 1B, as recorded in Plat Book 41, Pages 11 through 15, of the Public Records of Flagler County, Florida.

#### PHASE 2A

Lots 1 through 42 and Lots 99 through 122, of the subdivision plat of Veranda Bay Phase 2A, as recorded in Plat Book 40, Pages 65 through 70, of the Public Records of Flagler County, Florida.

Return to:

City of Flagler Beach City Clerk 105 2<sup>nd</sup> Street Flagler Beach, FL 32136

#### VERANDA BAY PRE-ANNEXATION AGREEMENT

THIS PRE-ANNEXATION AGREEMENT ("Agreement") is made and entered into by and between the City of Flagler Beach, a municipal corporation organized and existing under the laws of the State of Florida (hereinafter referred to as the "City"), whose address is 105 South 2<sup>nd</sup> Street, Flagler Beach, Florida 32136, and Palm Coast Intracoastal, LLC, a Florida limited liability company ("PCI") whose address is 3129 Springbank Lane, Charlotte, North Carolina 28226, Veranda Bay Investments, LLC, a Florida limited liability company ("Veranda") whose address is 3129 Springbank Lane, Charlotte, North Carolina 28226 and Highway 100 Commercial LLC ("HC 100") whose address is 800 North Highland Ave, Suite 200, Orlando, Florida 32803 (hereinafter collectively referred to as the "Owners") this \_\_\_\_ day of \_\_\_\_\_\_, 2024, (the "Effective Date") and shall automatically become null and void unless the events described in Section 12(C), below, have occurred on or before the date set forth therein.

#### **RECITALS**

- A. The parties desire to annex the following properties (the "Annexed Property", **Exhibit.** "A") into the City of Flagler Beach.
- B. PCI is the owner of certain real property located in Flagler County, Florida consisting of approximately 215.57 acres, which real property is more particularly described in **Exhibit "A"** attached hereto (hereinafter referred to as the "PCI Property");
- C. Veranda is the owner of certain real property located in Flagler County, Florida consisting of approximately 580 acres, which real property is more particularly described in **Exhibit "A"** attached hereto (hereinafter referred to as the "Veranda Property");
- D. HC100 is the owner of certain real property located in Flagler County, Florida consisting of approximately 18.94 acres, which real property is more particularly described in **Exhibit "A"** attached hereto (hereinafter referred to as the "HC100 Property");
- E. PCI conveyed parcels of land and lots of records to third parties (the "Sold Lots") generally identified in those final plats recorded at Plat Book 40, Pages 59 through 64 (Phase 1A) and Plat Book 40, Pages 65 through 70 (Phase 2A). Pursuant to Section 3.2(r) of the Master Declaration of Covenants, Conditions, Restrictions and Easements for Veranda Bay, recorded in Official Records Book 2723, Page 302, all of Public Records of Flagler County, Florida, the owners of the Sold Lots consented to their respective Sold Lot being annexed into the City of Flagler Beach delegated to PCI the power and authority to do so. The Sold Lots are more particularly described on "Exhibit B";
- F. PCI is also the declarant and developer of a mixed use project generally known as Veranda Bay (f/k/a The Gardens at Hammock Beach) (the "Project") encompassing the Annexed Property subject to numerous governmental approvals (the "Approvals") which include but are not limited to those identified on **Exhibit "C"**;

- G. The Annexed Property is presently located in the unincorporated areas of Flagler County and is assigned the Agriculture & Timberlands, Conservation, Mixed use: High Intensity, and Residential: Low/Medium Density/Single Family future land use designations under the provisions of the Flagler County Comprehensive Plan;
- H. The Annexed Property is assigned the Planned Unit Development zoning classification under the provisions of the Flagler County Land Development Code and is subject to that PUD Development Agreement (the "PUD DA") recorded at Official Records Book 1429, Page 19 et seq, as identified in the Approvals;
- I. As negotiated in the PUD DA, the Owners, as a successor, previously conveyed approximately 1,100 acres of land designated as environmental lands to Flagler County for the purpose of preservation, conservation and public recreation for the benefit of citizens of Flagler County (the "Dedicated Lands");
- J. The City desires to annex the Annexed Property into the City of Flagler Beach recognizing that (i) the Annexed Property is intended to be developed as a mixed use development consistent with the Approvals, and (ii) the Parties to this Agreement desire to amend the PUD DA:
- K. Under Section 171.044(1), Florida Statutes, property sought to be annexed must be reasonably compact and contiguous to the boundaries of the annexing municipality;
- L. The Annexed Property is reasonably compact and contiguous and will satisfy all requirements for voluntary annexation set forth in Chapter 171, Florida Statues;
  - M. Section 171.062(1), Florida Statutes, provides as follows:

"An area annexed to a municipality shall be subject to all laws, ordinances and regulations in force in that municipality and shall be entitled to the same privileges and benefits as other parts of that municipality upon the effective date of the annexation.";

- N. Section 166.021(8) (b) and (c), *Florida Statutes*, specifically states, with regard to economic development, that:
- "(b) The governing body of a municipality may expend public funds to attract and retain business enterprises, and the use of public funds toward the achievement of such economic development goals constitutes a public purpose. The provisions of this chapter which confer powers and duties on the governing body of a municipality, including any powers not specifically prohibited by law which can be exercised by the governing body of a municipality, shall be liberally construed in order to effectively carry out the purpose of this subsection."

and

"(c) For the purposes of this subsection, it constitutes a public purpose to expend public funds for economic development activities, including, but not limited to, developing or improving local infrastructure, issuing bonds to finance or refinance the cost of capital projects for industrial or manufacturing plants, leasing or conveying real property, and making grants to private enterprises for the expansion of businesses existing in the community or the attraction of new businesses to the community.";

- O. The City desires to ensure that any amendment to the Approvals and the development of the Annexed Property is compatible with surrounding land uses, that adequate public facilities exist or will be in place concurrent with the impact of such development in the manner required by applicable law;
- P. The City has taken action to (i) expand the capacity of its potable water, waste water and reuse water utility services and (ii) increase the rates of its adopted impact fees both anticipating that the Annexed Property will be developed at a greater density and intensity than as presently provided in the Approvals.
- Q. In the event the Approvals are amended, the City and the Owners desire to (i) implement land use densities and intensities that are compatible with the economic development goals of the City and (ii) develop the Annexed Property at its highest and best use;
- R. The City represents to the Owners that adequate public facilities and services, including but not limited to potable water and wastewater, currently exist to serve the Annexed Property and will be available at the time of development in accordance with applicable laws regarding concurrency;
- S. This Agreement is authorized by, permitted by, and consistent with the provisions of the City's Home Rule Charter; the City's Comprehensive Plan, Chapter 163, *Florida Statutes*, Chapter 166, *Florida Statutes*, the State Comprehensive Plan (Chapter 187, *Florida Statutes*); Article VIII, Section 2(b), *Constitution of the State of Florida*, Chapter 171, *Florida Statutes*; and other applicable law; and serves and advances a vital public purpose;
- T. The City finds and determines that the City's interest will be best served by annexing the Annexed Property into its municipal boundaries and by entering into this Agreement to ensure that the proposed development of the Annexed Property is consistent with the Approvals and, if amended, is in accordance with the City's Comprehensive Plan;
- U. Owners seek to obtain for the Annexed Property the benefits and privileges of inclusion within the boundaries of the City, which include the designation of the Annexed Property on the City's Future Land Use Map and the assignment of zoning categories to allow for the development of the Annexed Property consistent with the Approvals and the provisions of all services, facilities, and utilities as are available to all residents of the City; and
- V. The purpose of this Agreement is to set forth the understandings and agreements of the Parties with respect to the foregoing, and other matters set forth herein;

**NOW, THEREFORE,** for and in consideration of the mutual covenants and agreements contained herein, and other good and valuable consideration each to the other provided, the receipt and sufficiency of which is hereby acknowledged, the Parties agree as follows:

#### Section 1. Recitals

- (A) The above recitals are adopted as the findings of the City of Flagler Beach City Commission.
- (B) The above recitals are true and correct, are incorporated into this Agreement by reference, and form a material part of this Agreement upon which the Parties have relied, including, but not limited to, the assertions that the Owners own a portion of the Annexed Property and have legal authority and are empowered to enter into this Agreement to make binding commitments.

#### Section 2. Annexation.

- (A) This Agreement, upon execution by the Owners, shall serve as and constitute an annexation petition by the Owners for the annexation of the Annexed Property into the City, provided that the City shall thereafter annex the Annexed Property into the City subject to the terms and conditions of this Agreement.
- (B) This Agreement is entered into under the authority of the Florida Constitution (including Article VIII, Section 2(b) thereof), the general powers conferred upon municipalities by statute and otherwise (including Chapter 163 and 166, Florida Statutes), and the City's Charter. The persons executing this Agreement represent that they have full authority and the necessary approval and authorization to enter into and execute this Agreement on behalf of the applicable Party and all landowners of the Subject Property. The City hereby represents, warrants, and covenants to and with the Developer that this Agreement has been validly approved by the Flagler Beach City Commission, that it has been duly executed and delivered by the City, that it is consistent with the City's Comprehensive Plan (adopted by the City pursuant to Chapter 163, Part II, Florida Statutes) and the land development regulations of the City of Flagler Beach (including, without limitation, the City's Land Development Regulations and, collectively, the "City Regulations"), and that the enforceability hereof is not subject to impairment on the basis of any public policy or police power.
- (C) The Owners consent to or petitioned for annexation of their respective properties. The Owners have delegated and assigned to PCI the right and responsibility for negotiating this Agreement on behalf of all the Owners.
- Section 3. No Annexation Fees. It is understood and agreed that no fees, costs or expenses will be charged to or become due from the Owners to the City or to any other governmental authority, private individual or entity on account of or in connection with the City's review and processing of the annexation petition or the annexation of the Annexed Property into the corporate limits of the City; provided, however, that the Owners shall pay their own attorneys' fees and consulting fees.

#### **Section 4. Development Conditions and Public Facilities**

(A) <u>Water/Sewer/Reuse</u>: The Annexed Property, after the effective date of this Agreement, shall be located within the City's urban service boundary. Except as provided herein, the City's municipal services including but not limited to water, sanitary sewer and reuse water ("Services") shall be provided to the Annexed Property. As a material part of this Agreement, the City represents to the Owners that it shall provide at a minimum 850,000 gallons of water and waste water treatment capacity to the Annexed Property. Therefore, the City shall reserve sufficient potable, wastewater, and reuse water capacity for the Annexed Property. However, in the event the City cannot immediately provide and pay for one or any of these Services to the Annexed Property upon the Owners' written request, the Owners shall be permitted, without objection by the City, to either (i) obtain Services from third parties and/or (ii) construct such Services. For example, in the event the City cannot provide water sanitary sewer to the Annexed Property as provided above, the City shall permit the Owners to obtain such service from an

adjacent provider or construct facilities to provide such services. The City shall not charge a CDD or a property owners association fees for the use or consumption of City reuse water for its respective common areas. Moreover, the City shall not require the Declarant to prepay water and sewer "impact", "connection" or "CIAC" fees until the City issues a building permit for a residential or non-residential structure.

- (B) <u>Solid Waste</u>: Solid waste collection services are available to serve the demands generated by the Annexed Property as it is to any other owner of City property and will be available concurrent with the impacts of the development of the Annexed Property. If reasonably possible, the Owners shall utilize the City's solid waste collection franchise.
- (C) <u>Public Safety</u>: The City will provide fire (having a first response agreement with Flagler County as part of its service network), police, and EMS facilities, including the equipment and services necessary to serve the Annexed Property at a level consistent with the City's adopted level of service. All such public services are available to support the development of the Annexed Property.
- (D) <u>Transportation</u>: Transportation issues and transportation impacts will be addressed through the City's concurrency management system as presently adopted, Chapter 163, Florida Statutes, and traffic studies performed by a qualified engineer. The City shall not require any above or below grade crossings for any intersection affected by Project.
- Permitting and Permit Review. As provided herein, the Parties recognize and agree that certain provisions of this Agreement will require the City and/or its boards, departments or agencies, acting in their governmental capacity to consider certain changes in the City Comprehensive Plan, zoning ordinances or other applicable City codes, plans or regulations, as well as to consider other governmental actions as set forth in this Agreement. All such considerations and actions shall be undertaken in accordance with established requirements of the City's jurisdiction under its police power, processed in good faith and in a timely fashion. Nothing in this Agreement is intended to limit or restrict the powers and responsibilities of the City in acting on applications for Comprehensive Plan changes and applications for other development actions. The Parties further recognize and agree that these proceedings will be conducted openly, fully, freely, and fairly in accordance with law, and with both procedural and substantive due process to be accorded the applicant and any member of the public. Nothing contained in this Agreement shall entitle Owners to compel the City to take actions, except to timely process such applications. Owners must process any final plats of the Annexed Property for approval by the City which may include the posting of proper bonds as provided by Florida law and Section 9.02.04 of the City Regulations. The Owners are permitted to market for sale any parcel or lot pending approval and recording of final plats (as may be bonded), provided that title to such will not be conveyed to third party purchasers prior to the recording of final plats.
- (F) <u>Buffers/Open Space/Trees</u>: The Owners shall ensure that buffers along John Anderson Highway are: (i) 100 ft in width along the eastern side of the right of way and (ii) fifty (50) feet in width along the western side of the right of way. In addition, the Owner shall provide a minimum of 300 acres of land as open space as may be defined by its current Land Development

Regulations (LDR) or subsequent development agreements. In consideration of these commitments and the Dedicated Lands, the Project shall be exempt from all other City tree preservation, protection and mitigation rules and ordinances unless otherwise agreed to in writing by the parties. This commitment to provide land in open space shall allow under brushing and passive recreation including non-habitable structures within the open space.

- (G) Stormwater, Flood Plain, Compensating Storage. In the event that the Owners or a CDD undertakes responsibility for all or part of the stormwater management system developed on the Annexed Property, the parties shall enter into a separate agreement to adjust a portion of the stormwater service charge collected by the City to account for stormwater that is treated by the Annexed Property's systems, as applicable or as may be exempt. The City further acknowledges that the stormwater management plan and compensating storage plans for the Annexed Property shall be solely regulated and permitted by State and Federal government agencies ("Stormwater Plans"). Future phases of development of the Annexed Property shall not be required to comply with City's stormwater management or compensating storage requirements. The City agrees to cooperate with Owners' efforts to obtain Conditional Letters of Map Revision ("CLOMR.s") and Final Letters of Map Revisions ("LOMRs") with FEMA on an expedited basis.
- (H) <u>Mass Grading/Phased Infrastructure</u>: The Annexed Property shall be developed in phases with some infrastructure being shared between phases ("Shared Infrastructure"). The parties agree that the Owners shall have the right to mass grade and construct Shared Infrastructure in portions of the Annexed Property not subject to a preliminary plat or site plan development order so long as such Shared Infrastructure is related to an approved development order. The Owners shall have the right but not the obligation to create overall master plan and mass grade plan for roadways, utility infrastructure and stormwater system generally depicting infrastructure that may be shared between phases (stormwater systems, roads, etc). Such plans shall permit phased construction of such improvements in advance of future phases of development at the Owners election, subject to approval by the City Manager.
- (I) <u>Fee Waivers</u>. In consideration of the significant economic benefit of the Annexed Property to the City, the City shall waive comprehensive plan amendment, rezoning, master plan, and site plan application fees for projects within the Annexed Property for two (2) years after the Effective Date of this Agreement. The City shall also waive subdivision platting application fees for two (2) years after the Effective Date of this Agreement.
- (J) <u>Agriculture Exemption</u>: Portions of the Annexed Property presently qualify for a statutory agricultural exemption. So long as the Annexed Property maintains and satisfies the statutory requirements, the City shall agree and acknowledge that portions of the Annexed Property may continue with its present agricultural and silviculture uses to maintain such qualifications.
- (K) <u>Phasing/Timelines</u>: The City agrees that the Owners have satisfied any and all phasing obligations as may be provided by City regulations and ordinances including but not limited to City Ordinance 2024-06. Specifically, the City agrees and acknowledges that it (i) has complied with said requirements, (ii) is not subjected to being deemed lapsed and (iii) all vested rights shall remain.
- (L) <u>Community Development Districts</u>: The City agrees and acknowledges that the Annexed Property is subject to the Gardens at Hammock Beach Community Development

District, Flagler County, Florida ("District"), pursuant to Chapter 190, Florida Statutes, which was initially established by Flagler County. The City agrees that it shall accept and acknowledge the powers granted to the District pursuant to state law. The City agrees to execute all documents that may be necessary or take any action necessary to transfer the local government jurisdiction affecting the District to the City, to the extent such may be necessary. In addition, the City agrees and acknowledges that it shall, in good faith, assist the Owners, at the Owner's sole discretion, to amend the District's existing boundaries and establish an additional community development district governing that portion of the Annexed Property west of John Anderson Highway which shall be permitted to finance, fund, plan, establish, acquire, construct, enlarge or extend, equip, operate and maintain projects, systems and facilities for the purposes described in Section 190.012, F.S. including but not limited to, any transportation improvements that may be required by this Agreement or other development orders.

- (M) <u>Agriculture/Silviculture</u>: The Subject Property has been and will continue to be used for silviculture purpose. Silviculture activities may continue to occur on the Subject Property until that portion of the Subject Property approved for development obtains all necessary permits. All silviculture activities shall continue to comply with all federal and state requirements. All silviculture activities shall comply with the State of Florida Division of Forestry Best Management Practices. The Subject Property shall therefore remain eligible for all agricultural exemptions as provided by law.
- (N) <u>Miscellaneous</u>: Owners will be permitted to conduct marketing and sales events on the Annexed Property on a ongoing basis without further approval.

## Section 5. General Obligations/Commitments of the Parties

- (A) The City has reviewed the Approvals affecting the Annexed Property and finds that the Approvals including but not limited to present zoning classification and development agreement are consistent with the City's comprehensive plan. Moreover, the City Staff has generally evaluated the suitability to amend the Approvals affecting the Annexed Property for development of a mixed use community including but not limited to residential uses (single-family and multi-family), office, retail, commercial, a marina and open space areas as generally depicted on the Conceptual Plan (Exhibit "D"). The City Staff and Commission generally concur that the Annexed Property is suitable for development as a multi-use, master planned community as depicted on the Conceptual Plan, and that such development can provide for a pattern of harmonious and transitioned land uses, generally comports with sound and generally accepted land use planning and development practices and principles, and that such use will benefit the City's residents. The City and Owners agree that a golf course, as provided in the Approvals, is not an appropriate use of the Annexed Property for various reasons including environmental impacts from pesticides or herbicides to the surrounding lands.
- (B) Notwithstanding the above, the Parties acknowledge that the City cannot contract to approve specific Comprehensive Plan amendments or rezoning requests; provided, however, that this provision shall not serve to otherwise limit the terms of this Agreement. The City's only obligation with respect to Comprehensive Plan amendments and rezoning requests is to timely process the Owners' applications expeditiously, consider all evidence presented in support of and

in opposition to the applications, and make decisions to approve or deny the applications based upon the legal standards that govern such applications.

- (C) The City agrees that all concurrency requirements related to the Annexed Property are vested by the Approvals, as may be amended and reviewed in accordance with Chapter 163, *Florida Statutes*, and other applicable regulatory requirements.
- (D) The City agrees that, if requested by the Owners, their affiliates or designees, it will promptly process for City Commission the consideration to annex other lands of Owners or their affiliates consistent with the terms of this Agreement and State law.
- (E) The City agrees that, subsequent to annexation, the City shall accept all preliminary plats, site plans, construction drawings and final plats presently approved by the County (collectively, the "Plats"). The City shall timely make inspection during the completion of construction provided for in the Plats and not impose new or additional comments or requirements that may be typically required by the City. The City shall honor, accept, and approve the development as provided in the Plats and previously approved construction plans consistent with County rules and regulations even if such portions might be inconsistent with the City's rules and regulations. Notwithstanding, the parties may by mutual agreement amend any Flagler County development order affecting the Annexed Property.
- Section 6. De-annexation/Contraction. Any potential proposed de-annexation(s) or contractions of (i) the Annexed Property or (ii) any part or parts of the Annexed Property will be considered in accordance with the provisions of Chapter 171, *Florida Statutes*. In the event of (i) litigation brought by any third party or other governmental entity including, but not limited to, Flagler County, Florida, as a result of the annexation or this Agreement, or (ii) any termination of this Agreement under Sections 12(B) or (C), the City agrees, in good faith, to cooperate in any deannexation or contraction to remove the Annexed Property from the City within sixty (60) days of Declarant's written request and permit the Owners to terminate this Agreement.

## Section 7. Duty To Cooperate/Comprehensive Plan Amendment, etc.

- (A) The City and the Owners agree to cooperate at all times in a timely manner and in good faith in the acquisition and exercise of development rights and entitlements in the Annexed Property. The good faith cooperation by the City and the Owners shall extend to the acquisition by the Owners of all applicable necessary local, State and Federal permits, development orders, licenses, easements and other approvals or rights in connection with the development of the Annexed Property in accordance with all applicable land use, zoning, land development, building and construction regulations.
- (B) The City will consider the adoption of a Comprehensive Plan Amendment contemplated by this Agreement, and the Owners will cooperate with the City by providing the City with all requested data and analysis to include the Annexed Property in the City Comprehensive Plan. The City shall promptly consider the proposed Comprehensive Plan Amendment and, if approved, immediately transmit the adopted Comprehensive Plan Amendment to the Florida Department of Economic Opportunity (FDEO). Upon the FDEO's review, the City

shall work in good faith with the Owners to address any questions or concerns raised by the FDEO prior to the City's final adoption.

<u>Section 8. Limitation of Funding Obligations</u>. Except as provided in Section 4 of this Agreement, the City shall have no obligation to Owners to fund any public facilities or infrastructure within the Annexed Property. Rather, the City shall have a good faith obligation to provide off-site Services and infrastructure necessary to develop the Annexed Property consistent with the Approvals and their intended amendments.

Section 9. Further Assurances. In addition to the acts recited in or set forth in this Agreement, the City and the Owners agree to perform or cause to be performed, in a timely manner, any and all further acts as may be reasonably necessary to implement the provisions of this Agreement including, but not limited to, the execution and/or recordation of further instruments; provided, however, that the City's obligations shall be subject to such limitations of law as may be applicable to municipalities.

<u>Section 10. Remedies</u>. Nothing in this Agreement shall be construed to limit the right of either the Owners or the City to pursue any and all available remedies, if any, under non-tort or constitutional law related to a Party's non-performance under this Agreement. The City shall not be deemed to have waived sovereign immunity in any manner or respect, provided this provision shall not limit the City's contractual obligations under this Agreement.

Section 11. Disclaimer of Third Party Beneficiaries. This Agreement is solely for the benefit of the formal Parties to this Agreement, and no right or cause of action shall accrue by reason hereof to or for the benefit of any third party not a formal Party hereto. Nothing in this Agreement, expressed or implied, is intended or shall be construed to confer upon or give any person or entity any right, remedy or claim under or by reason of this Agreement or any provisions or conditions hereof, other than the Parties hereto and their respective designated representatives, successors and assigns as provided in Section 15. In the event that a party files an action in court relating to this Agreement, the parties agree that they shall submit to mediation within sixty (60) days after the parties responsive pleadings are filed.

## Section 12. Effectiveness of Agreement

(A) This Agreement shall serve as an annexation petition upon execution by the Owners, which may be relied on by the City in accordance with the terms of this Agreement upon the Owners' execution of the Agreement but shall become effective as an agreement between the Owners and the City upon its being duly executed by the City. If the City does not execute this Agreement or does not complete the annexation of the Annexed Property, both within 30 days of the date that Owners have executed this Agreement, then the petition for annexation may be revoked by the Owners and, upon demand, the City shall immediately release and deliver the Annexation Petition to the Owners, and the City shall record, at the City's expense, a Notice of Termination of this Agreement and any pending annexation petition for the Annexed Property in the Public Records of Flagler County, Florida. Upon annexation and receipt of a request by Owners, the City shall expeditiously process a Comprehensive Plan Amendment and Rezoning.

- (B) Notwithstanding any other provisions of this Agreement, the Owners may, at its sole discretion, terminate this Agreement by notifying the City, in writing, of such termination within thirty (30) days following a legal challenge to the annexation of the Annexed Property filed by any third parties, including, but not limited to, Flagler County, Florida.
- (C) To the extent allowed by law and notwithstanding any other provisions of this Agreement, if the Comprehensive Plan Amendment and anticipated Rezoning for the Annexed Property have not been adopted, approved and finalized, with all applicable appeal periods having expired within sixty (60) days following the Effective Date of this Agreement (the "Condition Subsequent"), (i) this Agreement, and any annexation pursuant thereto, shall become null and void and of no further force and effect, unless prior to such date Owners have delivered to the City a written notice expressly waiving or extending the Condition Subsequent; and (ii) the City shall immediately consider the request to de-annex the Annexed Property from the City as provided herein and by state law.
- Section 13. Indemnification. City agrees to indemnify the Owners from any and all damages arising from the negligent acts or omissions of City or its officers, employees or agents under and pursuant to this Agreement but in no case shall it waive its sovereign immunity rights pursuant to Section 768.28, F.S.d Owners agree to indemnify the City from any and all damages arising from the negligent acts or omissions of Owners or their officers, employees or agents under and pursuant to this Agreement but limited to the extent of liability of Owners.
- <u>Section 14. Time Of The Essence.</u> Time is of the essence of the lawful performance of the duties and obligations contained in this Agreement. The Parties covenant and agree that they shall diligently and expeditiously pursue their respective obligations set forth in this Agreement.
- <u>Section 15. Successors and Assigns.</u> This Agreement and the terms and conditions hereof shall be binding upon and inure to the benefit of the City and the Owners and their respective assignees and successors in interest.
- <u>Section 16. Applicable Law.</u> This Agreement and the provisions contained herein shall be construed, controlled and interpreted according to the laws of the State of Florida. Further, to the extend permissible under the laws of the State of Florida, if there is a conflict between this Agreement and the terms of the City Regulations, the terms of this Agreement shall control.
- <u>Section 17. Binding Effect.</u> Each Party hereto represents to the other that it has undertaken all necessary actions to execute this Agreement, and that it has the legal authority to enter into this Agreement and to undertake all obligations imposed on it.
- <u>Section 18. Recording.</u> Within five (5) business days after the approval of this Agreement by the City and the Owners' execution of this Agreement, the City shall, at its sole cost and expense, record a fully executed copy of this Agreement in the Public Records of Flagler County, Florida.
- Section 19. Choice of Law and Venue. Florida law shall govern the interpretation and enforcement of this Agreement. In any action or proceeding required to enforce or interpret the

terms of this Agreement, venue shall be in Flagler County, Florida and Orlando Middle District for federal actions.

- Section 20. Effect on Change in Law. If State or Federal laws are enacted after execution of this Agreement which are applicable to and preclude the Parties' compliance with the terms of this Agreement, this Agreement shall be modified or revoked as is necessary to comply with the relevant State or Federal laws and the intent of the Parties hereto; provided, however, that the City agrees that it shall not modify this Agreement in any manner which would in any way be inconsistent with the intent of the Parties to provide for development of the Annexed Property in accordance with the terms and conditions hereof, except where required by law.
- <u>Section 21. Construction or Interpretation of the Agreement.</u> This Agreement is the result of bona fide arm's length negotiations between the City and the Owners, and all Parties have contributed substantially and materially to the preparation of the Agreement. Accordingly, this Agreement shall not be construed or interpreted more strictly against any one Party than against any other Party.
- <u>Section 22. Permits, Conditions, Terms or Restrictions.</u> The failure of this Agreement to address a particular permit, condition, terms, or restriction existing at the time of execution of this Agreement shall not relieve Owners of the necessity of complying with the law governing said permitting requirement, condition, terms, or restriction.
- <u>Section 23. Attorneys' Fees and Costs.</u> In the event of any action to enforce the terms of this Agreement, the prevailing Party shall be entitled to recover reasonable attorneys' fees, paralegals' fees, and costs incurred, whether the same be incurred in pre-litigation negotiation, litigation at the trial level, or upon appeal or any bankruptcy or collection proceedings.

## Section 24. Captions/Exhibits.

- (A) The headings or captions of the sections and subsections contained in this Agreement are used for convenience and reference only, and do not, in themselves, have any legal significance and shall not be afforded any.
- (B) The exhibits to this Agreement are hereby incorporated into this Agreement and are an integral part of this Agreement. If an exhibit is inconsistent with any term of this Agreement, such term(s) of this Agreement shall govern and take priority.
- Section 25. Parties Bound. Following the recordation of this Agreement, the benefits and burdens of this Agreement shall become a covenant running with the title to the Annexed Property, and all parts and parcels thereof, and this Agreement shall be binding upon the inure to the benefit of both the City and the Owners and their assigns and successors in interest to the said Annexed Property, and all parts and parcels thereof.
- <u>Section 26. Severability.</u> If any provision of this Agreement, the deletion of which would not adversely affect the receipt of any material benefits by any Party to the Agreement or substantially increase the burden of any Party to the Agreement, shall be held to be

unconstitutional, invalid or unenforceable to any extent by a court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision and the same shall not affect in any respect whatsoever the validity or enforceability of the remainder of the Agreement.

Section 27. Notices. Any notice that is to be delivered hereunder shall be in writing and shall be deemed to be delivered (whether or not actually received) when (i) hand delivered to the official hereinafter designated; (ii) upon receipt of such notice when deposited in the United States mail, postage prepaid, certified mail, return receipt requested: or (iii) upon receipt of such notice when deposited with Federal Express or other nationally recognized overnight or next day courier, addressed to the Parties as follows (facsimile transmittal is not acceptable as a form of notice in this Agreement):

To the City: City Manager

City of Flagler Beach

City Hall

105 S. 2<sup>nd</sup> Street

Flagler Beach, FL 32136

To the Owners: Palm Coast Intracoastal, LLC

3129 Springbank Lane Charlotte, NC 28226

Veranda Bay Investments, LLC

3129 Springbank Lane Charlotte, NC 28226

Highway 100 Commercial, LLC 800 North Highland Ave, Suite 200

Orlando, FL 32803

With copies to: Michael D. Chiumento III, Esq.

Chiumento Law, PLLC 145 City Place, Suite 301 Palm Coast, FL 32164

Section 28. Entire Agreement. This Agreement constitutes the complete and entire agreement between the City and the Owners with respect to the subject matter hereof, and supersedes any and all prior agreements, arrangements or understandings, whether oral or written, between the Parties relating thereto with respect to the terms of this Agreement, all of which have been integrated herein. Specifically, the parties agree that any and all obligations of the Owners as provided in the Settlement Agreement, recorded at Official Records Book 1560, Page 471 et seq and Interlocal agreement, recorded at Official Records Book 2129, Page 1549 et seq, are void and unenforceable against the Owners or their respective successors and assigns.

<u>Section 29. Modification.</u> This Agreement may not be amended, changed, or modified, and material provisions hereunder may not be waived, except by a written document, of equal dignity herewith approved by the City.

<u>Section 30.</u> Counterparts. This Agreement may be executed in any number of counterparts, each of which shall be deemed an original, but all of which, taken together, shall constitute one and the same document.

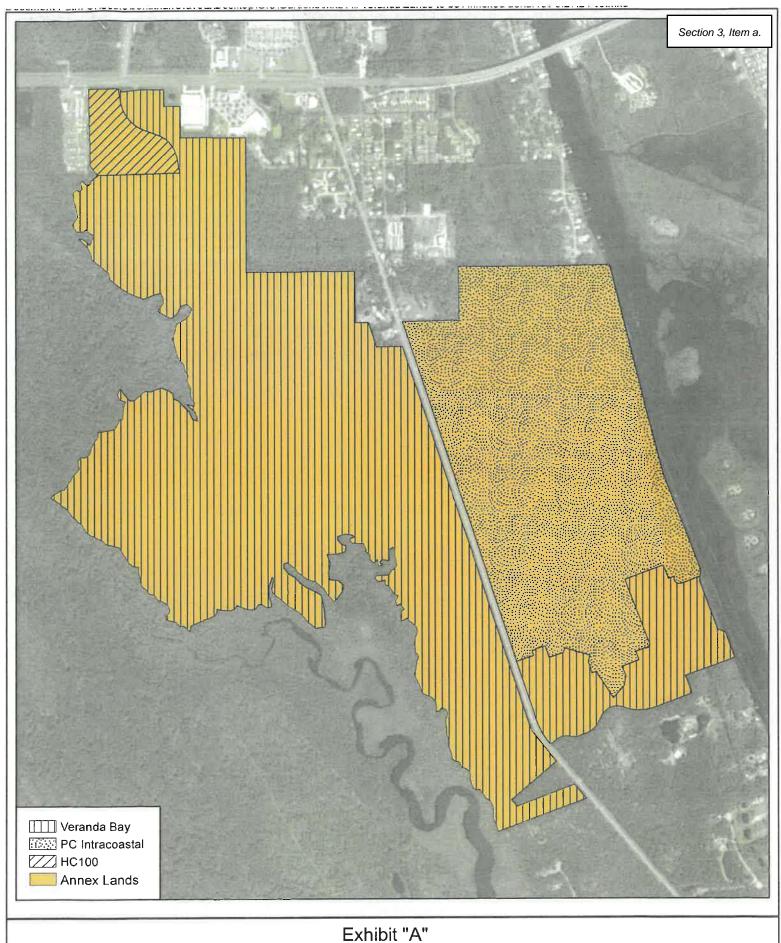
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WHEREFORE, the Parties hereto have caused these presents to be signed all as of the date and year first above written.

ATTEST:	CITY OF FLAGLER BEACH				
City Clerk	City Manager				
STATE OF FLORIDA COUNTY OF FLAGLER					
	owledged before me by means of physical as City Manager of the o is personally known to me on this day of				
7	NOTARY				
For the use and reliance of the City of Flagler Beach only. Approved as to form and Legal sufficiency.					
City Attorney	_				

WITNESSES	PALM COAST INTRACOASTAL, LLC, a Florida limited liability company
Print Name:	
	By: William G. Allen Jr., Manager
Print Name:	
STATE OF COUNTY OF	
COUNTY OF	
presence or online notarization	s acknowledged before me by means of physical on by William G. Allen Jr., as Manager of Palm Coast ly known to me on this day of, 2024.
	NOTARY
WITNESSES	VERANDA BAY INVESTMENTS, LLC, a Florida limited liability company
Print Name:	
-	By:
<del></del>	William G. Allen Sr., Manager
Print Name:	
STATE OF	
STATE OF COUNTY OF	
presence or online notarizatio	s acknowledged before me by means of physical n by William G. Allen Sr., as Manager of Veranda Bay ly known to me on this day of, 2024.
	NOTARY

WITNESSES	HIGHWAY 100 COMMERCIAL, LLC, a Florida limited liability company				
Print Name:	By:				
	Michelle Chira, Trustee of the Michelle Chira Revocable Trust, Manager				
Print Name:					
STATE OF					
COUNTY OF	nowledged before me by means of physical				
presence or online notarization by Mi	chelle Chira, Trustee of the Michelle Chira Revocable rcial, LLC and who is personally known to me on this				
	TANK DAY				
	NOTARY				



Date: 6-27-24

0 700 1,400 Feet



Lands To Be Annexed Veranda Bay Flagler County, Florida



## **EXHIBIT "A-1"**

## PROPERTIES OWNED BY PALM COAST INTRACOASTAL, LLC

## LEGAL DESCRIPTION ANNEXATION

TRACTS 1A-A, 1A-1, 1A-2, 1A-3, 1A-4, 1A-5, 1A-6, 1A-7, 1A-8, 1A-9, 1A-10, 1A-11, 1A-12, AND 1A-13, ALL LOCATED WITHIN THE SUBDIVISION PLAT OF **VERANDA BAY PHASE 1A**, AS RECORDED IN PLAT BOOK 40, PAGES 59 THROUGH 64, OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA.

#### **TOGETHER WITH:**

LOTS 144, 147, 148, 149, 150, 154, 157, 158, 159, 164, 165, 175, 176, 178, 180, 181, 182, 183, 186, 189, 190 AND 191, <u>TOGETHER WITH</u> TRACTS 1B-1 AND 1B-2, ALL LOCATED WITHIN THE SUBDIVISION PLAT OF **VERANDA BAY PHASE 1B**, AS RECORDED IN PLAT BOOK 41, PAGES 11 THROUGH 15, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA.

#### ALSO, TOGETHER WITH:

LOTS 123 THROUGH 143 AND LOTS 198 THROUGH 211, <u>TOGETHER WITH</u> TRACTS 1C-1, 1C-3, 1C-4, AND 1C-6, ALL LOCATED WITHIN THE SUBDIVISION PLAT OF **VERANDA BAY PHASE 1C**, AS RECORDED IN PLAT BOOK 41, PAGES 16 THROUGH 20, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA.

ALSO, TOGETHER WITH: TRACTS 2A-1 THROUGH 2A-22 AND TRACT 2A-B, ALL LOCATED WITHIN THE SUBDIVISION PLAT OF VERANDA BAY PHASE 2A, AS RECORDED IN PLAT BOOK 40, PAGES 65 THROUGH 70, OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA.

ALSO, TOGETHER WITH: PHASE 2B - PRELIMINARY PLAT OF VERANDA BAY, DESCRIBED AS FOLLOWS: A PORTION OF SECTIONS 13 AND 38, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201 AND A 100 FOOT RIGHT OF WAY) AND THE NORTH LINE OF SAID SECTION 38; THENCE SOUTH 18°10'14" EAST ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 331.23 FEET; THENCE NORTH 71°49'46" EAST, DEPARTING FROM SAID RIGHT OF WAY LINE, A DISTANCE OF 400.00 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE NORTH 71°49'46" EAST, A DISTANCE OF 370.00 FEET; THENCE NORTH 18°10'14" WEST, A DISTANCE OF 325.00 FEET; THENCE NORTH 71°49'46" EAST, A DISTANCE OF 50.00 FEET; THENCE NORTH 18°10'14" WEST, A DISTANCE OF 20.01 FEET TO THE POINT OF CURVE OF A CURVE CONCAVE TO THE EAST AND HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 11°32'14"; THENCE NORTHERLY ALONG SAID CURVE AN ARC DISTANCE OF 5.03 FEET AND SUBTENDED BY A CHORD BEARING OF NORTH 12°24'08" WEST AND A CHORD DISTANCE OF 5.03 FEET TO A POINT ON SAID CURVE; THENCE NORTH 71°49'46" EAST, A DISTANCE OF 119.51 FEET; THENCE SOUTH 18°10'14" EAST, A DISTANCE OF 809.38 FEET; THENCE SOUTH 01°32′26" EAST, A DISTANCE OF 49.29 FEET; THENCE SOUTH 88°27′34" WEST, A DISTANCE OF 140.00 FEET; THENCE SOUTH 01°32'26" EAST, A DISTANCE OF 20.00 FEET; THENCE NORTH 88°27'34"

EAST, A DISTANCE 140.00 FEET; THENCE SOUTH 01°32'26" EAST, A DISTANCE OF 384.95 FEET; SOUTH 18°10′14" EAST, A DISTANCE OF 935.73 FEET; THENCE SOUTH 71°49′46" WEST, A DISTANCE OF 140.00 FEET; THENCE SOUTH 18°10'14" EAST, A DISTANCE OF 20.00 FEET; THENCE NORTH 71°49'46" EAST, A DISTANCE OF 140.00 FEET; THENCE SOUTH 18°10'14" EAST, A DISTANCE OF 24.44 FEET TO THE POINT OF CURVE OF A CURVE CONCAVE TO THE WEST AND HAVING A RADIUS OF 365.00 FEET AND A CENTRAL ANGLE OF 34°46'50": THENCE SOUTHERLY ALONG SAID CURVE AN ARC DISTANCE OF 221.57 FEET AND SUBTENDED BY CHORD BEARING OF SOUTH 00°46'49" EAST AND A CHORD DISTANCE OF 218.18 FEET TO A POINT ON SAID CURVE; THENCE S 16°36'36" W, A DISTANCE OF 18.72 FEET: THENCE NORTH 73°23'24" WEST. A DISTANCE OF 139.49 FEET TO A POINT ON A CURVE OF A CURVE CONCAVE TO THE EAST AND HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 11°32'13"; THENCE NORTHERLY ALONG SAID CURVE AN ARC DISTANCE OF 5.03 FEET AND SUBTENDED BY A CHORD BEARING OF NORTH 10°50'29" EAST AND A CHORD DISTANCE OF 5.03 FEET TO A POINT ON SAID CURVE; THENCE NORTH 73°28'41" WEST, A DISTANCE OF 50.00 FEET TO A POINT ON A CURVE OF A CURVE CONCAVE TO THE NORTHWEST AND HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 12°16'44"; THENCE SOUTHWESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 5.36 FEET AND SUBTENDED BY A CHORD BEARING OF SOUTH 22°44'58" WEST AND A CHORD DISTANCE OF 5.35 FEET TO A POINT ON A CURVE OF A CURVE CONCAVE TO THE SOUTH AND HAVING A RADIUS OF 495.00 AND A CENTRAL ANGLE OF 16°23'29"; THENCE WESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 141.61 FEET AND SUBTENDED BY A CHORD BEARING OF NORTH 79°46'17" WEST AND A CHORD DISTANCE OF 141.13 FEET TO A POINT ON SAID CURVE; THENCE NORTH 02°02'07" EAST, A DISTANCE OF 77.22 FEET; THENCE NORTH 18°10'14" WEST, A DISTANCE OF 50.30 FEET; THENCE SOUTH 71°49'46" WEST, A DISTANCE OF 80.00 FEET; THENCE NORTH 18°10'14" WEST, A DISTANCE OF 1800.00 FEET TO THE POINT OF BEGINNING. CONTAINING 21.82 ACRES, MORE OR LESS.

ALSO, TOGETHER WITH: PHASE 2C - PRELIMINARY PLAT OF VERANDA BAY, DESCRIBED AS FOLLOWS: A PORTION OF SECTION 38, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201 AND A 100 FOOT RIGHT OF WAY) AND THE NORTH LINE OF SAID SECTION 38; THENCE SOUTH 18°10'14" EAST ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 331.23 FEET TO THE POINT OF BEGINNING; THENCE NORTH 71°49'46" EAST, DEPARTING FROM SAID RIGHT OF WAY LINE, A DISTANCE OF 400.00 FEET; THENCE SOUTH 18°10'14" EAST, A DISTANCE OF 1906.48 FEET TO A POINT ON A CURVE OF A CURVE CONCAVE TO THE SOUTH AND HAVING A RADIUS OF 495.00 FEET AND A CENTRAL ANGLE OF 14°32'52"; THENCE WESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 125.68 FEET AND SUBTENDED BY A CHORD BEARING OF SOUTH 78°18'07" WEST AND A CHORD DISTANCE OF 125.35 FEET TO A POINT OF A CURVE OF A CURVE CONCAVE TO THE NORTHEAST AND HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 10°55'26"; THENCE NORTHWESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 4.77 FEET AND SUBTENDED BY A CHORD BEARING OF NORTH 23°37'58" WEST AND A CHORD DISTANCE OF 4.76 FEET; THENCE; THENCE SOUTH 72°11'12" WEST, A DISTANCE OF 50.00 FEET; THENCE NORTH 18°10'14' WEST, A DISTANCE OF 87.31 FEET; THENCE SOUTH 71°49'46" WEST, A DISTANCE OF 225.00 FEET TO THE INTERSECTION WITH THE AFOREMENTIONED EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY; THENCE NORTH 18°10'14" WEST, ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 1800.00 FEET TO THE POINT OF BEGINNING. CONTAINING 16.91 ACRES, MORE OR LESS

## **EXHIBIT "A-2"**

## PROPERTIES OWNED BY VERANDA BAY INVESTMENTS, LLC

## LEGAL DESCRIPTION ANNEXATION

### WEST SIDE OF JOHN ANDERSON HIGHWAY

A PORTION OF LOTS 1, 3, 7, 8 AND 9, AND ALL OF LOTS 4, 10, 11 AND 12, BLOCK C, BUNNELL DEVELOPMENT COMPANY'S LAND AS RECORDED IN PLAT BOOK 1, PAGE 1, IN THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA, TOGETHER WITH A PORTION OF GOVERNMENT SECTION 14, 38, AND 39, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, SITUATED IN GOVERNMENT SECTIONS 11, 14, 38 AND 39, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201) AND THE NORTH LINE OF SAID SECTION 38-12-31; THENCE SOUTH 71°47'17" WEST, A DISTANCE OF 100.00 FEET TO A POINT ON THE WEST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201), ALSO BEING THE POINT OF BEGINNING; THENCE ALONG SAID WEST RIGHT OF WAY LINE THE FOLLOWING THREE COURSES: SOUTH 18°10'26" EAST, A DISTANCE OF 3,184.36 FEET TO A POINT OF CURVATURE OF A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 1,196.28 FEET, A CENTRAL ANGLE OF 22°09'26" AND A CHORD DISTANCE OF 459.74 FEET WHICH BEARS SOUTH 29°14'21" EAST; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 462.62 FEET; THENCE SOUTH 40°21'41" EAST, A DISTANCE OF 776.28 FEET; THENCE DEPARTING SAID WEST RIGHT OF WAY LINE SOUTH 69°18'47" WEST, A DISTANCE OF 1,433.82 FEET, THENCE NORTH 20°41'22" WEST, A DISTANCE OF 995.98 FEET, THENCE NORTH 24°04'44" WEST, A DISTANCE OF 1,618.01 FEET; THENCE NORTH 86°17'06" WEST, A DISTANCE OF 2,604.28 FEET; THENCE NORTH 60°37'10" WEST, A DISTANCE OF 341.50 FEET; THENCE NORTH 43°23'02" WEST, A DISTANCE OF 2,172.87 FEET, THENCE NORTH 30°47'31" EAST, A DISTANCE OF 1,526.35 FEET; THENCE NORTH 45°31'15" EAST, A DISTANCE OF 902.38 FEET; THENCE NORTH 40°14'18" WEST, A DISTANCE OF 1,732.75 FEET; THENCE NORTH 06°10'40" WEST, A DISTANCE OF 189.68 FEET; THENCE NORTH 00°15'33" WEST, A DISTANCE OF 614.90 FEET; THENCE NORTH 88°32'16" EAST, A DISTANCE OF 257.93 FEET; THENCE NORTH 01°27'08" WEST, A DISTANCE OF 1,087.72 FEET TO A POINT ON THE SOUTH LINE OF STATE ROAD NO. 100; THENCE ALONG SAID SOUTH RIGHT OF WAY LINE SOUTH 89°29'03" EAST A DISTANCE OF 959.81 FEET; THENCE DEPARTING SAID SOUTH RIGHT OF WAY LINE SOUTH 00°30'57" WEST, A DISTANCE OF 210.00 FEET; THENCE SOUTH 89°29'03" EAST, A DISTANCE OF 210.00 FEET; THENCE SOUTH 00°30'57" WEST, A DISTANCE OF 389.92 FEET; THENCE SOUTH 89°28'38" EAST, A DISTANCE OF 822.42 FEET; THENCE SOUTH 00°06'48" EAST, A DISTANCE OF 1,704.61 FEET: THENCE NORTH 88°51'12"EAST, A DISTANCE OF 1,350.55 FEET; THENCE SOUTH 01°10'32" EAST, A DISTANCE OF 660.84 FEET; THENCE NORTH 88°37'17" EAST, A DISTANCE OF 158.75 FEET; THENCE SOUTH 18°14'40" EAST, A DISTANCE OF 330.09 FEET; THENCE NORTH 88°50'11" EAST, A DISTANCE OF 330.04 FEET TO A POINT ON THE WEST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201); THENCE ALONG SAID RIGHT OF WAY LINE SOUTH 18°15'00" EAST, A DISTANCE OF 1,788.60 FEET TO THE POINT OF BEGINNING.

### **TOGETHER WITH:**

## EAST SIDE OF JOHN ANDERSON HIGHWAY

A PORTION OF SECTIONS 13, 14 AND 38, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201) AND THE NORTH LINE OF SAID SECTION 38-12-31; THENCE ALONG SAID EAST RIGHT-OF-WAY LINE NORTH 18°15'00" WEST, A DISTANCE OF 2,087.53 FEET; THENCE DEPARTING SAID EAST RIGHT OF WAY LINE NORTH 88°47'52" EAST, A DISTANCE OF 710.35 FEET TO A POINT ON THE WEST LINE OF SECTION 13-12-31; THENCE ALONG SAID WEST SECTION LINE NORTH 01°13'40" WEST, A DISTANCE OF 661.23 FEET TO A POINT ON THE NORTH LINE OF SECTION 13-21-31; THENCE ALONG SAID NORTH SECTION LINE NORTH 88°36'18" EAST, A DISTANCE OF 1,890.40 FEET TO THE POINT ON THE WEST RIGHT OF WAY LINE OF FLORIDA INTRACOASTAL WATERWAY; THENCE ALONG SAID WEST RIGHT OF WAY LINE THE FOLLOWING TWO COURSES: SOUTH 13°59'25" EAST, A DISTANCE OF 2,750.14 FEET; THENCE SOUTH 21°17'55" EAST, A DISTANCE OF 1,265.83 FEET; THENCE DEPARTING SAID WEST RIGHT OF WAY LINE AND ALONG A WESTERLY LINE OF THE HISTORIC CHANNEL OF HAW LOVER CREEK, SOUTH 03°54'35" WEST, A DISTANCE OF 148.38 FEET; THENCE SOUTH 19°27'08" EAST, A DISTANCE OF 643.95 FEET; THENCE SOUTH 68°38'53" EAST, A DISTANCE OF 113.53 FEET TO A POINT ON THE AFORESAID INTRACOASTAL RIGHT OF WAY, THENCE SOUTH 21°17'55" EAST, A DISTANCE OF 647.80 FEET; THENCE DEPARTING SAID RIGHT OF WAY SOUTH 69°10'09" WEST, A DISTANCE OF 2,520.12 FEET TO A POINT ON THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201); THENCE ALONG SAID EAST RIGHT OF WAY LINE THE FOLLOWING THREE COURSES: NORTH 40°21'41" WEST, A DISTANCE OF 74.31 FEET TO A POINT OF CURVATURE OF A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 1,095.28 FEET, A CENTRAL ANGLE OF 22°09'21" AND A CHORD DISTANCE OF 421.29 FEET WHICH BEARS NORTH 29°14'17" WEST; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 423.92 FEET; THENCE NORTH 18°10'26" WEST, A DISTANCE OF 3,184.44 FEET TO THE POINT OF BEGINNING.

FORMERLY KNOWN AS GARDENS AT HAMMOCK BEACH, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 35, PAGES 80 THROUGH 100, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA.

### **ALSO, TOGETHER WITH:**

TRACTS 1C-2 AND 1C-5, BOTH LOCATED WITHIN THE SUBDIVISION PLAT OF VERANDA BAY PHASE 1C, AS RECORDED IN PLAT BOOK 41, PAGES 16 THROUGH 20, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA. CONTAINING 3.23 ACRES, MORE OR LESS.

### **ALSO, TOGETHER WITH:**

**TRACT 2A-A (FUTURE DEVELOPMENT TRACT)** OF THE SUBDIVISION PLAT OF VERANDA BAY PHASE 2A, AS RECORDED IN PLAT BOOK 40, PAGES 65 THROUGH 70, OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA. CONTAINING 22.64 ACRES, MORE OR LESS.

### ALSO, TOGETHER WITH:

TRACT 2B-5 (IDENTIFIED AS FUTURE DEVELOPMENT TRACT) OF PHASE 2B – PRELIMINARY PLAT OF VERANDA BAY, DESCRIBED AS FOLLOWS:

A PORTION OF SECTION 38, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201 AND 100 FOOT RIGHT OF WAY) AND THE NORTH LINE OF SAID SECTION 38; THENCE SOUTH 18°10′14″ EAST ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 633.41 FEET; THENCE NORTH 71°49′46″ EAST, DEPARTING FROM SAID RIGHT

OF WAY LINE, A DISTANCE OF 440.39 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE NORTH 71°49'46" EAST, A DISTANCE OF 199.61 FEET; THENCE SOUTH 18°10'14" EAST, A DISTANCE OF 137.81 FEET; THENCE SOUTH 71°49'46" WEST, A DISTANCE OF 199.71 FEET; THENCE NORTH 18°07'48" WEST, A DISTANCE OF 137.82 FEET TO THE POINT OF BEGINNING. CONTAINING 0.63 ACRES, MORE OR LESS.

LESS AND EXCEPT: THE LAND CONTAINED IN THE QUIT CLAIM DEED TO EAST FLAGLER MOSQUITO CONTROL DISTRICT RECORDED IN OFFICIAL RECORDS BOOK 1620, PAGE 434, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA. CONTAINING 0.89 ACRES, MORE OR LESS.

<u>LESS AND EXCEPT</u>: THE LAND CONTAINED IN THE SPECIAL WARRANTY DEED TO FLAGLER COUNTY RECORDED IN OFFICIAL RECORDS BOOK 1636, PAGE 1694, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA. CONTAINING 81.32 ACRES, MORE OR LESS.

**LESS AND EXCEPT**: THE LAND CONTAINED IN THE SPECIAL WARRANTY DEED TO HIGHWAY 100 COMMERCIAL LLC RECORDED IN OFFICIAL RECORDS BOOK 1789, PAGE 750, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA. CONTAINING 18.94 ACRES, MORE OR LESS.

LESS AND EXCEPT: TRACTS PL-2 AND PL-3, OF THE VACATED PLAT OF GARDENS AT HAMMOCK BEACH, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 35, PAGES 80 THROUGH 100, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA. CONTAINING A TOTAL OF 13.17 ACRES, MORE OR LESS.

<u>LESS AND EXCEPT</u>: THOSE LANDS DESCRIBED IN THE SUBDIVISION PLAT OF **VERANDA BAY PHASE 1A**, AS RECORDED IN PLAT BOOK 40, PAGES 59 THROUGH 64, OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA. CONTAINING 82.08 ACRES, MORE OR LESS.

**LESS AND EXCEPT**: THE BALANCE OF THOSE LANDS DESCRIBED IN THE SUBDIVISION PLAT OF **VERANDA BAY PHASE 2A**, AS RECORDED IN PLAT BOOK 40, PAGES 65 THROUGH 70, OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA. CONTAINING 65.85 ACRES, MORE OR LESS.

<u>LESS AND EXCEPT</u>: THOSE LANDS DESCRIBED IN THE SUBDIVISION PLAT OF **VERANDA BAY PHASE 1B**, AS RECORDED IN PLAT BOOK 41, PAGES 11 THROUGH 15, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA. CONTAINING 18.02 ACRES, MORE OR LESS.

**LESS AND EXCEPT:** THE BALANCE OF THOSE LANDS DESCRIBED IN THE SUBDIVISION PLAT OF **VERANDA BAY PHASE 1C**, AS RECORDED IN PLAT BOOK41, PAGES 16 THROUGH 20, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA. CONTAINING 23.50 ACRES, MORE OR LESS.

LESS AND EXCEPT: PHASE 2B — PRELIMINARY PLAT OF VERANDA BAY, DESCRIBED AS FOLLOWS:
A PORTION OF SECTIONS 13 AND 38, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201 AND A 100 FOOT RIGHT OF WAY) AND THE NORTH LINE OF SAID SECTION 38; THENCE SOUTH 18°10′14″ EAST ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 331.23 FEET; THENCE NORTH 71°49′46″ EAST, DEPARTING FROM SAID RIGHT OF WAY LINE, A DISTANCE OF 400.00 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE NORTH 71°49′46″ EAST, A DISTANCE OF 370.00 FEET; THENCE NORTH 18°10′14″ WEST, A DISTANCE OF 325.00 FEET; THENCE NORTH 71°49′46″ EAST, A DISTANCE OF 50.00 FEET; THENCE NORTH 18°10′14″ WEST, A DISTANCE OF 20.01 FEET TO THE POINT OF CURVE OF A CURVE CONCAVE TO THE EAST AND HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 11°32′14″; THENCE NORTHERLY ALONG SAID

CURVE AN ARC DISTANCE OF 5.03 FEET AND SUBTENDED BY A CHORD BEARING OF NORTH 12°24'08" WEST AND A CHORD DISTANCE OF 5.03 FEET TO A POINT ON SAID CURVE; THENCE NORTH 71°49'46" EAST, A DISTANCE OF 119.51 FEET; THENCE SOUTH 18°10'14" EAST, A DISTANCE OF 809.38 FEET; THENCE SOUTH 01°32'26" EAST, A DISTANCE OF 49.29 FEET; THENCE SOUTH 88°27'34" WEST, A DISTANCE OF 140.00 FEET; THENCE SOUTH 01°32'26" EAST, A DISTANCE OF 20.00 FEET; THENCE NORTH 88°27'34" EAST, A DISTANCE 140.00 FEET; THENCE SOUTH 01°32'26" EAST, A DISTANCE OF 384.95 FEET; SOUTH 18°10'14" EAST, A DISTANCE OF 935.73 FEET; THENCE SOUTH 71°49'46" WEST, A DISTANCE OF 140.00 FEET; THENCE SOUTH 18°10'14" EAST, A DISTANCE OF 20.00 FEET; THENCE NORTH 71°49'46" EAST, A DISTANCE OF 140.00 FEET; THENCE SOUTH 18°10'14" EAST, A DISTANCE OF 24.44 FEET TO THE POINT OF CURVE OF A CURVE CONCAVE TO THE WEST AND HAVING A RADIUS OF 365.00 FEET AND A CENTRAL ANGLE OF 34°46'50"; THENCE SOUTHERLY ALONG SAID CURVE AN ARC DISTANCE OF 221.57 FEET AND SUBTENDED BY CHORD BEARING OF SOUTH 00°46'49" EAST AND A CHORD DISTANCE OF 218.18 FEET TO A POINT ON SAID CURVE; THENCE S 16°36'36" W, A DISTANCE OF 18.72 FEET: THENCE NORTH 73°23'24" WEST, A DISTANCE OF 139.49 FEET TO A POINT ON A CURVE OF A CURVE CONCAVE TO THE EAST AND HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 11°32'13"; THENCE NORTHERLY ALONG SAID CURVE AN ARC DISTANCE OF 5.03 FEET AND SUBTENDED BY A CHORD BEARING OF NORTH 10°50′29" EAST AND A CHORD DISTANCE OF 5.03 FEET TO A POINT ON SAID CURVE; THENCE NORTH 73°28'41" WEST, A DISTANCE OF 50.00 FEET TO A POINT ON A CURVE OF A CURVE CONCAVE TO THE NORTHWEST AND HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 12°16'44"; THENCE SOUTHWESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 5.36 FEET AND SUBTENDED BY A CHORD BEARING OF SOUTH 22°44'58" WEST AND A CHORD DISTANCE OF 5.35 FEET TO A POINT ON A CURVE OF A CURVE CONCAVE TO THE SOUTH AND HAVING A RADIUS OF 495.00 AND A CENTRAL ANGLE OF 16°23'29"; THENCE WESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 141.61 FEET AND SUBTENDED BY A CHORD BEARING OF NORTH 79°46'17" WEST AND A CHORD DISTANCE OF 141.13 FEET TO A POINT ON SAID CURVE; THENCE NORTH 02°02'07" EAST, A DISTANCE OF 77.22 FEET; THENCE NORTH 18°10'14" WEST, A DISTANCE OF 50.30 FEET; THENCE SOUTH 71°49'46" WEST, A DISTANCE OF 80.00 FEET; THENCE NORTH 18°10'14" WEST, A DISTANCE OF 1800.00 FEET TO THE POINT OF BEGINNING. CONTAINING 21.82 ACRES, MORE OR LESS.

### LESS AND EXCEPT: PHASE 2C - PRELIMINARY PLAT OF VERANDA BAY, DESCRIBED AS FOLLOWS:

A PORTION OF SECTION 38, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201 AND A 100 FOOT RIGHT OF WAY) AND THE NORTH LINE OF SAID SECTION 38; THENCE SOUTH 18°10'14" EAST ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 331.23 FEET TO THE POINT OF BEGINNING; THENCE NORTH 71°49'46" EAST, DEPARTING FROM SAID RIGHT OF WAY LINE, A DISTANCE OF 400.00 FEET; THENCE SOUTH 18°10'14" EAST, A DISTANCE OF 1906.48 FEET TO A POINT ON A CURVE OF A CURVE CONCAVE TO THE SOUTH AND HAVING A RADIUS OF 495.00 FEET AND A CENTRAL ANGLE OF 14°32'52"; THENCE WESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 125.68 FEET AND SUBTENDED BY A CHORD BEARING OF SOUTH 78°18'07" WEST AND A CHORD DISTANCE OF 125.35 FEET TO A POINT OF A CURVE OF A CURVE CONCAVE TO THE NORTHEAST AND HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 10°55'26": THENCE NORTHWESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 4.77 FEET AND SUBTENDED BY A CHORD BEARING OF NORTH 23°37'58" WEST AND A CHORD DISTANCE OF 4.76 FEET; THENCE; THENCE SOUTH 72°11'12" WEST, A DISTANCE OF 50.00 FEET; THENCE NORTH 18°10'14' WEST, A DISTANCE OF 87.31 FEET; THENCE SOUTH 71°49'46" WEST, A DISTANCE OF 225.00 FEET TO THE INTERSECTION WITH THE AFOREMENTIONED EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY; THENCE NORTH 18°10'14" WEST, ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 1800.00 FEET TO THE POINT OF BEGINNING. CONTAINING 16.91 ACRES, MORE OR LESS.

### **EXHIBIT "A-3"**

## HIGHWAY 100 COMMERCIAL, LLC LEGAL DESCRIPTION

A PORTION OF TRACT "FD2", GARDENS AT HAMMOCK BEACH, AS RECORDED IN MAP BOOK 35, PAGES 80 THROUGH 100 OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

FOR A POINT OF BEGINNING COMMENCE AT THE NORTHWESTERLY CORNER OF SAID TRACT "FD2", SAID POINT ALSO BEING ON THE SOUTHERLY RIGHT OF WAY LINE OF STATE ROAD 100 (A 200 FOOT RIGHT OF WAY AS ESTABLISHED); THENCE SOUTH 89 DEGREES 29 MINUTES 03 SECONDS EAST, ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 382.15 FEET TO THE INTERSECTION WITH SOUTHWESTERLY RIGHT OF WAY LINE OF VILLA DRIVE WEST (A VARIABLE WIDTH PRIVATE RIGHT OF WAY AS ESTABLISHED). SAID POINT BEING THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 35.00 FEET; THENCE ALONG SAID CURVE AND SAID SOUTHWESTERLY RIGHT OF WAY LINE AN ARC DISTANCE OF 51.49 FEET TO THE POINT OF TANGENCY OF SAID CURVE, SAID CURVE BEING SUBTENDED BY A CHORD BEARING OF SOUTH 41 DEGREES 37 MINUTES 50 SECONDS EAST, AND A CHORD DISTANCE OF 46.97 FEET: THENCE SOUTH 00 DEGREES 30 MINUTES 47 SECONDS WEST, A DISTANCE OF 29.81 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 470.00 FEET; THENCE ALONG SAID CURVE AN ARC DISTANCE OF 578.46 FEET TO THE POINT OF TANGENCY OF SAID CURVE, SAID CURVE BEING SUBTENDED BY A CHORD BEARING OF SOUTH 34 DEGREES 44 MINUTES 45 SECONDS EAST. AND A CHORD DISTANCE OF 542.64 FEET; THENCE SOUTH 70 DEGREES 00 MINUTES 17 SECONDS EAST, A DISTANCE OF 190.75 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 360.00 FEET; THENCE ALONG SAID CURVE AN ARC DISTANCE OF 364.42 FEET TO THE POINT OF TANGENCY OF SAID CURVE, SAID CURVE BEING SUBTENDED BY A CHORD BEARING OF SOUTH 41 DEGREES 00 MINUTES 17 SECONDS EAST, AND A CHORD DISTANCE OF 349.06 FEET; THENCE SOUTH 12 DEGREES 00 MINUTES 17 SECONDS EAST, A DISTANCE OF 170.79 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 260.00 FEET; THENCE ALONG SAID CURVE AN ARC DISTANCE OF 48.62 FEET, SAID CURVE BEING SUBTENDED BY A CHORD BEARING OF SOUTH 06 DEGREES 3B MINUTES 50 SECONDS EAST AND A CHORD DISTANCE OF 48.55 FEET: THENCE SOUTH 88 DEGREES 37 MINUTES 36 SECONDS WEST DEPARTING THE AFOREMENTIONED SOUTHWESTERLY RIGHT OF LINE OF VILLA DRIVE WEST, A DISTANCE OF 471.38 FEET; THENCE SOUTH 88 DEGREES 28 MINUTES 30 SECONDS WEST, A DISTANCE OF 589.08 FEET; THENCE NORTH 33 DEGREES 37 MINUTES 07 SECONDS WEST, A DISTANCE OF 50.65 FEET; THENCE NORTH 38 DEGREES 07 MINUTES 37 SECONDS WEST, A DISTANCE OF 95.67 FEET TO A POINT ON A WESTERLY LINE OF THE AFOREMENTIONED TRACT "FD2, GARDENS AT HAMMOCK BEACH"; THENCE NORTH 01 DEGREES 27 MINUTES 08 SECONDS WEST, A DISTANCE OF 968.01 FEET TO THE POINT OF BEGINNING.

## **EXHIBIT "B"**

## SOLD PLATTED LOTS

## PHASE 1A

Lots 43 through 98 of the subdivision plat of Veranda Bay Phase 1A, as recorded in Plat Book 40, Pages 59 through 64, of the Public Records of Flagler County, Florida.

## PHASE 1B

Lots 145, 146, 151 152, 153, 155, 156, 160, 161, 162, 163, 166, 167, 168, 169, 170, 171, 172, 173, 174, 177, 179, 184, 185, 187, 188, 192, 193, 194, 195, 196 and 197 of the subdivision plat of Veranda Bay Phase 1B, as recorded in Plat Book 41, Pages 11 through 15, of the Public Records of Flagler County, Florida.

## PHASE 2A

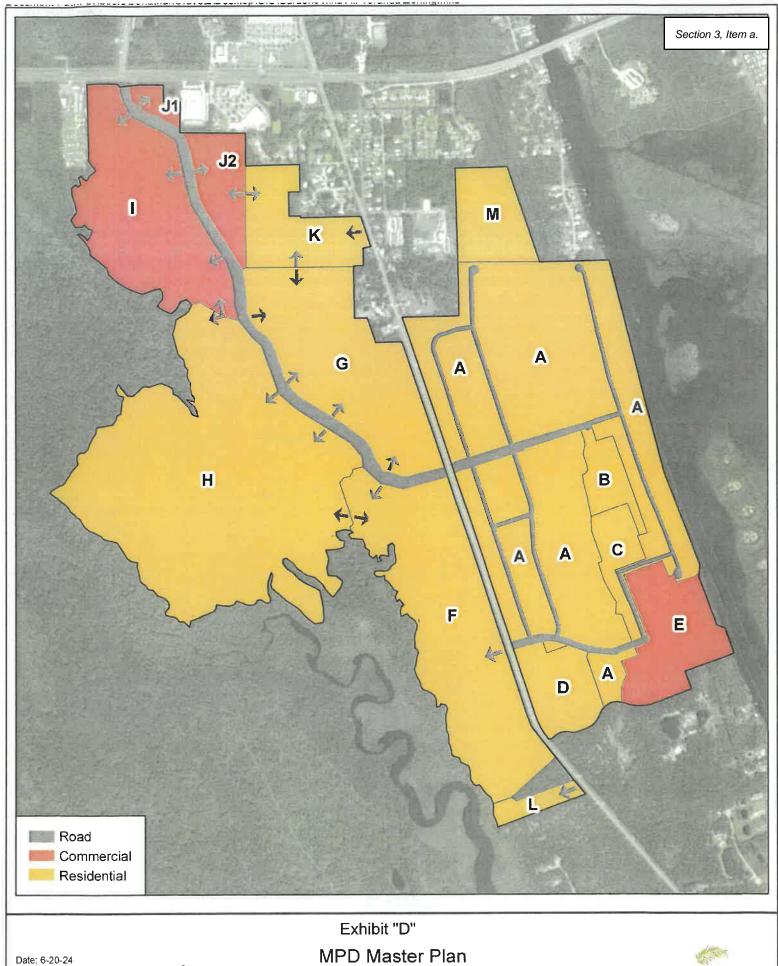
Lots 1 through 42 and Lots 99 through 122, of the subdivision plat of Veranda Bay Phase 2A, as recorded in Plat Book 40, Pages 65 through 70, of the Public Records of Flagler County, Florida.

## EXHIBIT "C" APPROVALS

## **GOVERNMENTAL APPROVALS**

- 1. Gardens at Hammock Beach Planned Unit Development Agreement effective November 17, 2005 and recorded on May 3, 2006 in Official Records Book 1429, Page 19, Public Records of Flagler County, Florida.
- Interlocal Agreement Water and Wastewater Service Area John Anderson Corridor dated May 16, 2016 and recorded on May 19, 2016 in Official Records Book 2129, Page 1549, Public Records of Flagler County, Florida.
- 3. Approval of the preliminary plats and construction plans for Veranda Bay Phases 1A, 1B, 1C, 2A, 2B and 2C by Flagler County Board of County Commissioners on November 16, 2020.
- 4. Army Corps of Engineers Permit number SAJ-1996-00918 effective December 3, 2020.
- 5. Florida Department of Environmental Protection Water Permit 0080281-030-DSGP effective January 6, 2021.
- 6. Florida Department of Environmental Protection Wastewater Permit 0018857-024-DWC effective January 6, 2021.
- 7. Public School Proportionate Share Mitigation Agreement with the Flagler County School Board effective January 19, 2020 and recorded on January 22, 2021 in Official Records Book 2518, Page 920, Public Records of Flagler County, Florida.
- 8. Flagler County Subdivision Site Development Permit issued on 1/14/2021 for Veranda Bay Phase 1A Subdivision Infrastructure (AKA The Gardens 1A).
- 9. Flagler County Subdivision Site Development Permit issued on 1/14/2021 for Veranda Bay Phase 1B/1C Subdivision Infrastructure (AKA The Gardens 1B/1C).
- 10. Flagler County Subdivision Site Development Permit issued on 1/14/2021 for Veranda Bay Phase 2A Subdivision Infrastructure (AKA The Gardens 2A).
- 11. Flagler County Right of Way Permit issued on 4/18/2023 for offsite installation of reuse main and fittings along John Anderson Highway.
- 12. St. Johns River Water Management District ERP Permit number 80599-6 issued April 23, 2021 (Hammock Beach River Club Transfer now known as Veranda Bay).
- 13. St. Johns River Water Management District ERP Permit number 80599-8 issued October 7, 2021 (Gardens Phase 1A, 1B, 1C, 2A, 2B and 2C now known as Veranda Bay).

- 14. Utility Service Agreement with City of Flagler Beach recorded on March 29, 2022 in Official Records Book 2672, Page 74, Public Records of Flagler County, Florida.
- 15. Recorded Plat of Veranda Bay Phase 1A, recorded on July 21, 2022 in Plat Book 40, Pages 59 through 64, Public Records of Flagler County, Florida.
- 16. Recorded Plat of Veranda Bay Phase 2A, recorded on July 21, 2022 in Plat Book 40, Pages 65 through 70, Public Records of Flagler County, Florida.
- 17. Recorded Plat of Veranda Bay Phase 1B, recorded on September 11, 2023, in Plat Book 40, Pages 11 through 15, Public Records of Flagler County, Florida.
- 18. Recorded Plat of Veranda Bay Phase 1C, recorded on September 11, 2023, in Plat Book 40, Pages 16 through 20, Public Records of Flagler County, Florida.



oate: 6-20-24 700 1,400 Feet MPD Master Plan Veranda Bay Flagler County, Florida





# VERANDA BAY FISCAL IMPACT STUDY

## **Submitted to:**

## Palm Coast Intracoastal, LLC

## **Submitted by:**



Strategic Planning Group, Inc. 830-13 N A1A, Suite 402 Ponte Vedra Beach, FL 32082 1-800-213-PLAN

September 6, 2024

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## VERANDA BAY FISCAL IMPACT STUDY

## **EXECUTIVE SUMMARY**

Palm Coast Intracoastal, LLC, retained Strategic Planning Group, Inc., to perform a fiscal impact analysis of Veranda Bay, a new 899-acre development on the west side of the Intracoastal Waterway.

## Analysis Approach/Assumptions

This study uses a per-capita fiscal methodology model. This approach is used for several reasons. The study is limited to the City of Flagler Beach impacts (although ad valorem revenues are calculated for other taxing districts within the County) including the Flagler County School Board. Impact fees will be applied to off-site capital needs directly related to the development. Impact fees cover capital costs associated with increased off-site recreation needs, fire and police enforcement, libraries, administration, potable water, and wastewater.<sup>1</sup> This analysis used the existing fee structure.

Veranda Bay is projected to contain 2,735 residential units and 472,491 square feet of commercial, retail, office, and marina space, excluding the hotel. These residential units are projected to accommodate 5,112 permanent residents, accounting for seasonal uses and vacancies. Nonresidential space is projected to generate 1,039 jobs of which 53% of these employees are estimated to live in Flagler County.

Veranda Bay is projected to be built- out by 2044.

## Revenues

Flagler Beach has an FY 2024/2025 proposed Operating Budget of \$77,071,488.

The City of Flagler Beach General Fund is the City's second-largest fund accounting for 13.8% of the budget<sup>2</sup>. This study focuses only on the General Fund which funds most "traditional city services" (fire and police protection, etc.). General Revenue funds come from numerous sources and contribute proportionally to the General Fund. The General Fund has \$9,418,772 budgeted in the current fiscal year <u>excluding transfers</u>.

Veranda Bay is projected to generate \$56.2 million in revenue <u>annually</u> in 2044 at buildout. Veranda Bay is projected to generate \$451.6 million in revenues through 2044.

 $<sup>^{1}\,</sup>$  Impact Fees are collected when the building permit is pulled; ad valorem taxes are collected a year after assessed.

<sup>&</sup>lt;sup>2</sup> Excluding Transfers

## **Expenditures (Costs)**

To determine county costs, SPG used a per capita approach, inflated by two percent (2%)<sup>3</sup>, as shown in detail within the Report. City costs start at \$53,213 in 2025 and increase to \$13.5 million at buildout in 2044.

## **General Fund Net Surplus/Deficit**

The analysis demonstrates that revenue generated by Veranda Bay is projected to exceed the City's annual cost for general governmental functions. Veranda Bay would have a net surplus of \$42.7 million <u>annually</u> and \$336.5 million <u>cumulatively</u> by 2044.

<sup>&</sup>lt;sup>3</sup> IRS inflation goal

## FLAGLER BEACH FISCAL IMPACT STUDY

## INTRODUCTION

Palm Coast Intracoastal, LLC retained Strategic Planning Group, Inc., to analyze the fiscal impact of Veranda Bay on the City of Flagler Beach General Fund.

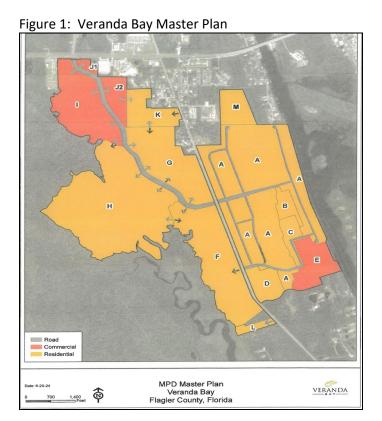
## What is Fiscal Impact Analysis?

- A technique to examine fiscal (financial) impacts of new developments
- It only considers the direct effects leading to higher budgetary outlays – indirect effects like environmental costs, congestion costs, permitting fees, etc., are not considered

This study aims to determine the fiscal impact of Veranda Bay developments on the City of Flagler Beach.

## **VERANDA BAY**

Veranda Bay is an 899-acre development containing a host of residential and retail/office/commercial land uses. Figure 1 shows the development staging.



## Housing Development by Type

The absorption figures assumed a six-year single-family lot absorption. The developments of the single-family homes were calculated to be absorbed over six years. The remainder of Veranda Bay is projected to be completed by 2044.

According to the Veranda Bay Master Plan, Veranda Bay will contain 2,735 residential units. While the ultimate composition is subject to change, the proposed distribution of housing is shown in Table 1.

Table 1. Veranda Bay Residential Units by Type

	Townhomes	Apartments	Condo	ominium	Single	Total Units	
	Units/ Cumulative	Units/ Cumulative	Units Annual	Units/ Comulative	Units Annual	Units/ Comulative	Comulative /All Types
2024	0	0	0	0	20	20	20
2025	0	0	0	0	73	93	93
2026	0	0	0	0	243	336	336
2027	0	0	0	0	173	509	509
2028	0	0	0	0	131	640	640
2029	78	0	152	152	83	723	953
2030	78	0	60	212	72	795	1,085
2031	78	350	60	272	72	867	1,567
2032	78	350	80	352	60	927	1,707
2033	78	350	80	432	36	963	1,823
2034	78	350	100	532	12	975	1,935
2035	78	350	80	612	0	975	2,015
2036	78	350	100	712	0	975	2,115
2037	78	350	80	792	0	975	2,195
2038	78	350	100	892	0	975	2,295
2039	78	350	80	972	0	975	2,375
2040	78	350	100	1,072	0	975	2,475
2041	78	350	80	1,152	0	975	2,555
2042	78	350	100	1,252	0	975	2,655
2043	78	350	80	1,332	0	975	2,735
2044	78	350	0	1,332	0	975	2,735

Source: Palm Coast Intracoastal LLC

## **Non Residential Development**

Veranda Bay is also projected to include 36,200 square feet (sq. ft.) of clubhouse/marina space, 40,000 sq. ft. of office/retail/commercial space, and 396,291 sq. ft. of mixed-use commercial uses. There is a 250-room hotel planned which has been calculated at a gross 380 sq. ft. per room.

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Table 2. Veranda Bay Non-Residential Square Feet

Non Residential								
Year	Square Feet	Cumulative SF						
2024	0	0						
2025	6,200	6,200						
2026	0	6,200						
2027	40,000	46,200						
2028	129,073	175,273						
2029	0	175,273						
2030	194,073	369,346						
2031	0	369,346						
2032	0	369,346						
2033	99,073	468,419						
2034	0	468,419						
2035	99,072	567,491						
2036	0	567,491						
2037	0	567,491						
2038	0	567,491						
2039	0	567,491						
2040	0	567,491						
2041	0	567,491						
2042	0	567,491						
2043	0	567,491						
2044	0	567,491						

Source: Palm Coast Intracoastal LLC

## FISCAL IMPACT METHODOLOGY

A fiscal impact study aims to determine the impact that adding more people and businesses to the County will have on the County's budget.

Figure 2: Fiscal Impact Overview

Several methodologies can be used to analyze fiscal impacts. To a large degree, the depth of the analysis is related to the specific details needed and the time/costs to perform the analysis.

How is it done?

New Developments

More people

More service and More revenues
Infrastructure
Demands

Budgetary surplus/deficit

The following graphic shows some of the techniques used in fiscal impact analyses.

Figure 3: Types of Fiscal Impact Analyses

## The Different Types of Impact Analysis

### •Per capita Multiplier Method (70% usage)

 Utilizes average municipal costs per person and applies that to projected future population

### ·Case Study Method (15% usage)

- Interviewing public officials and school administrators
- Gathering a first-hand knowledge base

## •Service standard method (10% usage)

 Similar to per capita method but estimates main power needs rather than dollar amounts

## •Comparable City Method (1% usage)

- Based on available data from communities of comparable size

### •The Proportional Valuation Method (1% usage)

- Mostly used for non-residential buildings
- Assigns a share of municipal costs as a proportion of size of facility

As shown above, most fiscal impact studies (70%) utilize the per-capita approach. This study for the most part uses the per-capita approach.

## **ASSUMPTIONS**

Flagler Beach had a total estimated population of 5,216 as of April 1, 2023. Based on census data, SPG estimated the household size to be 2.36 persons per household.

Table 3: Flagler Beach Demographics/Assumptions

Demographics		City 2023
Population	April 1, 2023	5,216
Housing Units		3,550
Vacant	30.9%	1,097
Occupied		2,453
Household Size		2.36
Percent of Employ	ment Living within City	13.4%

Source: American Community Survey, 2024; Strategic Planning Group, Inc., 2024

**Table 4: Flagler Beach Persons per Households** 

	Flagler Beach Population	Flagler Beach Households		Note
Residents Per HH	5,216	2,453	2.36	
Rental Apartments			2.00	SPG estimate
For Sale Housing			2.50	SPG estimate
Note: # households based	on BEBR 2022	estimates		

Source: Strategic Planning Group, Inc., 2024

This study uses Flagler Beach and Flagler County metrics to calculate Veranda Bay's employment generation. It assumes that retail space would have a vacancy rate of 5% with an assumed employee/ space ratio of one employee for every 909 feet of retail space. For office usage, it is believed that there is one employee for every 227 square feet of office space with a 5 percent vacancy rate. It should be noted that the analysis also assumes a residential vacancy of 5 percent.

**Table 5: Flagler Beach Employment Assumptions** 

rable of riagical peach emproyment recamplification	
Resident and Employee Ratios	
Office employment/ratio	227
Office Vacancy Rate	5.0%
Retail	909
Retail Vacancy Rate	5.0%
Residentail Vacancy Rate	5.0%

Source: Strategic Planning Group, Inc., 2024

The analysis assumed that 53 percent of employees would work and live within the County based on data from the U.S. Census Bureau,<sup>4</sup> while only 13.4 percent of Flagler Beach residents live and work within the City.

Table 6 shows the residential absorption through 2044 when it is expected to be built.

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<sup>&</sup>lt;sup>4</sup> Center for Economic Studies, *onthemap*, Strategic Planning Group, Inc., 2024

**Table 6: Projected Residential Absorption** 

	Single Family	Condo	Apt	тн	Total Residential
2024	20	0	0	0	20
2025	73	0	0	0	73
2026	243	0	0	0	243
2027	173	0	0	0	173
2028	131	0	0	0	131
2029	83	152	0	78	313
2030	72	60	0	0	132
2031	72	60	350	0	482
2032	60	80	0	0	140
2033	36	80	0	0	116
2034	12	100	0	0	112
2035	0	80	0	0	80
2036	0	100	0	0	100
2037	0	80	0	0	80
2038	0	100	0	0	100
2039	0	80	0	0	80
2040	0	100	0	0	100
2041	0	80	0	0	80
2042	0	100	0	0	100
2043	0	80	0	0	80
2044	0	0	0	0	0
Total	975	1,332	350	78	2,735

Source: Palm Coast Intracoastal LLC

## Veranda Bay Population

In calculating the overall population the total number of housing units are converted to occupied housing units. SPG estimates that 69 percent of the housing units will be occupied at any given time. This figure is largely based on census data and Flagler County's seasonality.

The development of Veranda Bay is projected to add 5,112 new residents to the City over the next twenty years.

The development will generate 1,039 direct jobs within its office/retail/commercial uses. Based on Census data approximately 53 percent of the job holders will live within Flagler County.

Table 7: Veranda Bay Generated Population (Occupied Units)

		upied Reside		·	,			Vacancy Population Rate 5%					Employment	
	Townhomes Units	Apartments Units	Condos	Single Units	Family	Total Units	Townhomes	Apartments	Condo	Single Family	Total Pop	Cumulative Population	Office	Retail
2024	0	0	0	14	14	14	0	0	0	31	29	29	6	5
2025	0	0	0	50	64	64	0	0	0	113	107	107	6	5
2026	0	0	0	168	232	232	0	0	0	376	357	357	12	36
2027	0	0	0	119	351	351	0	0	0	268	254	254	183	137
2028	0	0	0	90	442	442	0	0	0	203	193	193	183	137
2029	54	0	105	57	499	658	102	0	235	128	443	780	386	290
2030	54	0	146	50	549	749	102	0	328	111	515	945	386	290
2031	54	242	188	50	598	1,081	102	459	421	111	1,039	2,020	386	290
2032	54	242	243	41	640	1,178	102	459	545	93	1,139	2,244	490	367
2033	54	242	298	25	664	1,258	102	459	668	56	1,221	2,450	490	367
2034	54	242	367	8	673	1,335	102	459	823	19	1,333	2,717	594	445
2035	54	242	422	0	673	1,390	102	459	947	0	1,432	2,940	594	445
2036	54	242	491	0	673	1,459	102	459	1,101	0	1,579	3,242	594	445
2037	54	242	546	0	673	1,515	102	459	1,225	0	1,697	3,483	594	445
2038	54	242	615	0	673	1,584	102	459	1,380	0	1,844	3,785	594	445
2039	54	242	671	0	673	1,639	102	459	1,504	0	1,962	4,026	594	445
2040	54	242	740	0	673	1,708	102	459	1,658	0	2,108	4,328	594	445
2041	54	242	795	0	673	1,763	102	459	1,782	0	2,226	4,569	594	445
2042	54	242	864	0	673	1,832	102	459	1,937	0	2,373	4,871	594	445
2043	54	242	919	0	673	1,887	102	459	2,061	0	2,491	5,112	594	445
2044	54	242	919	0	673	1,887	102	459	2,061	0	2,491	5,112	594	445

Source: Strategic Planning Group, Inc., 2024

## Unit Values (initial value based on sales price estimate 2024)

Based on information from the local market, the anticipated average sales value for apartments is \$225,000 per unit in 2024. Condominium average prices are estimated at \$375,000 per unit, and single-family homes are valued at an average price of \$600,000<sup>5</sup>.

**Table 8: Value of Veranda Bay Developed Property** 

Unit Values	, ,	
Beginning Year		2024
Appreciation		4.00%
Base Year Tax Value		\$0
Initial Year Values (Gross)		2024
Residential		
Apartments (Unit)	\$	225,000
Condominiums (Unit)	\$	375,000
Single Family (Unit)	\$	600,000
Single Family Lot	\$	100,000
Non Residential		
Commercial (SF)	\$	250
Retail/Office (SF)	\$	250

Source: Strategic Planning Group, Inc., 2024

## **Calculation of Property Value**

## **Apartments**

Table 9 shows the calculation of the apartment development within Veranda Bay. At buildout, the apartment sector is projected to have a taxable value of \$155.7 million.

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<sup>&</sup>lt;sup>5</sup> Including lot

**Table 9: Apartment Valuation** 

Apartments	350		4.00%		95.00%		
		Cumulative	Unit	Total	Taxable		
Year	Units	Units	Value/Price	Value	Value		
2024	0	0	\$225,000	\$0	\$0		
2025	0	0	\$234,000	\$0	\$0		
2026	0	0	\$243,360	\$0	\$0		
2027	0	0	\$253,094	\$0	\$0		
2028	0	0	\$263,218	\$0	\$0		
2029	0	0	\$273,747	\$0	\$0		
2030	0	0	\$284,697	\$0	\$0		
2031	350	350	\$296,085	\$98,448,146	\$93,525,739		
2032	0	350	\$307,928	\$102,386,072	\$97,266,768		
2033	0	350	\$320,245	\$106,481,515	\$101,157,439		
2034	0	350	\$333,055	\$110,740,776	\$105,203,737		
2035	0	350	\$346,377	\$115,170,407	\$109,411,886		
2036	0	350	\$360,232	\$119,777,223	\$113,788,362		
2037	0	350	\$374,642	\$124,568,312	\$118,339,896		
2038	0	350	\$389,627	\$129,551,044	\$123,073,492		
2039	0	350	\$405,212	\$134,733,086	\$127,996,432		
2040	0	350	\$421,421	\$140,122,409	\$133,116,289		
2041	0	350	\$438,278	\$145,727,306	\$138,440,941		
2042	0	350	\$455,809	\$151,556,398	\$143,978,578		
2043	0	350	\$474,041	\$157,618,654	\$149,737,721		
2044	0	350	\$493,003	\$163,923,400	\$155,727,230		

Source: Strategic Planning Group, Inc., 2024

## **Condominiums**

As shown in Table 10, the development's 1,332 units are projected to have a value of \$876.4 million and a taxable value of \$832.6 million at build-out.

Table10: Condominiums Value

Homestead	60%			\$50,000 Homestead						
Non Homestead	40%		No Homestead	Home Steaded	60%		40%			
Condominium			4.00%	3.00%	3.00%					95.00%
		Cumulative	Unit	Unit	Homestead	Cumulative	Non	Cumulative	Total	Taxable
Year	Units	Units	Value/Price	Value HS	Taxable	Homestead	Homestead	Non Homestead	Value	Value
2024	0	0			0	\$0	\$0	\$0	\$0	\$0
2025	0	0	\$375,000	\$325,000	0	\$0	\$0	\$0	\$0	\$0
2026	0	0	\$390,000	\$334,750	0	\$0	\$0	\$0	\$0	\$0
2027	0	0	\$405,600	\$344,793	0	\$0	\$0	\$0	\$0	\$0
2028	0	0	\$421,824	\$355,136	0	\$0	\$0	\$0	\$0	\$0
2029	152	152	\$438,697	\$365,790	33,360,081	\$33,360,081	\$26,672,775	\$26,672,775	\$60,032,856	\$57,031,213
2030	60	212	\$456,245	\$376,764	47,924,390	\$81,284,471	\$38,689,562	\$65,362,337	\$86,613,953	\$82,283,25
2031	60	272	\$474,495	\$388,067	63,332,534	\$144,617,005	\$51,625,016	\$116,987,353	\$114,957,550	\$109,209,672
2032	80	352	\$493,474	\$399,709	84,418,542	\$229,035,547	\$69,481,198	\$186,468,551	\$153,899,740	\$146,204,753
2033	80	432	\$513,213	\$411,700	106,712,712	\$335,748,259	\$88,683,274	\$275,151,826	\$195,395,986	\$185,626,187
2034	100	532	\$533,742	\$424,051	135,357,170	\$471,105,429	\$113,580,283	\$388,732,108	\$248,937,453	\$236,490,580
2035	80	612	\$555,092	\$436,773	160,382,981	\$631,488,410	\$135,886,425	\$524,618,534	\$296,269,406	\$281,455,936
2036	100	712	\$577,295	\$449,876	192,187,031	\$823,675,440	\$164,413,693	\$689,032,227	\$356,600,724	\$338,770,688
2037	80	792	\$600,387	\$463,372	220,194,511	\$1,043,869,952	\$190,202,628	\$879,234,855	\$410,397,139	\$389,877,282
2038	100	892	\$624,403	\$477,273	255,436,754	\$1,299,306,706	\$222,786,835	\$1,102,021,690	\$478,223,589	\$454,312,410
2039	80	972	\$649,379	\$491,592	286,696,256	\$1,586,002,962	\$252,478,426	\$1,354,500,116	\$539,174,683	\$512,215,948
2040	100	1,072	\$675,354	\$506,339	325,677,509	\$1,911,680,471	\$289,591,716	\$1,644,091,832	\$615,269,224	\$584,505,763
2041	80	1,152	\$702,368	\$521,530	360,481,254	\$2,272,161,726	\$323,651,159	\$1,967,742,991	\$684,132,414	\$649,925,793
2042	100	1,252	\$730,463	\$537,175	403,526,221	\$2,675,687,946	\$365,815,713	\$2,333,558,704	\$769,341,934	\$730,874,83
2043	80	1,332	\$759,681	\$553,291	442,189,963	\$3,117,877,910	\$404,758,140	\$2,738,316,844	\$846,948,103	\$804,600,69
2044	0	1,332	\$790,068	\$569,889	455,455,662	\$3,573,333,572	\$420,948,465	\$3,159,265,309	\$876,404,128	\$832,583,92

Source: Strategic Planning Group, Inc., 2024Townhomes

## **Townhome**

As shown in Table 11, Veranda Bay is planned to include 78 Townhomes projected to have a taxable value of \$263 million at buildout (2044).

**Table 11: Townhome Ad Valorem Value** 

Homestead	0.6			\$50,000	Homestead					
Non Homestead	0.4		No Homestead	Home Steaded	0.6		0.4			
TH			0.04	0.03	0.03					0.95
		Cumulative	Unit	Unit	Homestead	Cumulative	Non	Cumulative	Total	Taxable
Year	Units	Units	Value/Price	Value HS	Taxable	Homestead	Homestead	Non Homestead	Value	Value
2024	0	0	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2025	0	0	\$312,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2026	0	0	\$324,480	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2027	0	0	\$337,459	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2028	0	0	\$350,958	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2029	78	78	\$364,996	\$24,569,678	\$14,741,807	\$14,741,807	\$11,387,871	\$11,387,871	\$26,129,678	\$24,823,194
2030	0	78	\$379,596	\$25,708,465	\$15,425,079	\$30,166,886	\$11,843,386	\$23,231,257	\$38,656,336	\$36,723,519
2031	0	78	\$394,780	\$26,892,804	\$16,135,682	\$46,302,568	\$12,317,121	\$35,548,379	\$51,684,061	\$49,099,858
2032	0	78	\$410,571	\$28,124,516	\$16,874,709	\$63,177,277	\$12,809,806	\$48,358,185	\$65,232,894	\$61,971,250
2033	0	78	\$426,994	\$29,405,496	\$17,643,298	\$80,820,575	\$13,322,199	\$61,680,384	\$79,323,681	\$75,357,497
2034	0	78	\$444,073	\$30,737,716	\$18,442,630	\$99,263,205	\$13,855,087	\$75,535,470	\$93,978,100	\$89,279,195
2035	0	78	\$461,836	\$32,123,225	\$19,273,935	\$118,537,140	\$14,409,290	\$89,944,760	\$109,218,695	\$103,757,760
2036	0	78	\$480,310	\$33,564,154	\$20,138,492	\$138,675,632	\$14,985,662	\$104,930,422	\$125,068,914	\$118,815,468
2037	0	78	\$499,522	\$35,062,720	\$21,037,632	\$159,713,264	\$15,585,088	\$120,515,510	\$141,553,142	\$134,475,485
2038	0	78	\$519,503	\$36,621,229	\$21,972,737	\$181,686,002	\$16,208,492	\$136,724,001	\$158,696,738	\$150,761,902
2039	0	78	\$540,283	\$38,242,078	\$22,945,247	\$204,631,249	\$16,856,831	\$153,580,832	\$176,526,079	\$167,699,775
2040	0	78	\$561,894	\$39,927,761	\$23,956,657	\$228,587,905	\$17,531,104	\$171,111,937	\$195,068,593	\$185,315,164
2041	0	78	\$584,370	\$41,680,872	\$25,008,523	\$253,596,428	\$18,232,349	\$189,344,285	\$214,352,808	\$203,635,168
2042	0	78	\$607,745	\$43,504,106	\$26,102,464	\$279,698,892	\$18,961,643	\$208,305,928	\$234,408,392	\$222,687,972
2043	0	78	\$632,055	\$45,400,271	\$27,240,162	\$306,939,054	\$19,720,108	\$228,026,036	\$255,266,199	\$242,502,889
2044	0	78	\$657,337	\$47,372,282	\$28,423,369	\$335,362,423	\$20,508,913	\$248,534,949	\$276,958,318	\$263,110,402

### **Single Family Homes**

Veranda Bay's concept plan calls for 975 single-family homes with an estimated starting average price of \$600,000. By 2044 Veranda Bay's singlefamily homes are estimated to have a taxable value of \$1.19 billion as shown in Table 12.

Table 12: Single Family Ad Valorem Value

Homestead	60.00%		Units						\$50,000	Homestead					
Non Homestead	40.00% 975	Annal Sales	Units Cumulative	Appreciation Lot	Lots Value	No Homestead 4.00% Unit	Home Steaded 3.00% Unit	4.00% Unit+Lot	3.00% Homestead	Homestead	Homestead	Non Homestead	Non Homestead	Annual Cumulative Total	95.00% Taxable
Year	Lots	Units	Units	Value/Price (1)		Value/Price	Value HS	Value/Price	Value		Cumulative		Cumulative	Value	Value
2024	89	20	20	\$100,000	\$8,900,000	\$600,000	\$600,000	\$4,800,000	\$12	\$12,000,000	\$12,000,000	\$20	\$20	\$12,000,020	\$11,400,019
2025	89	73	93	\$104,000	\$9,256,000	\$600,000	\$600,000	\$17,520,000	\$17,520,000	\$33,480,000	\$45,480,000	\$22,320,000	\$22,320,020	\$55,800,000	\$53,010,000
2026	124	243	336	\$108,160	\$13,411,840	\$682,500	\$618,000	\$66,339,000	\$18,045,600	\$124,588,800	\$170,068,800	\$91,728,000	\$114,048,020	\$216,316,800	\$205,500,960
2027	0	173	509	\$112,486	\$0	\$716,625	\$636,540	\$49,590,450	\$18,586,968	\$194,399,316	\$364,468,116	\$145,904,850	\$259,952,870	\$340,304,166	\$323,288,958
2028	540	131	640	\$116,986	\$63,172,362	\$752,456	\$655,636	\$39,428,708	\$19,144,577	\$251,764,301	\$616,232,417	\$192,628,800	\$452,581,670	\$444,393,101	\$422,173,446
2029	0	83	723	\$121,665	\$0	\$790,079	\$675,305	\$26,230,625	\$19,718,914	\$292,947,433	\$909,179,850	\$228,490,865	\$681,072,535	\$521,438,298	\$495,366,383
2030	0	72	795	\$126,532	\$0	\$829,583	\$695,564	\$23,891,991	\$20,310,482	\$331,784,240	\$1,240,964,090	\$263,807,399	\$944,879,934	\$595,591,639	\$565,812,057
2031	0	72	867	\$131,593	\$0	\$871,062	\$716,431	\$25,086,590	\$20,869,796	\$372,687,603	\$1,613,651,693	\$302,084,359	\$1,246,964,293	\$674,771,962	\$641,033,364
2032	0	60	927	\$136,857	\$0	\$914,615	\$737,924	\$21,950,767	\$21,495,890	\$410,433,506	\$2,024,085,199	\$339,139,344	\$1,586,103,637	\$749,572,850	\$712,094,208
2033	0	36	963			\$960,346	\$760,062	\$13,828,983	\$22,140,767	\$439,163,852	\$2,463,249,051	\$369,925,294	\$1,956,028,931	\$809,089,146	\$768,634,689
2034	36	12	975			\$1,008,363	\$782,864	\$4,840,144	\$22,804,990	\$457,975,388	\$2,921,224,438	\$393,261,703	\$2,349,290,634	\$851,237,090	\$808,675,236
2035	0	0	975			\$1,058,782	\$806,350	\$0	\$23,489,140	\$471,714,649	\$3,392,939,088	\$412,924,788	\$2,762,215,422	\$884,639,437	\$840,407,465
2036	0	0	975			\$1,111,721	\$830,540	\$0	\$24,193,814	\$485,866,089	\$3,878,805,176	\$433,571,027	\$3,195,786,449	\$919,437,116	\$873,465,260
2037	0	0	975			\$1,167,307	\$855,457	\$0	\$24,919,628	\$500,442,071	\$4,379,247,247	\$455,249,579	\$3,651,036,028	\$955,691,650	\$907,907,067
2038	0	0	975			\$1,225,672	\$881,120	\$0	\$25,667,217	\$515,455,333	\$4,894,702,581	\$478,012,058	\$4,129,048,085	\$993,467,391	\$943,794,021
2039	0	0	975			\$1,286,956	\$907,554	\$0	\$26,437,233	\$530,918,993	\$5,425,621,574	\$501,912,660	\$4,630,960,746	\$1,032,831,654	\$981,190,071
2040	0	0	975			\$1,351,303	\$934,780	\$0	\$27,230,350	\$546,846,563	\$5,972,468,138	\$527,008,293	\$5,157,969,039	\$1,073,854,857	\$1,020,162,114
2041	0	0	975			\$1,418,868	\$962,824	\$0	\$28,047,261	\$563,251,960	\$6,535,720,098	\$553,358,708	\$5,711,327,747	\$1,116,610,668	\$1,060,780,135
2042	0	0	975			\$1,489,812	\$991,709	\$0	\$28,888,679	\$580,149,519	\$7,115,869,617	\$581,026,644	\$6,292,354,391	\$1,161,176,162	\$1,103,117,354
2043	0	0	975			\$1,564,303	\$1,021,460	\$0	\$29,755,339	\$597,554,004	\$7,713,423,621	\$610,077,976	\$6,902,432,367	\$1,207,631,980	\$1,147,250,381
2044	0	0	975			\$1,642,518	\$1,052,104	\$0	\$30,647,999	\$615,480,625	\$8,328,904,246	\$640,581,875	\$7,543,014,241	\$1,256,062,499	\$1,193,259,374

Table 13 summarizes the projected value of Veranda Bay residential development in 2044. In the development's 20th year, the value of its residential component is projected at \$2.44 billion and \$25.3 billion cumulatively.

**Table: 13 Veranda Bay Residential Valuation** 

Residential F	Property Value				Total
Year	Apt	Condo	TH	SF	Residential
2024	\$0	\$0	\$0	\$11,400,019	\$11,400,019
2025	\$0	\$0	\$0	\$53,010,000	\$53,010,000
2026	\$0	\$0	\$0	\$205,500,960	\$205,500,960
2027	\$0	\$0	\$0	\$323,288,958	\$323,288,958
2028	\$0	\$0	\$0	\$422,173,446	\$422,173,446
2029	\$0	\$57,031,213	\$24,823,194	\$495,366,383	\$577,220,791
2030	\$0	\$82,283,255	\$36,723,519	\$565,812,057	\$684,818,831
2031	\$93,525,739	\$109,209,672	\$49,099,858	\$641,033,364	\$892,868,633
2032	\$97,266,768	\$146,204,753	\$61,971,250	\$712,094,208	\$1,017,536,979
2033	\$101,157,439	\$185,626,187	\$75,357,497	\$768,634,689	\$1,130,775,812
2034	\$105,203,737	\$236,490,580	\$89,279,195	\$808,675,236	\$1,239,648,747
2035	\$109,411,886	\$281,455,936	\$103,757,760	\$840,407,465	\$1,335,033,047
2036	\$113,788,362	\$338,770,688	\$118,815,468	\$873,465,260	\$1,444,839,778
2037	\$118,339,896	\$389,877,282	\$134,475,485	\$907,907,067	\$1,550,599,730
2038	\$123,073,492	\$454,312,410	\$150,761,902	\$943,794,021	\$1,671,941,825
2039	\$127,996,432	\$512,215,948	\$167,699,775	\$981,190,071	\$1,789,102,226
2040	\$133,116,289	\$584,505,763	\$185,315,164	\$1,020,162,114	\$1,923,099,330
2041	\$138,440,941	\$649,925,793	\$203,635,168	\$1,060,780,135	\$2,052,782,036
2042	\$143,978,578	\$730,874,837	\$222,687,972	\$1,103,117,354	\$2,200,658,742
2043	\$149,737,721	\$804,600,698	\$242,502,889	\$1,147,250,381	\$2,344,091,689
2044	\$155,727,230	\$832,583,921	\$263,110,402	\$1,193,259,374	\$2,444,680,928
					\$25,315,072,507

Source: Strategic Planning Group, Inc., 2024

The following table shows the estimated value of office and retail use assuming a 4 percent inflation rate and a taxable value of 95% of the estimated value of the properties. The nonresidential development is estimated to have a taxable value of \$295.3 million billed out in 2044.

Table 14: Veranda Bay Non-Residential Valuation

Non Resider	ntial		average	\$250	SF .
			4.00%		95.00%
	Square	Cumulative	Unit	Total	Taxable
Year	Feet	SF	Price SF	Value	Value
2024	0	0	\$250	\$0	\$0
2025	6,200	6,200	\$260	\$1,612,000	\$1,531,400
2026	0	6,200	\$270	\$1,676,480	\$1,592,656
2027	40,000	46,200	\$281	\$12,992,179	\$12,342,570
2028	129,073	175,273	\$292	\$51,261,155	\$48,698,097
2029	0	175,273	\$304	\$53,311,601	\$50,646,021
2030	194,073	369,346	\$316	\$116,835,130	\$110,993,373
2031	0	369,346	\$329	\$121,508,535	\$115,433,108
2032	0	369,346	\$342	\$126,368,876	\$120,050,432
2033	99,073	468,419	\$356	\$166,676,574	\$158,342,745
2034	0	468,419	\$370	\$173,343,637	\$164,676,455
2035	99,072	567,491	\$385	\$218,406,580	\$207,486,251
2036	0	567,491	\$400	\$227,142,844	\$215,785,702
2037	0	567,491	\$416	\$236,228,557	\$224,417,130
2038	0	567,491	\$433	\$245,677,700	\$233,393,815
2039	0	567,491	\$450	\$255,504,808	\$242,729,567
2040	0	567,491	\$468	\$265,725,000	\$252,438,750
2041	0	567,491	\$487	\$276,354,000	\$262,536,300
2042	0	567,491	\$506	\$287,408,160	\$273,037,752
2043	0	567,491	\$527	\$298,904,486	\$283,959,262
2044	0	567,491	\$548	\$310,860,666	\$295,317,633

Source: Palm Coast Intracoastal, LLC; Strategic Planning Group, Inc. 2024

### FLAGLER BEACH BUDGET - FY 2024/2025

### Revenues

Flagler Beach has an FY 2024/2025 Operating Budget of \$77 million. The largest three revenue sources are the Utility Fund (53.4%), the General Fund (15.25%), and the Storm Water Fund 91.2%). Total estimated revenues for fiscal year 2024/2025 are \$68,134,156<sup>6</sup>. This analysis focuses on the impacts of the Veranda Bay development on the City's General Fund which accounts for 53 percent of the overall Budget.

### Flagler Beach General Fund Revenues

The City's General Fund Operating Budget's various revenue sources are shown in Table 14. Property taxes (ad valorem) are the major source of a City's General fund and account for 62.0 percent of the City's General Fund revenues. The remaining funds are self-generated enterprise funds and are considered impact-neutral.

Table 15: General Fund FY 2023/2024

	GENERAL FUND	CAPITAL FUND	PIER ENTERPRISE FUND	BUILDING CODE INSPECTION FUND	UTILITY FUND	IMPACT FEE FUND	SANITATION FUND	STORM WATER FUND	CRA FUND	TOTAL BUDGET
ESTIMATED REVENUES:	TONE	TONE	10112	TONE	TONE	TONE	10115	TONE	TONE	DODOLI
Taxes: Millage per \$1000 = Flagler Co.	5.4500									
Taxes: Millage per \$1000 = Volusia Co.	5.4500									
Ad Valorem Taxes	\$5,812,816								\$607,777	\$6,420,
Sales and Use Taxes	\$1,922,200									\$1,922,
Licenses and Permits	\$256,250			\$619,200						\$875,
Intergovernmental	\$776,429				\$4,396,966					\$5,173,
Charges for Services	\$20,000				\$7,008,000		\$1,828,700	\$900,000		\$9,756,
Fines and Forfeitures	\$87,000				\$65,000		\$15,000			\$167,
Miscellaneous Revenue	\$544,077		\$16,948,400	l.	\$25,241,000	\$996,341	\$82,000	\$7,000		\$43,818,
TOTAL SOURCES	\$9,418,772		\$16,948,400	\$619,200	\$36,710,966	\$996,341	\$1,925,700	\$907,000	\$607,777	\$68,134,
Transfers In		\$912,731	~ ~ ~				\$60,800			\$973,
Fund Balances/Reserves/Net Assets	\$2,329,693			\$280,568	\$4,439,190	\$625,000	\$198,650	\$90,700		\$7,963,
TOTAL ESTIMATED REVENUES,										
TRANSFERS AND BALANCES	\$11,748,465	\$912,731	\$16,948,400	\$899,768	\$41,150,156	\$1,621,341	\$2,185,150	\$997,700	\$607,777	\$77,071,
EXPENSES .										
General Government Services	\$1,714,734	\$373,731							\$240,267	\$2,328,
Public Safety	\$5,164,432	\$373,750		\$871,418						\$6,409,
Physical Environment	\$300,164	\$6,250			\$35,082,582	\$1,621,341	\$1,530,376	\$789,135		\$39,329,
Transportation	\$497,962	\$100,000								\$597,
Human Services										
Culture and Recreation	\$203,509	\$50,000	\$16,750,000	I.						\$17,003,
Debt Services			\$198,400	1	\$979,148			\$117,865	\$74,779	\$1,370,
Financial and Administrative	\$1,377,171	\$9,000			\$1,347,503		\$456,124			\$3,189,
TOTAL EXPENSES	\$9,257,972	\$912,731	\$16,948,400	\$871,418	\$37,409,233	\$1,621,341	\$1,986,500	\$907,000	\$315,046	\$70,229,
Transfers Out	\$60,800			\$28,350					\$292,731	\$381,
Revenue Net Expenses	\$100,000									\$100,
Fund Balance Policy - For Emergencies	\$2,329,693				\$3,740,923		\$198,650	\$90,700		\$6,359,
TOTAL APPROPRIATED EXPENDITURES								4		
TRANSFERS. RESERVES AND BALANCE	\$11,748,465	\$912,731	\$16,948,400	\$899,768	\$41,150,156	\$1,621,341	\$2,185,150	\$997,700	\$607,777	\$77,071,

Source: Flagler Beach FY 2024-2025 proposed budget

\* If TDC grant is awarded, \$750K match will come from GF unrestricted budget.

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<sup>&</sup>lt;sup>6</sup> Does not include Transfers

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The per capita summary of the various sources of the General Fund is shown in Table 16, with per capita ad valorem taxes of \$1,114.

**Table 16: Summary of Flagler Beach General Revenues** 

General Fund Revenue Proposed	FY 2024-25	
	Amount	Per Capita
Ad Valorem Taxes	\$5,812,816	\$1,114.42
Other Taxes	\$1,966,600	\$377.03
Licenses & Permits	\$256,250	\$49.13
Intergovernmental Revenue	\$776,429	\$148.86
Charges for Services	\$20,000	\$3.83
Fines & Forfeitures	\$87,000	\$16.68
Miscellaneous Revenue	\$544,077	\$104.31
Interfund Transfers	\$973,531	\$186.64
Other Sources	\$0	\$0.00
Excess Fees	\$0	\$0.00
Total	\$10,436,703	\$2,000.90
note: does not include Cash Carry Forward	\$0	\$79.82

Source: Flagler Beach FY 2024/25 Budget

### Ad Valorem Tax Revenues

Ad valorem taxes or property taxes are the largest revenue source for the City's General Fund.

### **Apartments**

The analysis uses a 4 percent annual price increase for the development's 350 apartment units. It also assumes a taxable value based on 95 percent of market value. The analysis assumes taxes will be collected from sales or valuation the following year.

The development of the 350 apartments is projected to raise \$848,713 in property taxes by build-out. It will cumulatively generate \$9.3 million in total ad valorem taxes by buildout as shown in Table 17.

Strategic Planning Group, Inc.

Table 17: Veranda Bay Apartments Ad Valorem (Property) Tax Generation

Apartments	350		4.00%		95.00%	5.45000
		Cumulative	Unit	Total	Taxable	City
Year	Units	Units	Value/Price	Value	Value	
2024	0	0	\$225,000	\$0	\$0	\$0
2025	0	0	\$234,000	\$0	\$0	\$0
2026	0	0	\$243,360	\$0	\$0	\$0
2027	0	0	\$253,094	\$0	\$0	\$0
2028	0	0	\$263,218	\$0	\$0	\$0
2029	0	0	\$273,747	\$0	\$0	\$0
2030	0	0	\$284,697	\$0	\$0	\$0
2031	350	350	\$296,085	\$98,448,146	\$93,525,739	\$509,715
2032	350	350	\$307,928	\$102,386,072	\$97,266,768	\$530,104
2033	350	350	\$320,245	\$106,481,515	\$101,157,439	\$551,308
2034	350	350	\$333,055	\$110,740,776	\$105,203,737	\$573,360
2035	350	350	\$346,377	\$115,170,407	\$109,411,886	\$596,295
2036	350	350	\$360,232	\$119,777,223	\$113,788,362	\$620,147
2037	350	350	\$374,642	\$124,568,312	\$118,339,896	\$644,952
2038	350	350	\$389,627	\$129,551,044	\$123,073,492	\$670,751
2039	350	350	\$405,212	\$134,733,086	\$127,996,432	\$697,581
2040	350	350	\$421,421	\$140,122,409	\$133,116,289	\$725,484
2041	350	350	\$438,278	\$145,727,306	\$138,440,941	\$754,503
2042	350	350	\$455,809	\$151,556,398	\$143,978,578	\$784,683
2043	350	350	\$474,041	\$157,618,654	\$149,737,721	\$816,071
2044	350	350	\$493,003	\$163,923,400	\$155,727,230	\$848,713
						\$9,323,667

Source: Strategic Planning Group, Inc. 2024

Strategic Planning Group, Inc.

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### **Condominiums**

The analysis of the development's condominium units assumes that 60 percent of the 1,332 units will be owner-occupied and receive a \$50,000 homestead deduction. In comparison, the remaining 40 percent will not be homesteaded. It is further assumed that homestead properties will inflate by 3 percent annually and non-homestead properties will inflate by an annual rate of 4 percent.

Veranda Bay condominium units are projected to generate \$34.86 million <u>cumulatively</u> in total ad valorem revenue through build-out, again based on a 95 percent market value taxable valuation. In its 20<sup>th</sup> year (2044), Veranda Bay is projected to <u>generate \$4.54 million in ad valorem revenues</u> annually, as shown below.

Table 18: Veranda Bay Condominium Ad Valorem (Property) Tax

Homestead	60%	6		\$50,000	Homestead						City
Non Homestead	40%	6	No Homestead	Home Steaded	60%		40%				
Multi Family			4.00%	3.00%	3.00%					95.00%	5.45000
		Cumulative	Unit	Unit	Homestead	Cumulative	Non	Cumulative	Total	Taxable	
Year	Units	Units	Value/Price	Value HS	Taxable	Homestead	Homestead	Non Homestead	Value	Value	
2024	0	0			0	\$0	0	\$0	\$0	\$0	\$
2025	0	0	\$375,000	\$325,000	0	\$0	0	\$0	\$0	\$0	\$
2026	0	0	\$390,000	\$334,750	0	\$0	0	\$0	\$0	\$0	\$
2027	0	0	\$405,600	\$344,793	0	\$0	0	\$0	\$0	\$0	\$
2028	0	0	\$421,824	\$355,136	0	\$0	0	\$0	\$0	\$0	\$
2029	152	152	\$438,697	\$365,790	33,360,081	\$33,360,081	26,672,775	\$26,672,775	\$60,032,856	\$57,031,213	\$310,82
2030	60	212	\$456,245	\$376,764	47,924,390	\$81,284,471	38,689,562	\$65,362,337	\$86,613,953	\$82,283,255	\$448,44
2031	60	272	\$474,495	\$388,067	63,332,534	\$144,617,005	51,625,016	\$116,987,353	\$114,957,550	\$109,209,672	\$595,19
2032	80	352	\$493,474	\$399,709	84,418,542	\$229,035,547	69,481,198	\$186,468,551	\$153,899,740	\$146,204,753	\$796,81
2033	80	432	\$513,213	\$411,700	106,712,712	\$335,748,259	88,683,274	\$275,151,826	\$195,395,986	\$185,626,187	\$1,011,66
2034	100	532	\$533,742	\$424,051	135,357,170	\$471,105,429	113,580,283	\$388,732,108	\$248,937,453	\$236,490,580	\$1,288,87
2035	80	612	\$555,092	\$436,773	160,382,981	\$631,488,410	135,886,425	\$524,618,534	\$296,269,406	\$281,455,936	\$1,533,93
2036	100	712	\$577,295	\$449,876	192,187,031	\$823,675,440	164,413,693	\$689,032,227	\$356,600,724	\$338,770,688	\$1,846,30
2037	80	792	\$600,387	\$463,372	220,194,511	\$1,043,869,952	190,202,628	\$879,234,855	\$410,397,139	\$389,877,282	\$2,124,83
2038	100	892	\$624,403	\$477,273	255,436,754	\$1,299,306,706	222,786,835	\$1,102,021,690	\$478,223,589	\$454,312,410	\$2,476,00
2039	80	972	\$649,379	\$491,592	286,696,256	\$1,586,002,962	252,478,426	\$1,354,500,116	\$539,174,683	\$512,215,948	\$2,791,57
2040	100	1,072	\$675,354	\$506,339	325,677,509	\$1,911,680,471	289,591,716	\$1,644,091,832	\$615,269,224	\$584,505,763	\$3,185,55
2041	80	1,152	\$702,368	\$521,530	360,481,254	\$2,272,161,726	323,651,159	\$1,967,742,991	\$684,132,414	\$649,925,793	\$3,542,09
2042	100	1,252	\$730,463	\$537,175	403,526,221	\$2,675,687,946	365,815,713	\$2,333,558,704	\$769,341,934	\$730,874,837	\$3,983,26
2043	80	1,332	\$759,681	\$553,291	442,189,963	\$3,117,877,910	404,758,140	\$2,738,316,844	\$846,948,103	\$804,600,698	\$4,385,07
2044	0	1,332	\$790,068	\$569,889	455,455,662	\$3,573,333,572	420,948,465	\$3,159,265,309	\$876,404,128	\$832,583,921	\$4,537,58
											\$34,858,03

### **Townhomes**

The analysis of the development's Townhome units assumes that 60 percent of the 78 townhome units will be owner-occupied and receive a \$50,000 homestead deduction. In comparison, the remaining 40 percent will not be homesteaded. It is further assumed that homestead properties will inflate by 3 percent annually and non-homestead properties will inflate by an annual rate of 4 percent.

Veranda Bay Townhome units are projected to generate \$11.6 million <u>cumulatively</u> in total ad valorem revenue through build-out, again based on a 95 percent market value taxable valuation. In its 20<sup>th</sup> year (2044), Veranda Bay is projected to <u>generate \$1.4 million in ad valorem revenues annually</u>, as shown below.

Table 19: Veranda Bay Townhome Ad Valorem (Property) Tax

Homestead	0.6			\$50,000	Homestead						City
Non Homestead	0.4		No Homestead	Home Steaded	0.6		0.4				
TH			0.04	0.03	0.03					0.95	5.45
		Cumulative	Unit	Unit	Homestead	Cumulative	Non	Cumulative	Total	Taxable	
Year	Units	Units	Value/Price	Value HS	Taxable	Homestead	Homestead	Non Homestead	Value	Value	
2024	0	0	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2025	0	0	\$312,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2026	0	0	\$324,480	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2027	0	0	\$337,459	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2028	0	0	\$350,958	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2029	78	78	\$364,996	\$24,569,678	\$14,741,807	\$14,741,807	\$11,387,871	\$11,387,871	\$26,129,678	\$24,823,194	\$135,286
2030	0	78	\$379,596	\$25,708,465	\$15,425,079	\$30,166,886	\$11,843,386	\$23,231,257	\$38,656,336	\$36,723,519	\$200,143
2031	0	78	\$394,780	\$26,892,804	\$16,135,682	\$46,302,568	\$12,317,121	\$35,548,379	\$51,684,061	\$49,099,858	\$267,594
2032	0	78	\$410,571	\$28,124,516	\$16,874,709	\$63,177,277	\$12,809,806	\$48,358,185	\$65,232,894	\$61,971,250	\$337,743
2033	0	78	\$426,994	\$29,405,496	\$17,643,298	\$80,820,575	\$13,322,199	\$61,680,384	\$79,323,681	\$75,357,497	\$410,698
2034	0	78	\$444,073	\$30,737,716	\$18,442,630	\$99,263,205	\$13,855,087	\$75,535,470	\$93,978,100	\$89,279,195	\$486,572
2035	0	78	\$461,836	\$32,123,225	\$19,273,935	\$118,537,140	\$14,409,290	\$89,944,760	\$109,218,695	\$103,757,760	\$565,480
2036	0	78	\$480,310	\$33,564,154	\$20,138,492	\$138,675,632	\$14,985,662	\$104,930,422	\$125,068,914	\$118,815,468	\$647,544
2037	0	78	\$499,522	\$35,062,720	\$21,037,632	\$159,713,264	\$15,585,088	\$120,515,510	\$141,553,142	\$134,475,485	\$732,891
2038	0	78	\$519,503	\$36,621,229	\$21,972,737	\$181,686,002	\$16,208,492	\$136,724,001	\$158,696,738	\$150,761,902	\$821,652
2039	0	78	\$540,283	\$38,242,078	\$22,945,247	\$204,631,249	\$16,856,831	\$153,580,832	\$176,526,079	\$167,699,775	\$913,964
2040	0	78	\$561,894	\$39,927,761	\$23,956,657	\$228,587,905	\$17,531,104	\$171,111,937	\$195,068,593	\$185,315,164	\$1,009,968
2041	0	78	\$584,370	\$41,680,872	\$25,008,523	\$253,596,428	\$18,232,349	\$189,344,285	\$214,352,808	\$203,635,168	\$1,109,812
2042	0	78	\$607,745	\$43,504,106	\$26,102,464	\$279,698,892	\$18,961,643	\$208,305,928	\$234,408,392	\$222,687,972	\$1,213,649
2043	0	78	\$632,055	\$45,400,271	\$27,240,162	\$306,939,054	\$19,720,108	\$228,026,036	\$255,266,199	\$242,502,889	\$1,321,641
2044	0	78	\$657,337	\$47,372,282	\$28,423,369	\$335,362,423	\$20,508,913	\$248,534,949	\$276,958,318	\$263,110,402	\$1,433,952
•			•						•		\$11,608,590

### **Single Family Residences**

The single-family ad valorem calculations assume that 60 percent of the 975 single-family homes will be eligible for \$50,000 homestead relief and will inflate by 3 percent annually. The remaining 40 percent of units are inflated by 4 percent. The analysis is based on both lot sales and home sales. Veranda Bay single-family homes are projected to generate \$6.5 million in ad valorem revenue annually (the year 2044) while cumulatively generating \$82.2 million by its 20<sup>th</sup> build-out year.

Table 20: Veranda Bay Single Family Homes Ad Valorem Valuation

Homestead	60.00%		Units						\$50,000	Homestead						
Non Homestead	40.00%	Annal	Units	Appreciation		No Homestead 4.00%	Home Steaded 3.00%	4.00%	3.00%					Annual Cumulative	95.00%	Ad Valorem 5.45000
	975	Sales	nual Comulati	Lot	Lots Value	Unit	Unit	Unit+Lot	Homestead	Homestead	Homestead		Non Homestead	Total	Taxable	City
Year	Lots	Units	Units	Value/Price (1)		Value/Price	Value HS	Value/Price	Value		Cumulative	Non Homestead	Cumulative	Value	Value	
2024	89	20	20	\$100,000	\$8,900,000	\$600,000	\$600,000	\$4,800,000	\$12	\$12,000,000	\$12,000,000	\$20	\$20	\$12,000,020	\$11,400,019	\$62,130
2025	89	73	93	\$104,000	\$9,256,000	\$600,000	\$600,000	\$17,520,000	\$17,520,000	\$33,480,000	\$45,480,000	\$22,320,000	\$22,320,020	\$55,800,000	\$53,010,000	\$288,905
2026	124	243	336	\$108,160	\$13,411,840	\$682,500	\$618,000	\$66,339,000	\$18,045,600	\$124,588,800	\$170,068,800	\$91,728,000	\$114,048,020	\$216,316,800	\$205,500,960	\$1,119,980
2027	0	173	509	\$112,486	\$0	\$716,625	\$636,540	\$49,590,450	\$18,586,968	\$194,399,316	\$364,468,116	\$145,904,850	\$259,952,870	\$340,304,166	\$323,288,958	\$1,761,925
2028	540	131	640	\$116,986	\$63,172,362	\$752,456	\$655,636	\$39,428,708	\$19,144,577	\$251,764,301	\$616,232,417	\$192,628,800	\$452,581,670	\$444,393,101	\$422,173,446	\$2,300,845
2029	0	83	723	\$121,665	\$0	\$790,079	\$675,305	\$26,230,625	\$19,718,914	\$292,947,433	\$909,179,850	\$228,490,865	\$681,072,535	\$521,438,298	\$495,366,383	\$2,699,747
2030	0	72	795	\$126,532	\$0	\$829,583	\$695,564	\$23,891,991	\$20,310,482	\$331,784,240	\$1,240,964,090	\$263,807,399	\$944,879,934	\$595,591,639	\$565,812,057	\$3,083,676
2031	0	72	867	\$131,593	\$0	\$871,062	\$716,431	\$25,086,590	\$20,869,796	\$372,687,603	\$1,613,651,693	\$302,084,359	\$1,246,964,293	\$674,771,962	\$641,033,364	\$3,493,632
2032	0	60	927	\$136,857	\$0	\$914,615	\$737,924	\$21,950,767	\$21,495,890	\$410,433,506	\$2,024,085,199	\$339,139,344	\$1,586,103,637	\$749,572,850	\$712,094,208	\$3,880,913
2033	0	36	963			\$960,346	\$760,062	\$13,828,983	\$22,140,767	\$439,163,852	\$2,463,249,051	\$369,925,294	\$1,956,028,931	\$809,089,146	\$768,634,689	\$4,189,059
2034	36	12	975			\$1,008,363	\$782,864	\$4,840,144	\$22,804,990	\$457,975,388	\$2,921,224,438	\$393,261,703	\$2,349,290,634	\$851,237,090	\$808,675,236	\$4,407,280
2035	0	0	975			\$1,058,782	\$806,350	\$0	\$23,489,140	\$471,714,649	\$3,392,939,088	\$412,924,788	\$2,762,215,422	\$884,639,437	\$840,407,465	\$4,580,221
2036	0	0	975			\$1,111,721	\$830,540	\$0	\$24,193,814	\$485,866,089	\$3,878,805,176	\$433,571,027	\$3,195,786,449	\$919,437,116	\$873,465,260	\$4,760,386
2037	0	0	975			\$1,167,307	\$855,457	\$0	\$24,919,628	\$500,442,071	\$4,379,247,247	\$455,249,579	\$3,651,036,028	\$955,691,650	\$907,907,067	\$4,948,094
2038	0	0	975			\$1,225,672	\$881,120	\$0	\$25,667,217	\$515,455,333	\$4,894,702,581	\$478,012,058	\$4,129,048,085	\$993,467,391	\$943,794,021	\$5,143,677
2039	0	0	975			\$1,286,956	\$907,554	\$0	\$26,437,233	\$530,918,993	\$5,425,621,574	\$501,912,660	\$4,630,960,746	\$1,032,831,654	\$981,190,071	\$5,347,486
2040	0	0	975			\$1,351,303	\$934,780	\$0	\$27,230,350	\$546,846,563	\$5,972,468,138	\$527,008,293	\$5,157,969,039	\$1,073,854,857	\$1,020,162,114	\$5,559,884
2041	0	0	975			\$1,418,868	\$962,824	\$0	\$28,047,261	\$563,251,960	\$6,535,720,098	\$553,358,708	\$5,711,327,747	\$1,116,610,668	\$1,060,780,135	\$5,781,252
2042	0	0	975			\$1,489,812	\$991,709	\$0	\$28,888,679	\$580,149,519	\$7,115,869,617	\$581,026,644	\$6,292,354,391	\$1,161,176,162	. , , ,	\$6,011,990
2043	0	0	975			\$1,564,303	\$1,021,460	\$0	\$29,755,339	\$597,554,004	\$7,713,423,621	\$610,077,976	\$6,902,432,367			\$6,252,515
2044	0	0	975			\$1,642,518	\$1,052,104	\$0	\$30,647,999	\$615,480,625	\$8,328,904,246	\$640,581,875	\$7,543,014,241	\$1,256,062,499	\$1,193,259,374	\$6,503,264
																\$82,176,858

### Residential Property Tax Summary

The following table shows the combined or total residential ad valorem revenues generated by Veranda Bay. In its 20<sup>th</sup> year, Veranda Bay residential ad valorem revenue is projected to increase to \$13.3 million <u>annually</u> in 2044 and \$138 million cumulatively.

**Table 21. Residential Property Tax Summary** 

Residential Prop	perty Tax Revenu	e			Total	Cumulative
Year	Apt	Condo	TH	SF	Residential	Property Taxes
2024	\$0	\$0	\$0	\$62,130	\$62,130	\$62,130
2025	\$0	\$0	\$0	\$288,905	\$288,905	\$351,035
2026	\$0	\$0	\$0	\$1,119,980	\$1,119,980	\$1,471,015
2027	\$0	\$0	\$0	\$1,761,925	\$1,761,925	\$3,232,940
2028	\$0	\$0	\$0	\$2,300,845	\$2,300,845	\$5,533,785
2029	\$0	\$310,820	\$135,286	\$2,699,747	\$3,145,853	\$8,679,638
2030	\$0	\$448,444	\$200,143	\$3,083,676	\$3,732,263	\$12,411,901
2031	\$509,715	\$595,193	\$267,594	\$3,493,632	\$4,866,134	\$17,278,035
2032	\$530,104	\$796,816	\$337,743	\$3,880,913	\$5,545,577	\$22,823,611
2033	\$551,308	\$1,011,663	\$410,698	\$4,189,059	\$6,162,728	\$28,986,340
2034	\$573,360	\$1,288,874	\$486,572	\$4,407,280	\$6,756,086	\$35,742,425
2035	\$596,295	\$1,533,935	\$565,480	\$4,580,221	\$7,275,930	\$43,018,355
2036	\$620,147	\$1,846,300	\$647,544	\$4,760,386	\$7,874,377	\$50,892,732
2037	\$644,952	\$2,124,831	\$732,891	\$4,948,094	\$8,450,769	\$59,343,501
2038	\$670,751	\$2,476,003	\$821,652	\$5,143,677	\$9,112,083	\$68,455,584
2039	\$697,581	\$2,791,577	\$913,964	\$5,347,486	\$9,750,607	\$78,206,191
2040	\$725,484	\$3,185,556	\$1,009,968	\$5,559,884	\$10,480,891	\$88,687,082
2041	\$754,503	\$3,542,096	\$1,109,812	\$5,781,252	\$11,187,662	\$99,874,744
2042	\$784,683	\$3,983,268	\$1,213,649	\$6,011,990	\$11,993,590	\$111,868,334
2043	\$816,071	\$4,385,074	\$1,321,641	\$6,252,515	\$12,775,300	\$124,643,634
2044	\$848,713	\$4,537,582	\$1,433,952	\$6,503,264	\$13,323,511	\$137,967,145

\$999,530,158

Source: Strategic Planning Group, Inc., 2024

### Commercial//Retail/Office

The commercial analysis assumes an initial value of \$250 per square foot and an inflation rate of 4 percent. The taxable value is considered to be 95 percent of the market value. The development plans indicate 567,491 square feet of commercial/retail/office space and the equivalent square feet for 250 hotel rooms. The non-residential space is projected to generate \$1.61 million ad valorem revenue in 2044 and cumulatively generate \$17.8 million for the City at buildout as shown in the following table.

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Table 22: Veranda Bay Non-Residential Ad Valorem Taxes

on Resider	ntial		average 4.00%	\$250	SF 95.00%	5.45000
	Square	Cumulative	Unit	Total	Taxable	City
Year	Feet	SF	Price SF	Value	Value	
2024	0	0	\$250	\$0	\$0	;
2025	6,200	6,200	\$260	\$1,612,000	\$1,531,400	\$8,3
2026	0	6,200	\$270	\$1,676,480	\$1,592,656	\$8,6
2027	40,000	46,200	\$281	\$12,992,179	\$12,342,570	\$67,2
2028	129,073	175,273	\$292	\$51,261,155	\$48,698,097	\$265,4
2029	0	175,273	\$304	\$53,311,601	\$50,646,021	\$276,0
2030	194,073	369,346	\$316	\$116,835,130	\$110,993,373	\$604,9
2031	0	369,346	\$329	\$121,508,535	\$115,433,108	\$629,1
2032	0	369,346	\$342	\$126,368,876	\$120,050,432	\$654,2
2033	99,073	468,419	\$356	\$166,676,574	\$158,342,745	\$862,9
2034	0	468,419	\$370	\$173,343,637	\$164,676,455	\$897,4
2035	99,072	567,491	\$385	\$218,406,580	\$207,486,251	\$1,130,8
2036	0	567,491	\$400	\$227,142,844	\$215,785,702	\$1,176,0
2037	0	567,491	\$416	\$236,228,557	\$224,417,130	\$1,223,0
2038	0	567,491	\$433	\$245,677,700	\$233,393,815	\$1,271,9
2039	0	567,491	\$450	\$255,504,808	\$242,729,567	\$1,322,8
2040	0	567,491	\$468	\$265,725,000	\$252,438,750	\$1,375,7
2041	0	567,491	\$487	\$276,354,000	\$262,536,300	\$1,430,8
2042	0	567,491	\$506	\$287,408,160	\$273,037,752	\$1,488,0
2043	0	567,491	\$527	\$298,904,486	\$283,959,262	\$1,547,5
2044	0	567,491	\$548	\$310,860,666	\$295,317,633	\$1,609,4
						\$17,850,

Source: Strategic Planning Group, Inc., 2024

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### **Impact Fees**

As this report/study mentioned, the analysis calculated the impact fee revenues for the City's seven existing impact fees.

**Table 23: Flagler Beach Impact Fees** 

Land-Use Type	County Educational Residential	Parks & Recreation du	Fire Rescue size sf or du	Police size	Libraries size sf or du	Administra tion 1,000 sq.ft.	Potable Water	Waste Water	Total City Impact Fees Excluding Education
Office	\$0	\$0	\$1,003	\$848	\$0	\$9	\$3,007	\$3,806	\$8,673
Retail	\$0	\$0	\$2,261	\$1,911	\$0	\$6	\$3,007	\$3,806	\$10,991
SF (du)	\$7,175	\$1,519	\$1,516	\$1,281	\$345	\$8	\$3,007	\$3,806	\$11,482
Condo (du)	\$1,774	\$1,073	\$1,071	\$905	\$244	\$6	\$3,007	\$3,806	\$10,112
Apts (du)	\$1,774	\$539	\$849	\$717	\$193	\$5	\$3,007	\$3,806	\$9,116

Source: Strategic Planning Group, Inc., 2024

### Residential Education Impact Fees (County School Board)

By 2044, Veranda Bay will have generated \$12.3 million in education impact fees.

Table 24: Veranda Bay Education Impact Fees

		Residentia								
Į.	Apartments	C	ondo Unit	S	Т	Н	Single Fam	ily		
Year	Apartment Units	Education Impact Fee	Co Units	Education Impact Fee			Single Family	Education Impact Fee	Total ED Residential Impact Fee	Cumulative
2024	0	\$0	0	\$0	0	\$0	20	\$148,164	\$148,164	\$148,164
2025	0	\$0	0	\$0	0	\$0	73	\$557,820	\$557,820	\$705,984
2026	0	\$0	0	\$0	0	\$0	243	\$1,913,519	\$1,913,519	\$2,619,503
2027	0	\$0	0	\$0	0	\$0	173	\$1,402,641	\$1,402,641	\$4,022,144
2028	0	\$0	0	\$0	0	\$0	131	\$1,092,663	\$1,092,663	\$5,114,806
2029	0	\$0	152	\$322,229	78	\$156,360	83	\$711,652	\$1,033,882	\$6,148,688
2030	0	\$0	60	\$130,655	0	\$0	72	\$634,127	\$764,782	\$6,913,470
2031	350	\$782,334	60	\$134,114	0	\$0	72	\$650,916	\$1,567,364	\$8,480,834
2032	0	\$0	80	\$183,432	0	\$0	60	\$556,421	\$739,853	\$9,220,687
2033	0	\$0	80	\$188,044	0	\$0	36	\$342,248	\$530,292	\$9,750,978
2034	0	\$0	100	\$240,821	0	\$0	12	\$116,881	\$357,701	\$10,108,680
2035	0	\$0	80	\$197,269	0	\$0	0	\$0	\$197,269	\$10,305,949
2036	0	\$0	100	\$252,352	0	\$0	0	\$0	\$252,352	\$10,558,300
2037	0	\$0	80	\$206,494	0	\$0	0	\$0	\$206,494	\$10,764,794
2038	0	\$0	100	\$263,883	0	\$0	0	\$0	\$263,883	\$11,028,676
2039	0	\$0	80	\$215,718	0	\$0	0	\$0	\$215,718	\$11,244,395
2040	0	\$0	100	\$275,414	0	\$0	0	\$0	\$275,414	\$11,519,808
2041	0	\$0	80	\$224,943	0	\$0	0	\$0	\$224,943	\$11,744,751
2042	0	\$0	100	\$286,945	0	\$0	0	\$0	\$286,945	\$12,031,696
2043	0	\$0	80	\$234,168	0	\$0	0	\$0	\$234,168	\$12,265,864
2044	0	\$0	0	\$0	0	\$0	0	\$0	\$0	\$12,265,864
		\$782,334	1,332	\$3,356,479	0	\$156,360	975	\$8,127,051	\$12,265,864	

The developments within Veranda Bay are projected to generate over \$45 million for Park and Recreation, Fire, Police, Libraries, City Administration, Potable Water, and Waste impact fees throughout the development period.

Table 25: Veranda Bay Generated City Impact Fees

	Commercial&	Office	Single									
Year	Hotel	Impact Fee	Familly	Impact Fee	Apartments	Impact Fee	TH	Impact fees	Condos	Impact Fee		With Park
	(Sq. Ft.)		Units		Units		Units		Units			
2024	0	\$0	20	\$229,640	0	\$0	0	\$0	0	\$0	\$229,640	\$260,0
2025	6,200	\$57,268	73	\$892,668	0	\$0	0	\$0	0	\$0	\$949,936	\$1,075,
2026	0	\$0	243	\$3,062,163	0	\$0	0	\$0	0	\$0	\$3,062,163	\$3,491,
2027	40,000	\$392,020	173	\$2,244,616	0	\$0	0	\$0	0	\$0	\$2,636,636	\$2,950,
2028	129,073	\$1,301,361	131	\$1,748,565	0	\$0	0	\$0	0	\$0	\$3,049,926	\$3,294,
2029	0	\$0	83	\$1,138,842	0	\$0	78	\$711,048	152	\$1,786,790	\$2,925,633	\$3,274,
2030	194,073	\$2,066,122	72	\$1,014,779	0	\$0	0	\$0	60	\$725,030	\$3,805,932	\$4,024,
2031	0	\$0	72	\$1,041,647	350	\$3,190,600	0	\$0	60	\$744,749	\$4,976,996	\$5,432
2032	0	\$0	60	\$890,429	0	\$0	0	\$0	80	\$1,019,290	\$1,909,719	\$2,141
2033	99,073	\$1,138,520	36	\$547,691	0	\$0	0	\$0	80	\$1,045,581	\$2,731,792	\$2,918,
2034	0	\$0	12	\$187,042	0	\$0	0	\$0	100	\$1,339,840	\$1,526,882	\$1,694
2035	99,072	\$1,194,360	0	\$0	0	\$0	0	\$0	80	\$1,098,163	\$2,292,523	\$2,409
2036	0	\$0	0	\$0	0	\$0	0	\$0	100	\$1,405,568	\$1,405,568	\$1,554,
2037	0	\$0	0	\$0	0	\$0	0	\$0	80	\$1,150,746	\$1,150,746	\$1,272
2038	0	\$0	0	\$0	0	\$0	0	\$0	100	\$1,471,296	\$1,471,296	\$1,627
2039	0	\$0	0	\$0	0	\$0	0	\$0	80	\$1,203,328	\$1,203,328	\$1,331
2040	0	\$0	0	\$0	0	\$0	0	\$0	100	\$1,537,024	\$1,537,024	\$1,700
2041	0	\$0	0	\$0	0	\$0	0	\$0	80	\$1,255,910	\$1,255,910	\$1,389
2042	0	\$0	0	\$0	0	\$0	0	\$0	100	\$1,602,752	\$1,602,752	\$1,772
2043	0	\$0	0	\$0	0	\$0	0	\$0	80	\$1,308,493	\$1,308,493	\$1,447
2044	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0	
	567,491	\$6,149,649	975	\$229,640	350	711,048	0	\$0	1,332	78,881,598	41,032,893	45,062

### **VERANDA BAY GENERATED CITY REVENUES**

The following table shows that Veranda Bay is projected to generate one-time impact fees of \$45 million. In addition to impact fees, Veranda Bay is projected to generate <u>annual</u> revenue (excluding Intergovernmental Transfers) of \$56.2 million and \$451.6 million cumulatively through 2044 (buildout).

Table 26: Projected Veranda Bay Taxes/Fees

City of Flag	gler Beach Revenue	s												
	Ad Valorem			Licenses	Inter government	Forfeitures	Revenue	Misc.	Interfund	Other Sources	Excess Fees	Cash Carry Forward	Reve	nues
	City	Parks Recreation	Other				Per Capita						excluded transfers	
Year		One Time	Charge	\$1.923	\$37.823	\$40.102	\$0.279	\$5.504	\$11.472	\$0.000	\$0.000	\$0.000	Annual Total	Cumulative Revenues
2024	na	\$30,380	\$229,640	\$2,203	\$6,675	\$172	\$748	\$4,677	\$8,369	\$0	\$0	\$0	\$276,189	\$276,189
2025	\$288,905	\$125,302	\$949,936	\$3,723	\$723	\$25	\$189	\$159	\$639	\$0	\$0	\$0	\$1,368,877	\$1,645,066
2026	\$1,137,170	\$429,099	\$3,062,163	\$9,503	\$1,464,156	\$25	\$189	\$159	\$639	\$0	\$0	\$0	\$4,638,945	\$6,284,011
2027	\$1,797,679	\$314,030	\$2,636,636	\$29,143	\$10,915,714	\$46	\$805	\$675	\$2,717	\$0	\$0	\$0	\$4,781,732	\$11,065,743
2028	\$2,476,572	\$244,259	\$3,049,926	\$44,030	\$41,432,354	\$703	\$5,350	\$4,483	\$18,050	\$0	\$0	\$0	\$5,843,374	\$16,909,117
2029	\$3,737,265	\$348,456	\$2,925,633	\$56,121	\$41,452,805	\$703	\$5,350	\$4,483	\$18,050	\$0	\$0	\$0	\$7,096,061	\$24,005,179
2030	\$4,855,294	\$218,292	\$3,805,932	\$81,421	\$87,394,983	\$1,482	\$11,274	\$9,448	\$38,037	\$0	\$0	\$0	\$9,021,179	\$33,026,358
2031	\$7,215,005	\$455,507	\$4,976,996	\$111,463	\$87,438,077	\$1,482	\$11,274	\$9,448	\$38,037	\$0	\$0	\$0	\$12,819,211	\$45,845,569
2032	\$9,223,129	\$231,881	\$1,909,719	\$174,345	\$87,481,171	\$1,482	\$11,274	\$9,448	\$38,037	\$0	\$0	\$0	\$11,599,314	\$57,444,883
2033	\$11,273,893	\$186,959	\$2,731,792	\$245,468	\$111,001,686	\$1,879	\$14,298	\$11,982	\$48,240	\$0	\$0	\$0	\$14,514,512	\$71,959,395
2034	\$13,787,565	\$168,102	\$1,526,882	\$324,196	\$111,056,340	\$1,879	\$14,298	\$11,982	\$48,240	\$0	\$0	\$0	\$15,883,144	\$87,842,538
2035	\$16,376,003	\$116,528	\$2,292,523	\$412,616	\$134,611,297	\$2,277	\$17,323	\$14,516	\$58,443	\$0	\$0	\$0	\$19,290,228	\$107,132,766
2036	\$19,605,820	\$149,147	\$1,405,568	\$510,818	\$134,677,510	\$2,277	\$17,323	\$14,516	\$58,443	\$0	\$0	\$0	\$21,763,912	\$128,896,678
2037	\$23,012,395	\$122,107	\$1,150,746	\$622,335	\$134,743,723	\$2,277	\$17,323	\$14,516	\$58,443	\$0	\$0	\$0	\$25,000,141	\$153,896,819
2038	\$26,713,456	\$156,122	\$1,471,296	\$746,211	\$134,809,936	\$2,277	\$17,323	\$14,516	\$58,443	\$0	\$0	\$0	\$29,179,642	\$183,076,461
2039	\$30,614,505	\$127,687	\$1,203,328	\$884,992	\$134,876,149	\$2,277	\$17,323	\$14,516	\$58,443	\$0	\$0	\$0	\$32,923,070	\$215,999,531
2040	\$34,842,039	\$163,096	\$1,537,024	\$1,037,709	\$134,942,362	\$2,277	\$17,323	\$14,516	\$58,443	\$0	\$0	\$0	\$37,672,425	\$253,671,957
2041	\$39,295,391	\$133,267	\$1,255,910	\$1,207,069	\$135,008,575	\$2,277	\$17,323	\$14,516	\$58,443	\$0	\$0	\$0		\$295,656,152
2042	\$44,110,499	\$170,071	\$1,602,752	\$1,392,089	\$135,074,789	\$2,277	\$17,323	\$14,516	\$58,443	\$0	\$0	\$0		\$343,024,120
2043		\$138,846	\$1,308,493	\$1,595,650	\$135,141,002	\$2,277	\$17,323	\$14,516	\$58,443	\$0	\$0	\$0	\$52,315,671	\$395,339,791
2044	\$54,312,646	\$0	\$0	\$1,816,757	\$135,207,215	\$2,277	\$17,323	\$14,516	\$58,443	\$0	\$0	* -		\$451,561,752
	\$393,855,354	\$4,029,137	\$41,032,893	\$11,307,860	\$1,928,737,243	\$32,644	\$248,277	\$212,107	\$843,480	\$0	\$0	\$0	\$451,561,752	

### FISCAL IMPACT SUMMARY

Based on the data presented above, Veranda Bay's overall City fiscal impact is the difference between the revenues generated by the developments within Veranda Bay and the cost of providing City services to those developments.

Veranda Bay is projected to generate approximately \$56 million <u>annually</u> in 2044 City revenues (development buildout) while incurring \$13.5 million in expenses or a positive fiscal impact of \$42.7 million as shown in Table 27. Cumulatively at buildout, Veranda Bay is projected to produce a cumulative budgetary surplus of \$336.6 million.

Table 27: Veranda Bay's Flagler Beach Fiscal Impact

General Fund	Revenue		Expe	enses	Fiscal Surplus Deficit		
	Annual	Cumulative	Annual	Cumulative	Annual	Cumulative	
2024	\$276,189	\$276,189	\$0	\$0	\$276,189	\$276,189	
2025	\$1,368,877	\$1,645,066	\$53,213	\$53,213	\$1,315,664	\$1,591,853	
2026	\$4,638,945	\$6,284,011	\$198,112	\$251,324	\$4,440,834	\$6,032,687	
2027	\$4,781,732	\$11,065,743	\$672,657	\$923,981	\$4,109,075	\$10,141,762	
2028	\$5,843,374	\$16,909,117	\$488,465	\$1,412,446	\$5,354,909	\$15,496,671	
2029	\$7,096,061	\$24,005,179	\$377,276	\$1,789,722	\$6,718,786	\$22,215,457	
2030	\$9,021,179	\$33,026,358	\$1,558,915	\$3,348,636	\$7,462,264	\$29,677,721	
2031	\$12,819,211	\$45,845,569	\$1,926,154	\$5,274,790	\$10,893,058	\$40,570,779	
2032	\$11,599,314	\$57,444,883	\$4,201,814	\$9,476,604	\$7,397,500	\$47,968,279	
2033	\$14,514,512	\$71,959,395	\$4,726,109	\$14,202,713	\$9,788,403	\$57,756,682	
2034	\$15,883,144	\$87,842,538	\$5,301,383	\$19,504,096	\$10,581,761	\$68,338,442	
2035	\$19,290,228	\$107,132,766	\$5,995,304	\$25,499,400	\$13,294,924	\$81,633,366	
2036	\$21,763,912	\$128,896,678	\$6,618,749	\$32,118,149	\$15,145,163	\$96,778,529	
2037	\$25,000,141	\$153,896,819	\$7,443,752	\$39,561,900	\$17,556,390	\$114,334,919	
2038	\$29,179,642	\$183,076,461	\$8,157,811	\$47,719,711	\$21,021,832	\$135,356,750	
2039	\$32,923,070	\$215,999,531	\$9,041,577	\$56,761,288	\$23,881,493	\$159,238,244	
2040	\$37,672,425	\$253,671,957	\$9,810,426	\$66,571,714	\$27,861,999	\$187,100,243	
2041	\$41,984,195	\$295,656,152	\$10,756,357	\$77,328,070	\$31,227,838	\$218,328,081	
2042	\$47,367,968	\$343,024,120	\$11,583,257	\$88,911,328	\$35,784,711	\$254,112,792	
2043	\$52,315,671	\$395,339,791	\$12,594,934	\$101,506,262	\$39,720,737	\$293,833,529	
2044	\$56,221,961	\$451,561,752	\$13,483,322	\$114,989,583	\$42,738,639	\$336,572,169	

Source: Strategic Planning Group, Inc., 2024

Veranda Bay development generates a General Fund surplus throughout the development buildout.

### CONCLUSION

According to this analysis, the cumulative fiscal impact of Veranda Bay never reaches a deficit (cost exceeds revenue). Moreover, Veranda Bay developments are projected to generate a significant revenue surplus to the general fund (revenues over expenses), projected to amount to \$42.7 million annually in 2044 (build-out).

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Robert J. Gray Chairman & CEO

### Summary of Experience

As Chairman of Strategic Planning Group, Inc. (SPG) Mr. Robert Gray leads the resource team with

over 35 years of international consulting experience in: Growth Management/Comprehensive Land Use/ Fiscal Planning; Development Economics/Feasibility, Redevelopment/Economic Development, Tourism and Hospitality Planning, and Strategic Planning. His broad range of experience ensures SPG clients of detailed accuracy, proven programs, and consistent professionalism.

### Summary of Experience

### Comprehensive Planning/Urban Planning

- Prepared Land Use and Growth Management Programs for over 20 local and regional governments throughout North America, the Caribbean and the Pacific.
- Specific experience in fast growth areas where traditional land use planning techniques have been ineffective.
- Assisted 20+ cities in the Caribbean and the United States in their redevelopment efforts.
- Secured and managed numerous grants including CDBG, TIFs, BIDs etc.

### Economic Development/Site Location

- Created effective economic development strategies for over 25 local, regional, and national governments including Australia, Egypt, the Caribbean, and locations throughout the United States.
- Relocation studies resulting in the creation of over 60,000 jobs.
- Prepared 15 major Environmental Impact Statements (EISs) and 13 Development of Regional Impact (DRI) reports in Florida.

### Development Economics/Feasibility

- Prepared feasibility studies for over 50million square feet of commercial/industrial space, 25,000 residential units, and \$10 billion worth of resorts internationally.
- Clients have included K. Hovnanian, Prudential, Robinson-Humphrey (American Express), Campeau International (Allied and Federated Stores), DeBartolo, General Development Corporation, U.S. Government and Arvida.

### Tourism and Hospitality Planning

- Prepared hotel/resort feasibility studies for over \$10 billion worth of resorts worldwide
- Prepared Developer Packages for tourism and redevelopment projects for local and regional governments

### Strategic Planning

- Directed 15 basing studies for U.S. Department of
- Directed manpower management sources for 15 U.S. Navy/Army Installations.
- Managed the site selection and permitting of the East Coast Trident Facility, "the largest military peace time activity ever constructed."
- Managed U.S. Air Force facility privatization study for the entire United States.

### Specific Experience

### Comprehensive Planning

SPG Project Manager Baldwin County, AL Comprehensive Plan. Project Planner Jackson County, FL EAR . Project Director for the U.S. Virgin Islands' 2010 Growth Management Plan (St. Thomas, St. John, and St. Croix). Urban sociologist/economist for the island of Trinidad/Tobago's redevelopment program. Project Officer for Santa Rosa Island's Growth Management Program as well as Project Director for Clay County's 2010 Growth Management Plan. Directed City of St. Cloud Comprehensive Plan Update. . Project Officer for elements of Pasco County's 2010 Growth Management Plan. Directed various elements of the following Florida governments' Growth Management Plans: Maitland, Casselberry, North Miami, Winter Haven, as well as the Counties of Orange, Polk, Flagler, Nassau and Leon. Project Director for the port element of the City of Jacksonville, FL's 2001 comprehensive master plan, and the City of Jacksonville Beach, FL's Growth Management Plan. Project Manager for St. Johns County, FL Affordable Housing Program; Pasco County, FL Affordable Housing Program; and St. Johns County, FL Elderly and Special Needs Housing Program. Project Director for Guam's Growth Management Program

### Economic Development/Site Location

Directed the Economic Development Programs for Titusville, Deltona, and Ormond Beach, FL. Directed Volusia County's Economic Development Strategic Plan; Economic Repositioning studies for: Bradenton FL; Safety Harbor FL; Rockledge, FL; Cocoa, FL; St. Petersburg, FL; Melbourne, FL; Deland, FL; Vero Beach, FL; North Miami Florida; Boynton Beach, FL; Delray Beach, FL; Ormond Beach, FL and Palm Coast FL. Project Director for the Overall Economic Development Program (OEDP) for the U.S. Virgin Islands. Directed the economic development program for the Northern Territory of Australia. Project Officer for Egyptian Free-Trade Zone Feasibility Study (five trade zones). Prepared the Strategic Tourism Repositioning Study for Panama City Beach. Directed the Labor Market Study for JEA/Jacksonville Coca. Project Dired 89



### Robert J. Gray ~ (continued)

for a five-county regional economic development/ target industry study for: Citrus County, FL; Sumter County, FL; Hernando County, FL; Levy County, FL; and Marion County, FL. Project Director for St. Johns County, FL's Economic Development Profile. Served as Project Director for Clay County, FL's Economic Development Program, Wage Study and Profile. Served as Consultant to Citrus County, FL Committee of 100. Consultant to Lee County, FL's Economic Development Committee generating economic development alternatives and strategies for adoption of realistic Comprehensive Plan. Project Manager for the 10county Coosa River Industrial Targeting Study for the United States Corps of Engineers (COE) including Etowah, Calhoun, St. Clare, Talladega, Shelby, Chilton, Coosa, Autauga, Elmore, and Montgomery Counties. Directed the First Coast Region of Florida's Medical and Medi industrial location study for Jacksonville, FL Chamber of Commerce. Directed economic impact statement for the Port of Jacksonville, FL. Directed the commodity tonnage studies for Port Everglades, FL Master Plan and CEIP program. Directed Panama City, FL's Wage Study. Site Location: Directed market studies for Allied Stores on their Jordan Marsh and Maas Brothers Department Stores in Palm Beach County, FL; Orange County, FL; Seminole County, FL; Collier County, FL; Hillsborough County, FL; and potential new facilities in Duval County, FL; Port Charlotte, FL; and Vero Beach, FL. Project Manager on a Racetrack DRI in Central Florida; Project Director for several DRIs, including two studies on Amelia Island for future tourist developments and a study for expanding the Seaboard Coastline Railroad facilities in Jacksonville, FL. Directed preparation of environmental impact statement for the Coosa River navigational project, Mobile District COE.

### Development Economics and Feasibility

Project Director for the 380 room Paradise Point Hotel on Bimini, Bahamas; Project Manager for a 700,000-square foot Power Center, Naples, FL; Project Director 7,000-acre New Town, Southwest, FL. Project Director for Prudential Life Insurance Highest and Best Use Study; Project Director for a \$350 million Caribbean resort. Feasibility analysis for a 616-room golf and casino resort in Alice Springs, Australia, and a \$300 million resort including a casino, 612-room international hotel, 1,352-room villa resort hotel, a 250,000-square foot retail/commercial shopping center and 300-berth marina located in Darwin, Australia. Responsible for feasibility analysis for Forest Hill Villa Resort, a 282-room villa hotel in Polk County, FL. Conducted

cash flow studies on major residential development in Lehigh, FL, as well as the 900-room Sonesta Hotel Village on Sand Lake, Orange County, FL. Conducted detailed feasibility studies and financial package for major tourist development, including a 276-room, five -star hotel, golf course and several hundred villas at Costa Del Sol, Spain.

### Urban Planning

Project Manager for Kingston, Jamaica Downtown Redevelopment Area Plan. Project Officer on Jacksonville, FL's Downtown Revitalization Program, Vero Beach, FL's and 2 City of Cocoa Redevelopment Program. Directed City of Maitland, FL's Commercial Development Study, City of Jacksonville Retail Development Potential Program. Directed an elderly transportation study for Volusia County, FL's planning department. Project Manager, Jacksonville, FL Downtown Parking Study. Demographic input to the Gulf Islands National Seashore, Department of the Interior, EIS and demographic input to 701 Comprehensive Plan for Flagler County, FL. Urban Sociologist and Economist for the redevelopment of east Portof-Spain, Trinidad, and Tobago's capital. Consultant to the City of Gainesville, FL Community Development Department for the city's comprehensive housing study and served as consultant to the City of Tampa, FL's Model Cities Program.

### Tourism and Hospitality Planning

Directed the hotel/resort feasibility studies for Four Seasons and Sonesta Hotels, as well as Propinvest and Overseas Development Group. Directed tourism planning studies for the US Virgin Islands, Northern Territory of Australia, Guam, Bahamas, as well as Daytona Beach; Bay County TDC, FL; Daytona Beach Shores, Santa Rosa Island; and Walton County TDC, FL. Served as Sr. VP of Marketing for Robex International, the largest resort in Europe (developments include Courchevel, Antibes, Coudalere, Avoriaz and Bimini Bay. Mr. Gray prepared the tourism development strategies for Washington NC; Englewood, FL; Melbourne, FL; and Tifton, GA. Directed Socioeconomic study for the planning/development of Bimini, Bahamas

### Redevelopment Planning

Project Director for the SR100 Palm Coast Centre CRA; Ormond Beach North Mainland CRA; Central Bradenton CRA; Downtown Safety Harbor CRA; Boynton Beach Heart of Boynton Redevelopment Plan; Delray Beach West Atlantic Plan; Deland Springfield Annexation Plan; Rockledge Redevelopment Plan, and the Greater Leesburg CRA highest and best use study. Principal Economist on the South Rome Georgia Redevelopment Plan; the Hinesville Georgia Redevelopment Plan, and the Downto Georgia Redevelopment Plan, and the Downto



### Robert J. Gray ~ (continued)

Washington NC redevelopment Program. Project Director for the City of Jacksonville's Initial Downtown Action Plan, and 3 CRAs/TIFs. Directed the redevelopment master plans for the Cocoa US1 corridor, the A1A Daytona Beach Shores Urban Design Plan, directed the economic sections of Cocoa's Diamond Square CRA, Winter Haven's Downtown CRA and Winter Haven's Florence Villa CRA. Directed Vero Beach's CRA Master Plan, the downtown plan for North Miami, as well as the USAID funded redevelopment Plan for Kingston Jamaica.

### Military Realignment Planning

Project Manager for four DoD Air Force Base Market Feasibility/Financial Viability Studies. Project Director, United States Air Force open end contract for all SAC Housing Studies. Project Director for the United States Navy's Gulf Homeporting Study. Project Director for the Department of Navy's Southeast Georgia and Northeast Florida Regional Plan. Responsible for fiscal impact planning assistance to Department of Navy, i.e., determining fiscal impact parameters and development of monitoring program for Naval Submarine Base Kings Bay, GA. Directed socio-economic analyses for the Navy's East Coast Trident EIS (Navy's largest military peacetime construction activity). Directed the base operations support (BOS) management and cost study for the United States Army's national training center, Fort Irwin, CA, and for the Naval Air Station, Whiting Field, FL. Directed development of model statements of work for CITA management studies for the U.S. Army's Facility Engineering Support Agency to be used at all Army installations within the United States. Project Officer for the management and cost study (CITA) at NSWC, White Oak, MD; NSWC Dahlgren, VA, Harry Diamond Laboratories, Adelphi, MD. Directed BOS management study for Naval Submarine Support Base, Kings Bay, GA. Directed the U.S. Navy's Poseidon Homeporting Study. Directed basing studies for Davisville/Quonset Point Naval Weapons Stations, RI; Naval Depot, Cheatham Annex, VA; Naval Weapons Station, Charleston, SC; Naval Submarine Support Base, Kings Bay, GA; and Cape Canaveral, FL. Directed the public participation program for the Department of Navy's East Coast Poseidon EIS Kings Bay, GA. Directed Department of Navy's East Coast Trident Homeporting Study and detailed impact analyses (CEIS) at Bangor, WA; Groton, CT; Dam Neck, VA; Narragansett, RI; Tidewater, VA; Charleston, SC; Kings Bay, GA; Titusville, FL; and Jacksonville, FL.

### **Employment History**

- Strategic Planning Group, Inc. Chairman and CEO, 1992 to Present. President and CEO, 1985 to 1992.
   Directed internationally recognized economic development and growth management firm. Responsible for directing major projects and corporate marketing.
- Robex International. Senior Vice President of Marketing, 1984-1994. Responsible for market and financial feasibility studies for major resort and hotel projects in Europe, United States, and Caribbean.
- Prepared and reviewed developer agreements and lease documents.
- Overseas Group, Inc. Senior Vice President; Propinvest S.A. Director and Senior Vice President, 1983 to 1984. Responsible for long-range planning, and feasibility studies, corporate strategy, market strategy, and sales packaging. Corporate representative for Australian and Spanish projects. Liaison with government officials.
- Plantec Corporation. Vice President and Member of the Board of Directors, 1981 to 1983. Responsible for special studies, corporate marketing; Supervisor of RS&H/Plantec's Washington, DC office.
- Plantec Corporation. Director, Resource Management Group, 1980 to 1982. Formed Resource Management Group to address regional, industrial and economic development studies, market research, financial feasibility studies, EIS DRI studies, strategic planning, operations management, and opportunity analyses.
- Plantec Corporation. (Reynolds, Smith and Hills) Senior Planner/Associate, 1974 to 1980. Formed and directed the socio-economic systems group. Responsible for environmental impact study management, regional economic impact studies participation programs, as well as socio-economic studies.
- Reynolds, Smith and Hills. Senior Market Analyst, 1973 to 1974. Responsible for Development Economics and Market Feasibility Studies.
- Environmental Science and Engineering (Reynolds, Smith and Hills), 1972 to 1973. Formed and directed the Environmental Economics Group. Responsible for socioeconomic studies and assessments of sociological and psychological impacts for EISs.

### **Education**

Doctoral Courses, University of Florida. ~ M.A., University of Florida, 1972.

B.A., University of Florida, 1970.

Corporate Management Courses, Harvard University.

### ORDINANCE 2024-18 VERANDA BAY REZONING APPLICATION NO. PRZ24-0002

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF FLAGLER BEACH, FLORIDA, AMENDING THE OFFICIAL ZONING MAP DESIGNATION FOR APPROXIMATELY 899.09 ACRES OF CERTAIN REAL PROPERTY; PROVIDING FOR SEVERABILITY; PROVIDING FOR CONFLICTS; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City Commission of the City of Flagler Beach, as the governing body of the City, pursuant to the authority vested in Chapter 163 and Chapter 166, Florida Statutes and the City of Flagler Beach Land Development Regulations, is authorized and empowered to consider applications relating to zoning; and

**WHEREAS**, the City of Flagler Beach is in receipt of a request to amend the official zoning map for the property described herein; and

WHEREAS, the above described property is presently zoned Planned Unit Development (Flagler County Designation), Reserved and Single Family Residential (City of Flagler Beach Designations) and the request is to have the property rezoned as Master Planned Development; and

WHEREAS, the request is in accord with the Future Land Use Map designation of the subject property, and is complaint with all applicable Objectives and Policies of the City of Flagler Beach Comprehensive Plan; and

**WHEREAS,** the Planning and Architectural Review Board (PARB) has recommended the City Commission change the Official Zoning Map to reflect a new designation for the subject property as Master Planned Development; and

**WHEREAS,** the City Commission has considered the findings in the staff report and the following findings of fact:

- 1. The rezoning is consistent with the purposes, goals, objectives, and policies of the City of Flagler Beach Comprehensive Plan;
- 2. The rezoning is compatible with the Land Development Regulations, and generally consistent with the uses and character of the land surrounding and in the vicinity of the land proposed for rezoning;

- 3. The rezoning will result in a logical, timely and orderly development pattern;
- 4. The staff report has demonstrated sufficient justification that there are changed circumstances, which would require the rezoning request.

## NOW, THEREFORE, IT IS HEREBY ORDAINED BY THE CITY COMMISSION OF THE CITY OF FLAGLER BEACH, FLORIDA, AS FOLLOWS:

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

SECTION 2. OFFICIAL ZONING MAPAMENDED. The approximately 899.09 acre subject area generally located along the east and west of John Anderson Highway, and directly south of State Road 100 as legally described in Exhibit "A" and depicted in Exhibit "B", attached hereto, is hereby amended from the Flagler County designation of Planned Unit Development and City of Flagler Beach designations of Reserved and Single Family Residential to Master Planned Development (MPD).

**SECTION 3. CONFLICTS.** All ordinances or parts of ordinances in conflict herewith are hereby repealed.

**SECTION 4. CODIFICATION.** It is the intention of the City Commission of the City of Flagler Beach, Florida, and it is hereby ordained that the provisions of this Ordinance shall become and be made a part of the Code of Ordinances of the City of Flagler beach, Florida; that the Section of this Ordinance may be renumbered or re-lettered to accomplish such intention; that the word "Ordinance" may be changed to "Section", "Article", or other appropriate word.

<u>SECTION 5. SEVERABILITY.</u> If any section, subsection, sentence, clause, phrase pr provision of this Ordinance is held to be unconstitutional or otherwise invalid by a court of competent jurisdiction, such unconstitutionality or invalidity shall not be construed as to render unconstitutional or invalid the remaining provisions of the Ordinance.

**SECTION 6. EFFECTIVE DATE.** This Ordinance shall become effective immediately upon the effective date of Ordinance No. 2024-19, as adopted by the City Commission of the City of Flagler Beach, Florida. If Ordinance No. 2024-19 does not become effective, then this Ordinance shall become null and void.

**APPROVED** on First Reading the 12th day of September 2024.

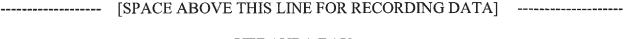
**ADOPTED** on Second Reading after due public notice and public hearing this 24th day of October 2024.

ATTEST:	CITY OF FLAGLER BEACH, FLORIDA CITY COMMISSION
CITY CLERK	Patti King, Mayor
APPROVED AS TO FORM AND LEGALITY:	
DREW SMITH, CITY ATTORNEY	

### **EXHIBIT "A"**

### **EXHIBIT "B"**

Michael D. Chiumento III, Esq. Chiumento Law, PLLC. 145 City Place, Suite 301 Palm Coast, FL 32164



# VERANDA BAY AMENDED AND RESTATED MASTER PLANNED DEVELOPMENT AGREEMENT

# THIS AMENDED AND RESTATED MASTER PLANNED DEVELOPMENT AGREEMENT, (this "Development Agreement") is made and executed this \_\_\_\_ day of \_\_\_\_\_\_, 2024 by and between the CITY OF FLAGLER BEACH, a Florida municipal corporation (the "City"), with an address at 105 S. Second St., Flagler Beach, Florida, 32136, and the master developer of the Subject Property, PALM COAST INTRACOASTAL, LLC, a Florida limited liability company with an address at 3129 Springbank Lane, Suite 201, Charlotte, NC 28226 (The "Declarant").

### RECITALS.

A. In 2005, Flagler County adopted Ordinance 2005 -22 recorded at O.R. Book 1429, Page 19, Public Records of Flagler County, Florida which rezoned and approved the negotiated PUD Development Agreement (the "2005 Development Agreement") for a mixed-use development affecting approximately 1,999 acres of land.

B. As negotiated in the 2005 Development Agreement, the owner conveyed approximately 1,100 acres of land designated as environmental lands to Flagler County for the purpose of public services, preservation, conservation, and public recreation for

the benefit of citizens of Flagler County. In addition, the owner conveyed to the County two parcels of land for a public boat ramp and for public safety. These lands conveyed to the County are collectively called the "Public Land".

- C. As negotiated in the 2005 Development Agreement, the remaining +/- 899 acres of land (the "PUD Property") is permitted to be developed as a mixed-use development and was annexed into the City of Flagler Beach, Flagler County, Florida, on the Effective Date of this Agreement (Exhibit "A").
- D. The Declarant also owns two parcels of a land, totaling +/- 54.8 acres, which are located directly adjacent to the PUD Property (**Exhibit "A"**) within the City (the "Declarant Parcel") and which have a land use designation of residential uses.
- E. The Declarant desires to amend the presently approved development plan for the PUD Property and the Declarant Property (collectively, the "Subject Property; Exhibit "A") by creating a single integrated mixed-use community providing for a marina and other amenities.
- F. Subsequent to the effective date of the 2005 Development Agreement, the Declarant properly developed and conveyed a portion of the PUD Property (the "Approved Properties"; **Exhibit "B"**) to third parties for uses including but not limited to single-family residential lots.
- G. The Declarant has the sole authority to amend the terms and conditions of the 2005 Development Agreement as permitted by law.
- H. The City's Comprehensive Plan shows the Subject Property, *infra*, designated as Residential and Commercial on its Future Land Use Map.

- I. Based upon the finding of facts and conclusions of law, the City Commission determines that this Development Agreement is consistent with the City's Comprehensive Plan, the City's Land Development Regulations (2024) (the "LDR"), and that the conditions, terms, restrictions, and requirements set forth herein are necessary for the protection of the public health, safety, and welfare of the citizens of the City.
- J. The City Commission further finds that this Development Agreement is consistent with an exercise of the City's powers under the *Municipal Home Rule Powers Act*, Article VIII, Section 2(b) of the *Constitution of the State of Florida*, Chapter 166, *Florida Statutes*, the *City Charter*, other controlling laws, and the City's police powers.
- K. This is a non-statutory Development Agreement which is not subject to or enacted pursuant to the provisions of Sections 163.3220 -163.3243, *Florida Statutes*.
- L. The Parties, therefore, desire to amend and restate the 2005 Development Agreement affecting the Subject Property.

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

### **SECTION 1. RECITALS.**

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

### **SECTION 2. REPRESENTATIONS OF DECLARANT.**

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

### **SECTION 3.** THE PROJECT & MPD MASTER PLAN.

- (a) The Declarant shall continue to develop the Subject Property as a mixed-use development generally consistent with the MPD Master Plan (Exhibit "C") hereinafter referred to as the "Project".
- (b) This Project is a mixed-use, low-density development focused on providing significant Open Space, including preserved lands. The Project provides for low density residential development, commercial development along State Road 100 ("SR100") and a marina village. The residential uses shall include multiple types of housing opportunities such as low density residential development, medium density multi-family uses, and high density multi-family uses; none exceeding thirty five feet (35') in height. Property designated as Commercial, generally located adjacent to SR100, is intended to provide shopping, office and other commerce and economic development opportunities for the Project's residents and the general public. However, this area may also be developed into a mixed-use center where residential uses are integrated with the general commercial uses to further the concept of "work, shop and play". The commercial area identified adjacent to the Intracoastal Waterway ("ICW") is intended to be developed into a commercial or private marina which may include Ordinance No. 2024

a ship store, restaurants, retail uses or other commercial uses integrated with medium density to high density residential uses. The Project will preserve a minimum of forty percent (40%) of the Project (+/- 300 acres) as Open Space, which includes, but is not limited to, preserved lands subject to passive recreation, buffers and wetlands. Recognizing that approximately 1,100 acres of land were previously dedicated to the County for (i) preservation, (ii) access to the ICW, and (iii) public safety, the Parties agree that the Project benefits the entire Flagler County community, including the residents of the City of Flagler Beach. The Project's density and intensity are provided below.

Project	899 ac.
Residential units	2735 units (3.2 units/ac)
Commercial density	480,000 sq ft
Open Space (40%)	>300 ac.

permitted by this Development Agreement. The locations of improvements are graphical in nature and will be located as the Project is designed, permitted and approved by the City. For example, the location of sidewalks, stormwater ponds, and other improvements noted on the MPD Master Plan are not required to be constructed in the exact locations as shown. The Parties agree that all such improvements will be engineered and located on each tract, or portion thereof, as developed and subsequently approved by the City.

# SECTION 4. APPROVAL OF MPD DEVELOPMENT AGREEMENT, MPD MASTER PLAN APPROVAL, AND DEVELOPMENT REVIEW PROCESS.

- (a) The City Commission, at its regular meeting on \_\_\_\_\_\_\_, 2024 and pursuant to Ordinance 2024-\_\_\_\_, adopted this Development Agreement affecting the Subject Property.
- (b) The MPD Master Plan generally depicts the layout of the Project and delineates the approximate property boundaries, Spine Road (as defined below), Project entrances, general location of Tracts and intended uses, all of which may be further refined in the future at the discretion of the Declarant. Moreover, the MPD Master Plan satisfies the requirements of the City's Comprehensive Plan, the LDR and other City regulations, including but not limited to City Ordinance 2024-06.
- (c) The MPD Master Plan contains a level of detail satisfactory to permit the Project or portions of it to proceed directly to Preliminary Plat and/or Site Plan approval of any portion of the Subject Property.
- (d) This Development Agreement (i) does not affect the entitlements, rights or responsibilities of any owner of the Approved Properties and (ii) affirms any and all vested rights of the Approved Properties as provided in the 2005 Development Agreement and the Approvals as defined by City of Flagler Beach Ordinance 2024-\_\_ (the "Pre-Annexation Agreement").
- (e) The development of the Project has commenced, satisfies all timing or phasing requirements by the City's Comprehensive Plan and LDR, and is therefore deemed to be ongoing. Absent written notice from the Declarant to the City abandoning the Project or terminating this Agreement, this Agreement shall not expire or lapse.

(f) The Parties agree and acknowledge that, in the event, the Declarant obtains title to any portion of the Public Lands previously dedicated to the County, the Parties shall in good faith annex such into the City, amend its land use designation and rezone the such property in a manner that is consistent with adjacent lands owned by the Declarant or its assigns.

# SECTION 5. MODIFICATIONS TO THE DEVELOPMENT AGREEMENT & MPD MASTER PLAN.

Modifications to the exact location of Tracts, roadways, primary sidewalk/pathway systems, and other improvements generally depicted on the MPD Master Plan are anticipated to change ("Minor Modifications") and shall be approved by the City Manager or its designee (the "Land Use Administrator" or "LUA") during review of construction documents, site plans, or Preliminary Plat for the Project or portions thereof, as long as the development standards contained in this Development Agreement are maintained. Moreover, the Land Use Administrator shall approve a Minor Modification in writing, without City Commission approval, for modifications to the Development Agreement, MPD Master Plan and any construction documents and Preliminary Plat for the Subject Property, provided that: (1) the maximum building height and maximum number of residential units permitted are not exceeded; (2) the Project setbacks from adjacent properties or buffers along John Anderson Highway are not modified; or (3) the approved plans maintain the general development standards in this Development Agreement. The Declarant may challenge the LUA's denial of a Minor Modification and, in writing, request a hearing before the City Commission which will, in good faith, decide whether the change is deemed a Minor Modification. Only proposed changes that affect criteria (1) thru (3) above shall require City Commission approval or be deemed to require a rezoning, as provided by Florida Statutes, Chapter 163, or the City's Ordinance No. 2024

regulations. Otherwise, a Minor Modification or other change shall be deemed to be de minimis and shall be approved by the LUA as provided above.

### **SECTION 6. PERMITTED USES.**

The Declarant agrees to fully comply with the following uses and restrictions on the Subject Property. The Declarant must develop the Project generally consistent with the MPD Master Plan with the following approved uses on each Tract (**Exhibit "D"**), as provided by the table below. The design standards for the permitted use on each Tract shall comply with design standards provided in Section 12.1, Lot Dimensional Standards, below:

TRACT	ZONING DISTRICT	APPROVED USES
A	Residential	SFR, Town House and Conservation
В	Residential	SFR, Town House, Multi-family
С	Residential	SFR, Town House, Multi-family
D	Residential	SFR, Town House, Multi-family
Е	Commercial	Mixed-Use, Commercial, Town House, Multi-family, Marina
F	Residential	SFR, Town House, Multi-family
G	Residential	SFR, Town House, Multi-family
Н	Residential	SFR, Town House, Multi-family
I	Commercial	Mixed-Use, Commercial, Town House, Multi-family
J1 & J2	Commercial	Mixed-Use, Commercial, Town House, Multi-family
K	Residential	SFR, Town House, Multi-family
L	Residential	SFR
M	Residential	SFR

(a) <u>SFR:</u> The purpose of the Single-Family Residential (SFR) uses is to provide areas for detached single-family dwellings and accessory use, including ancillary dwelling units permitted by State statutes and the Declarant. SFR uses adjacent to the ICW or Bulow Creek shall be permitted to construct docks in any configuration designated by the Declarant, subject only to State and Federal permitting requirements.

- (b) <u>Town House</u>: This use permits two or more attached or shared wall single-family units. Town House may include fee simple or condominium ownership models. Town House units may be constructed with one car garages, so long as minimum parking standards are met. In addition, duplex homes under single ownership are permitted.
- (c) <u>Multi-family:</u> The purpose of the multi-family use is to provide areas for attached housing, and medium-density to high-density apartments or condominiums. These uses also allow for assisted living or nursing homes.
- (d) <u>Commercial:</u> This use is to provide areas for general commercial and office uses to meet the community-wide demand for retail, services, business, and employment opportunities. Specific uses are provided by the City Ordinance 2024-06 with additional permitted uses being amphitheaters, farmers markets, mooring docks and marina facilities. Commercial uses may also include residential uses to establish mixed-use neighborhood nodes consistent with Section 16, below.
- (e) <u>Mixed-Use</u>: This use supports economic development by providing a specific, defined location where multiple opportunities for working, shopping, entertainment, lodging, and living are provided. Recognizing that Tracts may include both commercial and residential uses, the mixed-use allows for designs to integrate commercial and residential (attached or detached) uses to achieve this goal. For example, mixed-use allows for buildings to provide commercial uses on the first floor with residential above.
- (f) <u>Conservation</u>: This use allows areas within the Project to generally remain in their natural vegetative state upon which development may proceed with restrictions. The use permitted to be developed in Conservation areas are restricted to: 1) open space parks, 2) recreation areas, 3) public facilities/utilities, and 4) uninhabitable structures. The

Conservation use designation shall be permitted on any Tract despite not being designated in the table above.

# SECTION 7. VEHICULAR/NON-VEHICULAR AND PEDESTRIAN ACCESS, AND INTERCONNECTIVITY.

- (a) The MPD Master Plan integrates pedestrian, bicycle, and vehicular traffic circulation systems within the Project and within adjacent right-of-way(s). All uses shall have access to a roadway or shared driveway(s) and may, but are not required to, front on a dedicated road. The City, but not the general public, shall be granted access at all times to all private roadways to ensure that public safety is maintained.
- (b) During the subsequent design and development stage of the Project, the Declarant shall coordinate with the Flagler County School District for a school bus stop location.
- (c) As depicted on the MPD Master Plan, the Spine Road (*defined below*) shall be a public right-of-way. The MPD Master Plan depicts various Tracts intended for development accessing the Spine Road, the final location of such is at the sole discretion of the Declarant. The Spine Road shall be designed and constructed to also accommodate pedestrian traffic for the benefit of the general public, and as generally depicted on **Exhibit "E"**.

### SECTION 8. LAND DEVELOPMENT CODE PARTIAL NON-APPLICABILITY.

The development of the Project shall proceed in accordance with the terms of this Development Agreement. In the event of a conflict between the terms of this Development Agreement and the MPD Master Plan, the provisions of this Development Agreement shall prevail. In the event of an inconsistency or conflict between the terms of this Development Agreement and the LDR, the terms and provisions of this Development Agreement shall Ordinance No. 2024

prevail. Where specific requirements are not contained in this Development Agreement, the LDR shall apply to the extent that it does not conflict with the provisions of this Development Agreement or the general intent of the MPD Master Plan. Moreover, the Parties agree that the City's LDR (2024) shall be applied and any subsequent changes to such shall have no effect unless the Declarant elects, at its sole discretion, to comply with such change to the LDR.

### **SECTION 9. FACILITY COMMITMENTS.**

- (a) Unless provided elsewhere in this Development Agreement or other agreement, the Declarant agrees that the City is not responsible for the construction or creation of public facilities or capacity to facilitate the development of the Subject Property. As a material inducement for entering into this Agreement, the City represents and warrants that it presently has and shall maintain potable water and wastewater capacity for the Project, each of which is estimated to be 850,000 gallons per day, and the failure to provide such shall be deemed a breach of this Agreement subject to damages. Therefore, the City shall reserve sufficient potable, wastewater, and reuse water capacity for the Project, and if such reservation cannot be immediately satisfied by the City when requested by the Declarant, the Parties agree that the Declarant may, at its sole discretion and without objection from the City, construct private services or obtain such services from other providers including adjacent municipalities.
- (b) <u>Private & Public Improvements</u>: The Declarant agrees to construct the following on-site improvements at the Declarant's sole and exclusive expense as a condition of this Development Agreement, and in addition to the payment of all impact fees relating to the development of the Subject Property, unless otherwise provided for herein:
- i. Private Improvements: The parking areas; utilities; master stormwater system; sidewalks; lighting; recreational facilities, and perimeter buffer landscaping.

  Ordinance No. 2024

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- ii. The Declarant agrees that the City has shown an essential nexus between a legitimate City interest and the conditions, if any, imposed herein. The Declarant further agrees that all proposed conditions are roughly proportional to the impact the development will have upon the public, based upon an individualized determination by the City that the required conditions are related in both nature and extent to the impacts of the proposed Project.
- iii. Nothing herein shall be deemed a prohibited exaction under *Florida* Statutes, Section 70.45, and Declarant agrees it has not suffered any damages under that statute.
- (c) <u>Sidewalks and Pedestrian Paths</u>: The Declarant shall provide an internal integrated system of sidewalks to ensure that pedestrians maintain access to all uses. The Declarant shall require homeowners to construct community sidewalks a minimum of five (5) feet wide on at least one side of the internal roadway system, as may be determined by the Declarant. In addition, the Declarant may provide stabilized pedestrian trails in other areas of the Project, as permitted by governmental permits for the purpose of providing recreational opportunities, connectivity and open space. Moreover, the Declarant shall construct an eight foot (8') multi-use trail along the Spine Road connecting SR100 to John Anderson Highway as generally depicted on the MPD Master Plan and **Exhibit "E"**.
- (d) Access: Ingress and egress to the Project shall be provided, constructed, and dedicated to the City as a public roadway between SR100 and John Anderson Highway, as generally depicted on the MPD Master Plan (the "Spine Road"). Prior to dedication, at the Declarant's sole discretion, Declarant (or its assigns) may reserve an easement over the Spine Road for purposes of signage, enhanced landscape maintenance, Tract access and construction. Moreover, the development of Tracts may be gated from the Spine Road and other public rights

of way. The cost of design and construction of the Spine Road shall be eligible for transportation impact fee credits on a dollar-for-dollar basis.

- (e) <u>Stormwater System</u>: The Declarant shall be responsible for designing, permitting, constructing, and maintaining the means of conveyance of stormwater runoff within the Project including, but not limited to, all stormwater lines, ditches, culverts, and other stormwater facilities that are necessary to convey and treat stormwater runoff (the "Stormwater System"), as generally depicted on **Exhibit "F"**. This is graphical in nature, subject to change and intended to only provide a conceptual model subject to final permitting including but not limited to the City's preliminary plat approvals.
- (f) Parks And Recreation: Given (i) the prior conveyance of the Public Lands, including the public boating facility land to Flagler County, and (ii) the active and passive recreational obligations found herein, the Project satisfies the City's Comprehensive Plan and the City's recreational level of service. Notwithstanding, the Declarant shall provide one or more active recreational facilities west of John Anderson Highway for the benefit of the Project's residents.
- (g) <u>Community Development Districts</u>: The City agrees and acknowledges that the Annexed Property is subject to the Gardens at Hammock Beach Community Development District, Flagler County, Florida ("District"), Chapter 190, *Florida Statutes*, which was initially established by Flagler County. The City agrees that it shall accept and acknowledge the powers granted to the District pursuant to State law. The City agrees to execute all documents that may be necessary or take any action necessary to transfer the local government jurisdiction to the City, to the extent such may be necessary. In addition, the City agrees and acknowledges that it will, in good faith, assist the Declarant, at Declarant's sole discretion, to

amend the District's existing boundaries. The City shall, at the request of the Declarant, assist the Declarant to establish an additional community development district governing that portion of the Annexed Property west of John Anderson Highway, which shall be permitted to finance, fund, plan, establish, acquire, construct, enlarge or extend, equip, operate and maintain projects, systems and facilities for the purposes described in Section 190.012, *Florida Statutes*, including but not limited to, any transportation improvements that may be required by this Development Agreement or other permit.

(h) Agriculture/Silviculture: The Subject Property has been and will continue to be used for silviculture purposes. Silviculture activities may continue to occur on the Subject Property until that portion of the Subject Property approved for development obtains all necessary permits and construction commences. All silviculture activities shall continue to comply with all Federal and State requirements. All silviculture activities shall comply with the State of Florida Division of Forestry Best Management Practices. The Subject Property shall therefore remain eligible for all agricultural exemptions as provided by law.

#### **SECTION 10. DEVELOPMENT STANDARDS.**

(a) Parking: Parking requirements for each Tract shall be consistent with the LDR, unless provided for elsewhere in this MPD Agreement. The calculation of minimum parking space requirements for the development of any Tract or subsequently platted lot may include excess parking spaces from another Tract or lot, so long as the aggregate number of parking spaces required for both is satisfied. Additionally, the Declarant may have shared parking facilities serving more than one use or Tract, only if the Declarant provides analysis from a traffic engineer that the different uses or mixed-uses will have different peak hour parking demands and sufficient parking will be provided as required by the LDR. The calculation of

minimum parking space requirements for the development of any Tract may be determined by the Declarant, subject to the recommendation of a duly licensed traffic engineer. Multi-family developments shall require 1.75 parking spaces/unit or more, as determined by the Declarant.

- (b) Open Space: Minimum open space shall be forty percent (40%) of the Project in its entirety. Tracts may be developed with less open space, so long as the aforementioned requirement for the Project is maintained. Open space is defined by Ordinance 2024-06 and the flexibility defined therein shall be approved by the Land Use Administrator. Open space shall be maintained by either the Community Development District, a property owners association, a mutually agreeable conservation easement, or other method satisfactory to the Declarant. Based on the obligations of this Development Agreement and the prior conveyance of the Public Lands, the City's open space requirements provided in its Comprehensive Plan, LDR and other regulations is satisfied.
- (c) <u>Water/Wastewater/Reuse</u>: The Declarant shall convey all on site water, waste water and reuse improvements being served by the City to the City, pursuant to the City's standard utility agreement. The City shall not charge fees to a community development district or a property owners association for the use of City reuse water for common areas.
- Traffic Solutions, Inc. (the "Transportation Study"), including its conclusions which are incorporated herein by reference. Notwithstanding, the Declarant shall be obligated to comply with Florida Department of Transportation requirements for its impacts to SR100. As for impacts to John Anderson Highway, the Declarant shall construct improvements as provided in the Transportation Study and as depicted on the MPD Master Plan ("Traffic Improvements") at such time as deemed necessary in the Transportation Study. The Declarant shall be obligated

for all the cost of design, permitting and construction of all required Traffic Improvements identified in the Transportation Study. The Project shall be deemed vested and no additional off site transportation improvements shall be required to be constructed by the Declarant.

- (e) <u>Drainage</u>: The Declarant shall construct and maintain a stormwater management system that provides treatment and attenuation as required by St. Johns River Water Management District (SJRWMD) and the LDR. Stormwater piping, swales and ditches shall be designed to convey a five (5) year, twenty-four (24) hour storm event. Stormwater detention facilities shall be designed to meet the water quality and attenuation requirements of SJRWMD. Any impact to a flood zone shall be solely regulated by SRJRMD, FEMA or other applicable State and Federal agencies. Permits issued by these agencies shall be determinative that the proposed impact satisfies any and all City regulations, codes and ordinances, including but not limited to the City's Comprehensive Plan. As provided in the Pre-Annexation Agreement and upon request, the City shall timely cooperate with Declarant to obtain a CLOMR(s) or LOMAR(s) as issued by FEMA.
- (f) <u>Landscaping</u>, Tree and Vegetation Protection: Landscaping requirements adjacent to SR100 and John Anderson Highway shall be subject to this Development Agreement and the LDR. All other landscaping design and requirements shall be at the sole discretion of the Declarant. No potable water shall be used for irrigation after sufficient stormwater or reclaimed water source becomes available in adequate quantities.

Efforts to preserve and enhance the Project's design will be achieved, by the Declarant, through adjustments of building, parking, roadway and stormwater locations and through supplemental landscaping that will blend with the natural look yet carefully accentuate the residential areas, entrances, and other common spaces. General landscaping around parking

lots, roadways, entrances, residential and commercial buildings, and other common areas will be landscaped with ornamental and native plant materials when possible. Within residential common areas, fifty percent (50%) of the total planted vegetation, by aerial extent, shall consist of native, drought-tolerant or waterwise vegetation. Native or drought-tolerant plants include those in the SJRWMD's Waterwise Florida Landscapes, the Florida Native Plant Society's list of native landscape plants for Flagler County, A Gardener's Guide to Florida's Native Plants (Osorio 2001), or comparable guidelines prepared by the Florida Department of Agriculture and Consumer Services, SJRWMD, Florida Fish and Wildlife Conservation Commission or Florida Department of Environmental Protection. All ornamental landscape beds and lawn areas will have supplemental irrigation. Flexibility of the MPD Master Plan shall allow for further refinement of site development, and landscaping.

The Declarant shall require (i) two (2) shade trees for each single-family detached lot and (ii) a shade tree every eighty (80) feet along each side of the Spine Road. Tree and vegetation protection, removal, conservation, and mitigation requirements shall be governed by this Development Agreement. In consideration of (i) the approximately 1,100 acres previously conveyed to the County, (ii) the forty percent (40%) minimum open space required for the Project as provided in Section 10(b) above, (iii) the Declarant's significant commitment herein to extensive landscaping along the Spine Road, (iv) the Declarant's commitment to require 2 shade trees for each single-family detached lot, (v) the Declarant's commitment herein to incorporate drought-tolerant vegetation and (vi) the Declarant's commitment to a significant investment in a reuse water distribution system, the removal of trees and vegetation shall be allowed to the extent the removal of such is necessary as solely determined by the Declarant, to provide infrastructure, stormwater, utilities, recreational opportunities, or

finished lots. Mitigation for tree and vegetation removal shall not be required.

The Declarant, at its option, may erect fences or walls up to eight (8) feet high along all parts of the perimeter of the Subject Property except, for areas in a conservation easement. In addition, a Community Development District or Property Owners Association or Home Owners Association shall be permitted to use temporary wells for the Project's irrigation until sufficient reuse is available subject only to permits issued by the state or federal agencies.

- (g) <u>Lighting</u>: All lighting, including but not limited to all pole mounted lighting, shall be designed to minimize light pollution to off-site properties and to comply with the LDR, unless otherwise agreed to by the LUA.
- (h) <u>Fire Protection</u>: The Declarant previously donated to Flagler County a three (3) acre parcel of land for a fire station to serve the Project and the residents along John Anderson Highway. Fire protection requirements for the Project will be met through a system of fire hydrants installed on the Project by the Declarant in accordance with City standards. The locations of fire hydrants shall be shown on all construction documents, technical site plans, or preliminary plats. The Project shall comply with the City's fire protection requirements. The City will provide fire protection services to the Project in accordance with established local response agreements.
- (i) <u>Utilities</u>: The Declarant shall not be responsible for any costs associated with the extension of City utilities to the Subject Property that may be required to serve this Project. Notwithstanding, all City utilities, including water and sewer, constructed in or adjacent to the Spine Road shall be eligible to receive connection fee credits on a dollar-for-dollar basis.
- (j) <u>Interconnectivity and Access</u>: All units within the Project shall be interconnected by roadways and sidewalks, as called for by the City's Comprehensive Plan.

The Project shall provide and maintain the minimum number of access drives onto John Anderson Highway, as generally depicted on the MPD Master Plan.

- (k) <u>Wetlands</u>: Wetland permitting, including their impacts and/or mitigation, for the Project may occur and shall only be subject to Federal and States permits which the City shall accept. The City agrees that any approval, impact or effect to wetlands, wetland buffers, and wetland setbacks provided by said permits shall be accepted by the City and deemed consistent with the City's Comprehensive Plan. The Project shall therefore be exempt from Section 4 of the LDR.
- (l) <u>Signage</u>: Signs shall comply with the LDR, unless otherwise provided herein. The design and intent of signage is to ensure adequate means of communication through signage while maintaining the attractive visual appearance within the Project. Signage shall meet the following requirements:
  - (i) <u>Gateway Signage and Entrance Features</u>. Signage located at the primary entrances to the Project (SR100 and John Anderson Highway) shall have a maximum height of twenty (20) feet with a maximum signage area of one hundred sixty (160) square feet. A maximum of two (2) gateway signs shall be permitted for any primary entrance. An entrance feature may be designed in conjunction with the entrance signage or it may occur separately. Any entrance feature shall have a maximum height of twenty (20) feet.
  - (ii) Thoroughfare Neighborhood Entrance Signs. Signage located along any internal road or at any neighborhood entrance shall have a maximum height of twelve (12) feet and a maximum signage area of one hundred (100) square feet. Any entrance features shall have a maximum height of twenty (20) feet.

- (iii) <u>Commercial Signage</u>. Ground signs shall be permitted for the commercial area of the Project with a maximum signage area per sign of three hundred twenty (320) square feet and a maximum height of thirty (30) feet. Additional commercial signage and wall signage shall be permitted, including signage at the Marina and Intracoastal Waterway.
- (iv) <u>Signage Area</u>. Signage area shall be calculated using the actual text and, if applicable, logo graphics area only. Walls or architectural effects shall not count toward the signage area square feet restriction, but shall meet the height restrictions set forth above.
- (v) <u>Entrance Features.</u> Walls, architectural icons, water features, landforms, landscaping, or other effects which announce and signify arrival are permitted for the signage on the Subject Property. Where a sign is incorporated in an entrance feature, the sign height shall be measured from the bottom to the top of the sign copy area.
- (vi) Ground signage provided for in this section shall be permitted to be constructed in the public right of way.
- (m) Temporary Facilities/Model Homes: Temporary support facilities shall be permitted for a period of ten (10) years, at which time sales offices, model homes, development trailers and real estate offices shall be transitioned into a permanent use within the Project. This time period may be extended for successive periods of three (3) years by the LUA. Temporary support facility approval and extension shall be processed by the LUA. The initial application for temporary support facilities will be reviewed and approved by City Staff. Following City Staff approval, a building permit application will be submitted to the City Building Department for review and approval. Residential units may be used as model homes

and sales centers (collectively, "Model Homes"). Up to five Model Homes can be constructed, occupied, and operated as sales centers for each Tract of the Project. Sales and leasing activities shall be limited to properties located within the Project. Construction and Certificates of Occupancies shall be issued consistent with the City and State rules, regulations, and codes for residential structures. Model homes shall not be deemed commercial activities. The City shall permit the construction of Model Homes during the development of a Tract so long as a stabilized subbase of an adjacent roadway is available.

- (n) <u>Rental Program:</u> Developer reserves the right to place all or any portion of the Project's residential units in long term, short term, resort residential, or resort condominium rental programs operated by Declarant, its affiliates or any third-party rental program operators approved by the Declarant.
- (o) Marina: The Marina located on Tract E, shall only be governed by permits issued by State and Federal agencies. The City agrees that said permits shall be deemed to be consistent with the City's Comprehensive Plan, the LDR and other City ordinances. The development of the Marina shall: (i) participate in the FDEP Clean Marina program, and (ii) remain exempt from Chapter 22, Art IV of the City Code of Ordinances. The Marina may, at Declarant's sole discretion, include wet and dry slips, transient or permanent slips, fueling facilities, a boat ramp and any uses permitted as a commercial use. Subject to the above, the design, permitting and construction of the Marina shall be exempt from any City code or regulation, except its fire and building codes.
- (p) <u>Age Restrictions</u>: Nothing in the Development Agreement shall prohibit any age restriction requirements or use permitted by Federal or State law.
  - (q) <u>Accessory Uses:</u> Typical residential accessory uses will be allowed, including
    Ordinance No. 2024

but not limited to: decks, swimming pools, patios, air conditioning units, walkways and sidewalks. Accessory uses and structures will be allowed in accordance with this Development Agreement, provided such uses and structures are of a nature customarily incidental and clearly subordinate to the permitted or principal use of a structure. Accessory uses or structures contained within or attached to the building containing the principal use shall be considered a part of the principal building and not an accessory building and shall meet the same requirements for setbacks as the main use structure. However, pools, covered pools, patios, outdoor fireplaces, decks, and gazebos, either attached or detached from the principal use structure, may be constructed up to a minimum of three (3) feet from the rear or side property boundary. In no case shall the water's edge of a swimming pool be located closer than five (5) feet from the side and rear property line. Air conditioning and heating units, pool mechanical equipment, utility meters and other mechanical or utility service features may be located in any required side or rear yard up to a minimum two (2) foot setback to the property line. No accessory structure, excluding yard ornaments, shall be located within the required front yard.

#### **SECTION 11. PHASING OF DEVELOPMENT.**

(a) The Project may be developed in multiple phases. Prior to the issuance of any permit for any phase of the Project (and prior to any construction of any improvement, building, or structure on the Subject Property), the Declarant shall submit a Preliminary Plat or Site Plan for the relevant phase. Each Tract of the Project will include infrastructure to support the proposed uses, including water and wastewater service, drainage, private roads, vehicular, and pedestrian access facilities. All infrastructure necessary to support each phase that is constructed on the Subject Property shall be constructed concurrently with, or prior to construction of that phase of the Project, as approved by the City, and prior to the issuance of

building permits for that phase. Adequate emergency vehicle access and turnarounds shall be provided at all times.

- (b) Roadways shall be constructed concurrently with development of adjacent lots to ensure that contiguous roadways are available at all times prior to the issuance of any building permits for that phase. To avoid unnecessary construction and repair costs, internal sidewalks shall be constructed adjacent to each residential lot at the time the home is constructed and prior to the Certificate of Occupancy, and each home's building permit shall be conditioned on this requirement. Model Homes shall be exempt from this standard until no longer being used as such at which time the owner shall construct the required sidewalk.
- (c) The City may issue permits for clearing, grading and earthwork for portions of the Subject Property before approving final construction plans, however, all Federal and State permits relating to land clearing, grading and earthwork must be obtained.

#### SECTION 12. LOT AND BUILDING STANDARDS.

(a) <u>Lot Dimensional Standards</u>: Dimensional standards for each use shall comply with the LDR except as follows:

<u>Type</u>	<u>SF</u>	Multi-family	Town House	Multi-family Marina
Min. Distance Between Buildings***	10'	10'	10'	10'
Min. Bldg. Setback to Water	20'	20'	20'	10'
Max. Bldg. Height****	35'	35'	35'	35'
Min. Front Bldg. Setback to Property Line	15'	15'	10'	10'
Min. Bldg. Rear Yard Setback	10'	10'	10'	10'

Type	SF	Multi-family	Town House	<u>Multi-family</u> <u>Marina</u>
Minimum Front Setback from Right of Way	20'	N/A	20'	N/A
Minimum Bldg. Side Street or Rear Yard Setback	10'	10'	10'	10'
Min. Lot Size (SF)	4,000 sf	N/A	1,600 sf	N/A
Minimum Lot Width	40'	N/A	16'	N/A
Max. Impervious Surface Ratio**	80%	80%	80%**	80%**

<sup>\*</sup>Except as provided in Section 10, above.

# Commercial or Mixed-Use with Residential Above Commercial Site Development Requirements

Min. Lot Width	80***	
Min. Lot Size	12,000 sf	
Min. Bldg. Side Setback	0'	
Min. Bldg. Street-Side Setback	10'	
Min. Bldg. Front Setback	10'	
Max. Bldg. Height****	35'	
Min. Bldg. Rear Setback	10'	
Minimum Bldg. Setback to MPD Property Line	20'	
Maximum Floor Area Ratio*	100%	
Max. Impervious Surface Ratio*	80%**	

<sup>\*</sup> Maximum Floor Area and Impervious Surface Ratios shall be applicable to each Tract.

<sup>\*\*</sup>Maximum Floor Area and Impervious Surface Ratios shall be applicable to each Tract.

<sup>\*\*\*</sup> Shall be measured as the distance between walls of adjacent structures.

<sup>\*\*\*\*</sup> In the event the City increases its max building height limitations, the Declarant may elect to increase its maximum building height to such new limit. Notwithstanding, residential structures presently under construction or constructed may exceed this height limitation.

<sup>\*\*</sup>Minimum open space shall be forty percent (40%) of the entire MPD gross area.

<sup>\*\*\*</sup> If Town Houses are developed within a Commercial District, the dimensional standards for Town Houses shall control.

\*\*\*\* In the even the City increases its max building height limitations, the Declarant may elect to increase its maximum building height to such new limit.

(b) <u>Mixed-Use Dimensional Standards:</u> If a mixed-use is being developed for both residential and commercial uses on the same Lot then the dimensional standards for the dominant use shall be utilized (residential or commercial uses having the most building gross floor area), unless commercial uses are on the first floor and the residential uses are on above floor(s), then the standards in the above table shall be used. Any conflict in dimensional or design standards for a mixed-use development may be resolved by the Land Use Administrator.

(c) <u>Architecture</u>: All architectural standards and requirements shall be determined, approved and enforced by the Declarant.

# SECTION 13. LIST OF OUTSTANDING PERMITS/APPROVALS AND PROPER SEQUENCING.

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

(b) All required City, County, State, or Federal permits shall be obtained prior to commencement of construction. This Development Agreement is not a Preliminary Plat approval, and the Declarant remains responsible for complying with all provisions of the LDR, unless provided elsewhere in this Development Agreement. The subdivision of the Subject Property to provide for any Tract shall not require platting as required by Chapter 177, *Florida* 

Statutes, and therefore the Declarant may convey a Tract by metes and bounds and without platting.

(c) Open burning during development shall be permitted to the extent such complies with Florida law and as may be permitted the Florida Department of Agriculture and Consumer Affairs, Florida Forest Service and the Florida Department of Environmental Protection

### **SECTION 14. DEVELOPMENT FEES.**

The Declarant acknowledges and agrees that the City has enacted citywide impact fees, and may in the future increase the amount of those fees. The Declarant acknowledges that the Project shall be subject to all fees in effect at the time of permitting. Notwithstanding the above, the Declarant shall not be charged impact fees for the marina wet slips or dry slips.

### **SECTION 15. COMMON AREAS AND MAINTENANCE.**

To ensure the long-term maintenance and control of common areas, the Declarant shall dedicate such areas to (i) the existing community development district, (ii) a property owners association or (iii) other entity accepted by the LUA (collectively the "Association").

#### **SECTION 16. CONVERSION OF USES.**

The Declarant may increase or decrease the amount of a particular land use without modifying or amending this Development Agreement or the MPD Master Plan, but only within the minimum and maximum standards provided for on the Land Use Conversion Matrix attached as **Exhibit "G"**, provided that (i) the changes are consistent with the Land Use Conversion Matrix and (ii) at the time of election of a land use conversion under the Land Use Conversion Matrix, the Declarant shall notify the City of the conversion in writing at least

Agreement shall incorporate all changes previously made pursuant to the Land Use Conversion Matrix prior to the filing of such modification. Provided that the conversion is (i) consistent with the criteria contained in the Land Use Conversion Matrix attached as **Exhibit "G"**, and (ii) such converted uses are consistent with the uses allowed under by this Development Agreement, no additional approvals shall be required for the conversion.

# SECTION 17. BREACH, ENFORCEMENT, ALTERNATIVE DISPUTE AND CONFLICT RESOLUTION.

- (a) In the event of a breach of this Agreement by either Party, the other party hereto shall have all rights and remedies allowed by law, including the right to specific performance of the provisions hereof.
- (b) In the event that a dispute arises between the Parties, the City and Declarant shall attempt to resolve all disputes informally and if they cannot, the Parties agree to engage in pre-suit mediation before a certified Circuit Court mediator selected by the Parties within thirty (30) days of either party making a written request to the other. If the Parties fail to agree to a mediator, a certified mediator will be selected solely by the City. The Parties shall equally pay all costs of mediation.

#### **SECTION 18. NOTICES.**

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

- (b) Any such notice must be personally delivered, sent by certified mail, or overnight courier
- (c) Any such notice will be deemed effective when received (if sent by hand delivery receipt required,) or on that date which is ten (10) days after such notice is deposited in the United States mail (if sent by certified mail).
  - (d) The Parties' addresses for the delivery of all such notices are as follows:

As to the City: City Manager

City of Flagler Beach

City Hall

105 S. 2<sup>nd</sup> Street

Flagler Beach, FL 32136

As to the Declarant: PALM COAST INTRACOASTAL, LLC,

Attn: Kenneth Belshe

3129 SPRINGBANK LN 201 CHARLOTTE, NC 28226

With copies to: Michael D. Chiumento III, Esq.

Chiumento Law, PLLC 145 City Place, Suite 301 Palm Coast, FL 32164

#### **SECTION 19. SEVERABILITY.**

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

# **SECTION 20. SUCCESSORS AND ASSIGNS.**

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

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

- (b) This Development Agreement touches and concerns the Subject Property.
- (c) The Declarant has expressly covenanted and agreed to this provision and all other terms and provisions of this Development Agreement.

#### SECTION 21. GOVERNING LAW, VENUE AND COMPLIANCE WITH LAW.

- (a) This Development Agreement shall be governed by and construed in accordance with the laws of the State of Florida.
- (b) Venue for any dispute shall be in the Seventh Judicial Circuit Court in and for Flagler County, Florida, or the Middle District if in Federal court.
- (c) The Declarant shall fully comply with all applicable State, and Federal environmental regulations and all other laws of similar type or nature.
- (d) If State or Federal laws are enacted after execution of this Development Agreement which are applicable to and preclude the Parties' compliance with this Development Agreement, this Development Agreement shall be modified as necessary to comply with the relevant law.

#### SECTION 22. TERM/EFFECTIVE DATE.

- (a) This Development Agreement shall be effective upon approval by the City Commission and execution of this Development Agreement by all Parties (the "Effective Date").
- (b) This Development Agreement will expire 30 years from the Effective Date unless renewed in writing by the Parties.

## **SECTION 23. RECORDATION.**

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

# **SECTION 24. THIRD PARTY RIGHTS.**

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

# SECTION 25. SPECIFIC PERFORMANCE / TIME IS OF THE ESSENCE.

- (a) Strict compliance shall be required with each and every provision of this Development Agreement. The Parties agree that each has the remedy of specific performance of these obligations.
- (b) Time is of the essence to this Development Agreement and every right or responsibility required herein shall be performed within the times specified.

# **SECTION 26. ATTORNEYS' FEES.**

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

#### **SECTION 27. FORCE MAJEURE.**

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

### **SECTION 28. INDEMNIFICATION.**

The Declarant shall indemnify and save the City harmless from and against any and all damages caused solely by the Declarant's development of the Subject Property as provided in this Development Agreement. This provision shall exclude any damages arising out of a third party challenging this Development Agreement or any subsequent development order issued by the City affecting the Subject Property as defined by State statute.

# SECTION 29. ENFORCEMENT: CITY'S RIGHT TO TERMINATE DEVELOPMENT AGREEMENT.

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

(b) The failure by the Declarant to perform its material obligations hereunder shall constitute a default, entitling the City to pursue whatever remedies are available to it under Florida law or equity, including, without limitation, an action for specific performance and/or injunctive relief, or alternatively, the termination of this Development Agreement. Prior to the City filing any action or terminating this Development Agreement as a result of a default under this Development Agreement, the City shall first provide the Declarant written notice of said default. Upon receipt of said notice, the Declarant shall be provided a ninety (90) day period in which to cure the default to the reasonable satisfaction of the City prior to the City filing an action or terminating this Development Agreement. If ninety (90) days is not considered by the Parties to be a reasonable period in which to cure the default, the cure period shall be extended to such cure period acceptable to the City, but in no case shall that cure period exceed one hundred and eighty (180) days from initial notification of default. Upon the judicial termination of the Development Agreement, the Declarant shall immediately be divested of all rights and privileges granted hereunder.

#### **SECTION 30. CAPTIONS.**

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

# **SECTION 31. EXHIBITS.**

Each exhibit referred to and attached to this Development Agreement is an essential part of this Development Agreement. The exhibits and any amendments or revisions thereto,

even if not physically attached hereto, shall be treated as if they are part of this Development Agreement.

#### **SECTION 32. INTERPRETATION.**

- (a) The Declarant and the City agree that all words, terms and conditions contained herein are to be read in concert, each with the other, and that a provision contained under one (1) heading may be considered to be equally applicable under another in the interpretation of this Development Agreement.
- (b) This Development Agreement shall not be construed more strictly against either party on the basis of being the drafter thereof, and both Parties have contributed to the drafting of this Development Agreement.

### SECTION 33. FURTHER ASSURANCES.

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

#### **SECTION 34. COUNTERPARTS.**

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

#### SECTION 35. MODIFICATIONS, AMENDMENTS AND NON-WAIVER.

(a) Unless provided for in Section 5, above: (1) Amendments to and waivers of the provisions herein shall be made by the Parties only in writing by formal amendment, and (2)

Section 3, Item b.

This Development Agreement shall not be modified or amended except by written agreement executed by all Parties hereto and upon approval of the City.

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

### SECTION 36. ENTIRE AGREEMENT AND EFFECT ON PRIOR AGREEMENTS.

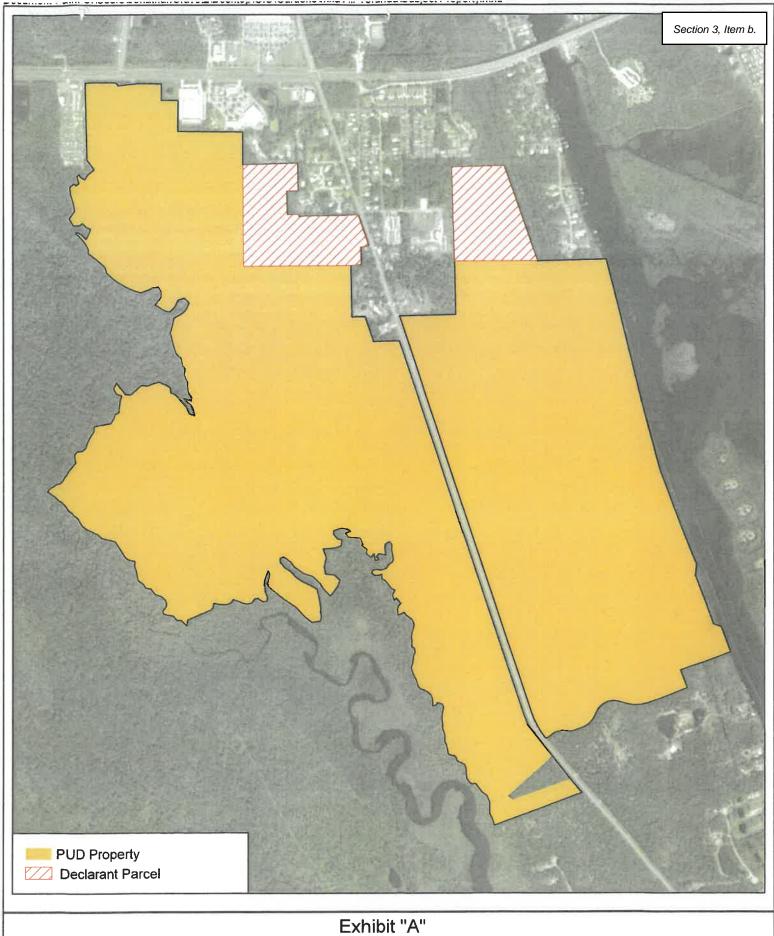
This Development Agreement constitutes the entire agreement between the Parties and supersedes all previous oral discussions, understandings, and agreements of any kind and nature, as between the Parties relating to the subject matter of this Development Agreement.

(SIGNATURES INTENTIONALITY TO NEXT PAGE)

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

	CITY OF FLAGLER BEACH, FLORIDA
	, Mayor
ATTEST:	
, City Clerk	
APPROVED AS TO FORM AND LEGALIT	TY:
, Esq.	
City Attorney	
The foregoing instrument was acknowledged	owledged before me by means of [] physical
presence or [_] online notarization, this	day of, 2024, by,
Mayor of the CITY OF FLAGLER BEACH,	who is personally known to me.
	Notary Public – State of Florida Print Name:
	My Commission expires:

WITNESSES:	"DECLARANT"  PALM COAST INTRACOASTAL, LLC		
	By: William G. Allen, Jr., Manager		
(print)			
(print)			
STATE OF			
COUNTY OF			
The foregoing instrument was ac	cknowledged before me by means of [] physical		
presence or [_] online notarization, this _	day of, 2024, by William		
G. Allen, Jr., Manager, of Palm Coast Int	racoastal, LLC, a Florida limited liability company,		
(check one) [_] who is personal	lly known to me or [] who produced		
as	identification.		
	Notary Public – State of Florida Print Name:		
	My Commission expires:		



Date: 6-20-24

0 700 1,400 Feet



Subject Property
Veranda Bay
Flagler County, Florida



# **SUBJECT PROPERTY**

A PORTION OF LOTS 1, 3, 7, 8 AND 9, AND ALL OF LOTS 4, 10, 11 AND 12, BLOCK C, BUNNELL DEVELOPMENT COMPANY'S LAND AS RECORDED IN PLAT BOOK 1, PAGE 1, IN THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA, TOGETHER WITH A PORTION OF GOVERNMENT SECTION 14, 38, AND 39, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, SITUATED IN GOVERNMENT SECTIONS 11, 14, 38 AND 39, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201) AND THE NORTH LINE OF SAID SECTION 38-12-31; THENCE SOUTH 71°47'17" WEST, A DISTANCE OF 100.00 FEET TO A POINT ON THE WEST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201), ALSO BEING THE POINT OF BEGINNING: THENCE ALONG SAID WEST RIGHT OF WAY LINE THE FOLLOWING THREE COURSES: SOUTH 18°10'26" EAST, A DISTANCE OF 3,184.36 FEET TO A POINT OF CURVATURE OF A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 1,196.28 FEET, A CENTRAL ANGLE OF 22°09'26" AND A CHORD DISTANCE OF 459.74 FEET WHICH BEARS SOUTH 29°14'21" EAST; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 462.62 FEET; THENCE SOUTH 40°21'41" EAST, A DISTANCE OF 776.28 FEET; THENCE DEPARTING SAID WEST RIGHT OF WAY LINE SOUTH 69°18'47" WEST, A DISTANCE OF 1,433.82 FEET, THENCE NORTH 20°41'22" WEST, A DISTANCE OF 995.98 FEET. THENCE NORTH 24°04'44" WEST, A DISTANCE OF 1,618.01 FEET; THENCE NORTH 86°17'06" WEST, A DISTANCE OF 2,604.28 FEET; THENCE NORTH 60°37'10" WEST, A DISTANCE OF 341.50 FEET; THENCE NORTH 43°23'02" WEST, A DISTANCE OF 2,172.87 FEET, THENCE NORTH 30°47'31" EAST, A DISTANCE OF 1.526.35 FEET; THENCE NORTH 45°31'15" EAST, A DISTANCE OF 902.38 FEET; THENCE NORTH 40°14'18" WEST, A DISTANCE OF 1,732.75 FEET; THENCE NORTH 06°10'40" WEST, A DISTANCE OF 189.68 FEET; THENCE NORTH 00°15'33" WEST, A DISTANCE OF 614.90 FEET; THENCE NORTH 88°32'16" EAST, A DISTANCE OF 257.93 FEET; THENCE NORTH 01°27'08" WEST, A DISTANCE OF 1,087.72 FEET TO A POINT ON THE SOUTH LINE OF STATE ROAD NO. 100; THENCE ALONG SAID SOUTH RIGHT OF WAY LINE SOUTH 89°29'03" EAST A DISTANCE OF 959.81 FEET; THENCE DEPARTING SAID SOUTH RIGHT OF WAY LINE SOUTH 00°30'57" WEST, A DISTANCE OF 210.00 FEET; THENCE SOUTH 89°29'03" EAST, A DISTANCE OF 210.00 FEET; THENCE SOUTH 00°30'57" WEST, A DISTANCE OF 389.92 FEET; THENCE SOUTH 89°28'38" EAST, A DISTANCE OF 822.42 FEET; THENCE SOUTH 00°06'48" EAST, A DISTANCE OF 1,704.61 FEET; THENCE NORTH 88°51'12"EAST, A DISTANCE OF 1,350.55 FEET; THENCE SOUTH 01°10'32" EAST, A DISTANCE OF 660.84 FEET; THENCE NORTH 88°37'17" EAST, A DISTANCE OF 158.75 FEET; THENCE SOUTH 18°14'40" EAST, A DISTANCE OF 330.09 FEET: THENCE NORTH 88°50'11" EAST, A DISTANCE OF 330.04 FEET TO A POINT ON THE WEST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201); THENCE ALONG SAID RIGHT OF WAY LINE SOUTH 18°15'00" EAST, A DISTANCE OF 1,788.60 FEET TO THE POINT OF BEGINNING.

#### **TOGETHER WITH:**

A PORTION OF SECTIONS 13, 14 AND 38, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201) AND THE NORTH LINE OF SAID SECTION 38-12-31; THENCE ALONG SAID EAST RIGHT-OF-WAY LINE NORTH 18°15'00" WEST, A DISTANCE OF 2,087.53

FEET; THENCE DEPARTING SAID EAST RIGHT OF WAY LINE NORTH 88°47'52" EAST, A DISTANCE OF 710.35 FEET TO A POINT ON THE WEST LINE OF SECTION 13-12-31; THENCE ALONG SAID WEST SECTION LINE NORTH 01°13'40" WEST, A DISTANCE OF 661.23 FEET TO A POINT ON THE NORTH LINE OF SECTION 13-21-31; THENCE ALONG SAID NORTH SECTION LINE NORTH 88°36'18" EAST, A DISTANCE OF 1,890.40 FEET TO THE POINT ON THE WEST RIGHT OF WAY LINE OF FLORIDA INTRACOASTAL WATERWAY; THENCE ALONG SAID WEST RIGHT OF WAY LINE THE FOLLOWING TWO COURSES: SOUTH 13°59'25" EAST, A DISTANCE OF 2,750.14 FEET; THENCE SOUTH 21°17'55" EAST, A DISTANCE OF 1,265.83 FEET; THENCE DEPARTING SAID WEST RIGHT OF WAY LINE AND ALONG A WESTERLY LINE OF THE HISTORIC CHANNEL OF HAW LOVER CREEK, SOUTH 03°54'35" WEST, A DISTANCE OF 148.38 FEET; THENCE SOUTH 19°27'08" EAST, A DISTANCE OF 643.95 FEET; THENCE SOUTH 68°38'53" EAST, A DISTANCE OF 113.53 FEET TO A POINT ON THE AFORESAID INTRACOASTAL RIGHT OF WAY, THENCE SOUTH 21°17'55" EAST, A DISTANCE OF 647.80 FEET: THENCE DEPARTING SAID RIGHT OF WAY SOUTH 69°10'09" WEST, A DISTANCE OF 2,520.12 FEET TO A POINT ON THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201); THENCE ALONG SAID EAST RIGHT OF WAY LINE THE FOLLOWING THREE COURSES: NORTH 40°21'41" WEST, A DISTANCE OF 74.31 FEET TO A POINT OF CURVATURE OF A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 1,095.28 FEET, A CENTRAL ANGLE OF 22°09'21" AND A CHORD DISTANCE OF 421.29 FEET WHICH BEARS NORTH 29°14'17" WEST; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 423.92 FEET; THENCE NORTH 18°10'26" WEST, A DISTANCE OF 3.184.44 FEET TO THE POINT OF BEGINNING.

FORMERLY KNOWN AS GARDENS AT HAMMOCK BEACH, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 35, PAGES 80 THROUGH 100, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA.

**LESS AND EXCEPT**: THE LAND CONTAINED IN THE QUIT CLAIM DEED TO EAST FLAGLER MOSQUITO CONTROL DISTRICT RECORDED IN OFFICIAL RECORDS BOOK 1620, PAGE 434, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA. CONTAINING 0.89 ACRES, MORE OR LESS.

**LESS AND EXCEPT**: THE LAND CONTAINED IN THE SPECIAL WARRANTY DEED TO FLAGLER COUNTY RECORDED IN OFFICIAL RECORDS BOOK 1636, PAGE 1694, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA. CONTAINING 81.32 ACRES, MORE OR LESS.

LESS AND EXCEPT: THE LAND CONTAINED IN THE SPECIAL WARRANTY DEED TO HIGHWAY 100 COMMERCIAL LLC RECORDED IN OFFICIAL RECORDS BOOK 1789, PAGE 750, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA. CONTAINING 18.94 ACRES, MORE OR LESS.

**LESS AND EXCEPT**: TRACTS PL-2 AND PL-3, OF THE VACATED PLAT OF GARDENS AT HAMMOCK BEACH, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 35, PAGES 80 THROUGH 100, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA. CONTAINING A TOTAL OF 13.17 ACRES, MORE OR LESS.

## **TOGETHER WITH:**

A PORTION OF TRACT "FD2", GARDENS AT HAMMOCK BEACH, AS RECORDED IN MAP BOOK 35, PAGES 80 THROUGH 100 OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

FOR A POINT OF BEGINNING COMMENCE AT THE NORTHWESTERLY CORNER OF SAID TRACT "FD2", SAID POINT ALSO BEING ON THE SOUTHERLY RIGHT OF WAY LINE OF STATE ROAD 100 (A 200 FOOT RIGHT OF WAY AS ESTABLISHED); THENCE SOUTH 89 DEGREES 29 MINUTES 03 SECONDS EAST, ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 382.15 FEET TO THE INTERSECTION WITH SOUTHWESTERLY RIGHT OF WAY LINE OF VILLA DRIVE WEST (A VARIABLE WIDTH PRIVATE RIGHT OF WAY AS ESTABLISHED), SAID POINT BEING THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 35.00 FEET; THENCE ALONG SAID CURVE AND SAID SOUTHWESTERLY RIGHT OF WAY LINE AN ARC DISTANCE OF 51.49 FEET TO THE POINT OF TANGENCY OF SAID CURVE, SAID CURVE BEING SUBTENDED BY A CHORD BEARING OF SOUTH 41 DEGREES 37 MINUTES 50 SECONDS EAST, AND A CHORD DISTANCE OF 46.97 FEET; THENCE SOUTH 00 DEGREES 30 MINUTES 47 SECONDS WEST, A DISTANCE OF 29.81 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 470.00 FEET; THENCE ALONG SAID CURVE AN ARC DISTANCE OF 578.46 FEET TO THE POINT OF TANGENCY OF SAID CURVE, SAID CURVE BEING SUBTENDED BY A CHORD BEARING OF SOUTH 34 DEGREES 44 MINUTES 45 SECONDS EAST, AND A CHORD DISTANCE OF 542.64 FEET: THENCE SOUTH 70 DEGREES 00 MINUTES 17 SECONDS EAST, A DISTANCE OF 190.75 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 360.00 FEET; THENCE ALONG SAID CURVE AN ARC DISTANCE OF 364.42 FEET TO THE POINT OF TANGENCY OF SAID CURVE, SAID CURVE BEING SUBTENDED BY A CHORD BEARING OF SOUTH 41 DEGREES 00 MINUTES 17 SECONDS EAST, AND A CHORD DISTANCE OF 349.06 FEET; THENCE SOUTH 12 DEGREES 00 MINUTES 17 SECONDS EAST, A DISTANCE OF 170.79 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 260.00 FEET: THENCE ALONG SAID CURVE AN ARC DISTANCE OF 48.62 FEET, SAID CURVE BEING SUBTENDED BY A CHORD BEARING OF SOUTH 06 DEGREES 3B MINUTES 50 SECONDS EAST AND A CHORD DISTANCE OF 48.55 FEET; THENCE SOUTH 88 DEGREES 37 MINUTES 36 SECONDS WEST DEPARTING THE AFOREMENTIONED SOUTHWESTERLY RIGHT OF LINE OF VILLA DRIVE WEST, A DISTANCE OF 471.38 FEET; THENCE SOUTH 88 DEGREES 28 MINUTES 30 SECONDS WEST, A DISTANCE OF 589.08 FEET; THENCE NORTH 33 DEGREES 37 MINUTES 07 SECONDS WEST, A DISTANCE OF 50.65 FEET; THENCE NORTH 38 DEGREES 07 MINUTES 37 SECONDS WEST, A DISTANCE OF 95.67 FEET TO A POINT ON A WESTERLY LINE OF THE AFOREMENTIONED TRACT "FD2, GARDENS AT HAMMOCK BEACH"; THENCE NORTH 01 DEGREES 27 MINUTES 08 SECONDS WEST, A DISTANCE OF 968.01 FEET TO THE POINT OF BEGINNING.

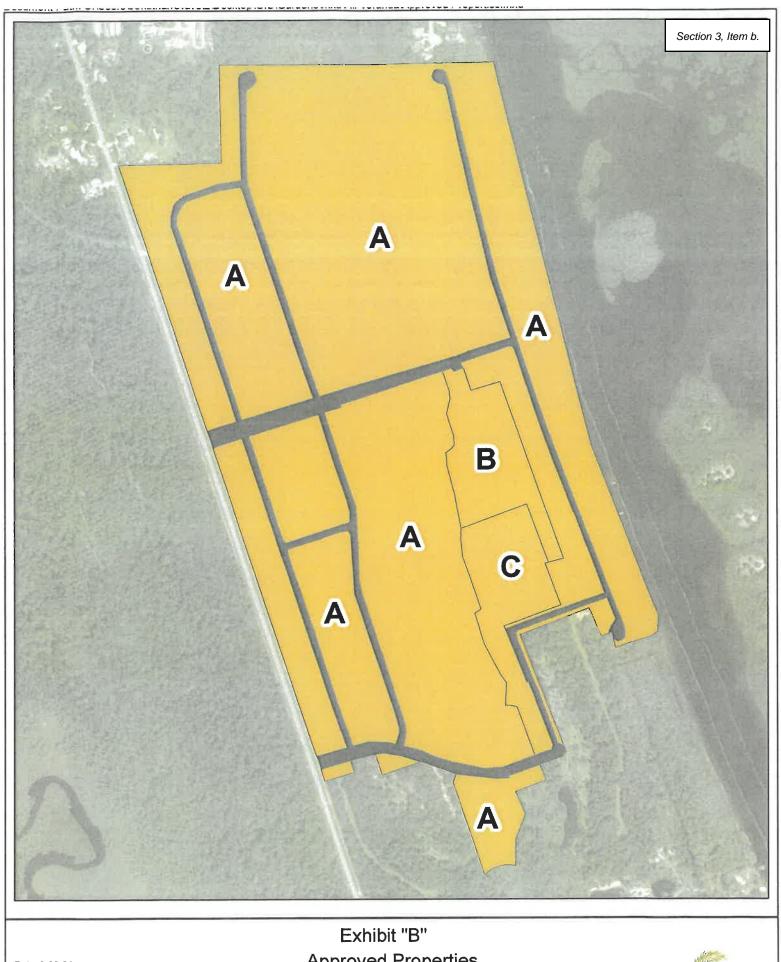
ALSO, TOGETHER WITH: A PARCEL OF LAND IN THE SOUTH 1/2 OF SECTION 11, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF GOVERNMENT SECTION 11, TOWNSHIP 12 SOUTH, RANGE 31 EAST AS MONUMENTED BY A 4" X 4" CONCRETE MONUMENT INSCRIBED WITH A "T"; THENCE ALONG THE SOUTHERLY LINE OF SAID SECTION 11 NORTH 88°51'19" EAST A DISTANCE OF 2,591.75 FEET TO THE POINT OF BEGINNING; THENCE NORTH 00°06'41" EAST A DISTANCE OF 1,287.36 FEET; THENCE NORTH 88°28'36" EAST A DISTANCE OF 680.27 FEET; THENCE SOUTH 01°24'50" EAST, A DISTANCE OF 345.10 FEET; THENCE SOUTH 88°36'24" WEST, A DISTANCE OF 150.00 FEET; THENCE SOUTH 01°28'15" EAST, A DISTANCE OF 300.30 FEET; THENCE NORTH 88°36'24" EAST, A DISTANCE OF 150.00 FEET; THENCE SOUTH 01°08'43" EAST, A DISTANCE OF 24.77 FEET; THENCE NORTH 88°54'22" EAST, A DISTANCE OF 749.54 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY LINE OF STATE ROAD 201, (ALSO KNOWN AS JOHN ANDERSON HIGHWAY);

THENCE ALONG SAID WESTERLY RIGHT OF WAY LINE, SOUTH 18°11'55" EAST, A DISTANCE OF 401.46 FEET; THENCE DEPARTING SAID RIGHT OF WAY LINE, SOUTH 77°14'08" WEST, A DISTANCE OF 99.57 FEET; THENCE SOUTH 01°16'02" EAST, A DISTANCE OF 216.94 FEET; THENCE SOUTH 88°50'35" WEST, A DISTANCE OF 126.47 FEET TO A POINT ON THE SOUTHERLY LINE OF AFORESAID SECTION 11; THENCE ALONG SAID SOUTHERLY LINE SOUTH 88°51'19" WEST, A DISTANCE OF 1,350.55 FEET TO THE POINT OF BEGINNING.

ALSO, TOGETHER WITH: A PARCEL OF LAND IN SECTION 12, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE SOUTHWEST CORNER OF SAID GOVERNMENT SECTION 12, THENCE DEPARTING SAID SOUTHERLY LINE NORTH 01°30'23" WEST A DISTANCE OF 1,203.23 FEET ALONG THE WESTERLY LINE OF SAID SECTION 12; THENCE NORTH 88°52'15" EAST, A DISTANCE OF 649.96 FEET; THENCE SOUTH 19°00'52" EAST, A DISTANCE OF 1,265.64 FEET; THENCE SOUTH 88°56'30" WEST, ALONG SAID SECTION LINE, A DISTANCE OF 1,030.73 FEET TO THE POINT OF BEGINNING.



Date: 6-20-24

0 350 700 Feet



Approved Properties
Veranda Bay
Flagler County, Florida



## **Approved Properties** Exhibit "B"

#### Phase 1A

A PORTION OF SECTIONS 13,14 AND 38, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: FOR A POINT OF BECKNING. COMMENCE AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (COUNTY ROAD 20) AND THE KORTH LINE OF SOUTH SITE OF A SOUTH SITE OF JOHN AND SECTION 38; THENCE NORTH ISTSOZY WEST ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 280 FEET THINGER ORTH JUST OF SAID SECTION 38; THENCE NORTH ISTSOZY WEST ALONG SAID CAST RIGHT OF WAY LINE, A DISTANCE OF 280 FEET THINGER ORTH JUST OF SAID SECTION SAID CAST RIGHT OF WAY LINE, A DISTANCE OF 280 FEET THINGER ORTH SITE OF SAID SECTION SAID CAST RIGHT OF WAY LINE, A DISTANCE OF 280 FEET THINGER ORTH SITE OF SAID SECTION SAID CAST RIGHT OF WAY LINE, A DISTANCE OF 280 FEET THINGER ORTH SITE OF SAID SECTION SAID CAST RIGHT OF WAY LINE, A DISTANCE OF 38.23 FEET TO THE POINT OF CURVE OF A CURVE CONCAVE THE MORTHWEST AND HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF SOUTH, A SAID SECTION SA BEGINNING, CONTAINING 90.40 ACRES, MORE OR LESS.

#### Together with

#### Phase 1B

A PORTION OF SECTION 13, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGIER COUNTY, FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (COUNTY ROAD 201 AND 100 FOOT RIGHT OF WAY), AND THE SOUTH LINE OF SECTION IN OF SECTION IN OF SAID TOWNSHIP 12 SOUTH, RANGE 31 EAST AND SAID POINT ALSO LESS ON THE WESTERLY UNE FRACT 14.—10 F VERANDA BAY PHASE 1 AS AS RECORDED IN PLAT BOOK AO, PAGES SE THAT OF SAID COUNTY, THENDE NORTH 187520" WEST ALONG SAID WESTERLY LINE OF VERANDA BAY PHASE 1 AS AS RECORDED IN PLAT BOOK AO, PAGES SE THAT OF SAID COUNTY, THENDE NORTH 187520" WEST ALONG SAID WESTERLY LINE OF VERANDA BAY PHASE 1A. ALSO ALONG SAID EAST RIGHT OF WAY LINE AND ALONG THE MORTH PLAT SOUTH AND A PLAT BOOK AO, PAGES SE THAT OF WEST ALONG SAID WESTERLY LINE OF SAID TRACT 1A—2. A DISTANCE OF 225.00 FEET TO THE MORTH PLAT SAID AND ALONG THE SAID THAT THE PLAT SAID THAT THE WAY LINE AND ALONG THE BY THE WAY LINE AND ALONG THE SAID THAT ALONG THE BY THE WAY LINE AND ALONG THE SAID THAT ALONG THE ALONG

#### Together with

#### Phase 1C

A PORTION OF SECTIONS 13 AND 14, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (COUNTY ROAD 201 AND 100 FOOT RIGHT OF WAY) AND THE SOUTH LINE OF SECTION 14 OF SAID TOWNSHIP 12 SOUTH, RANGE 31 EAST AND SAID POINT ALSO LIES ON THE WESTERLY LINE TRACT (A-1 OF VERANDA BAY PHASE 1A AS RECORDED IN PLAT BOOK 40, PAGES 39 THROUGH 64 OF THE PUBLIC RECORDS OF SAID COUNTY; THENCE NORTH 181520\* WEST ALONG SAID WESTERLY LINE OF VERANDA BAY PHASE 1A-1; ALSO ALONG SA\*D EAST RIGHT OF WAY LINE, A DISTANCE OF 228.56 FEET TO THE NORTHWEST CORNER OF TRACT 1A-2 OF SAID VERANDA BAY PHASE 1A AND ALSO TO THE POINT OF BEGINNING; THENCE CONTINUE NORTH 181520\* WEST ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 1858.74 FEET TO THE SOUTHWEST CORNER OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 927, PAGE 1938 OF THE PUBLIC RECORDS OF SAID COUNTY AND SAID POINT ALSO BEING A NORTHWEST CORNER OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 228, PAGE 1643 OF SAID PUBLIC RECORDS, THENCE NORTH B814724\* EAST, ALONG THE SOUTHHEAST CORNER OF THOSE SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 228, PAGE 1643, A DISTANCE OF 710.39 FEET TO THE SOUTHEAST CORNER OF SAID LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 228, PAGE 1643, A DISTANCE OF 710.39 FEET TO THE SOUTHEAST CORNER OF SAID LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 927, PAGE 1935, THENCE SOUTH 010912\* EAST, A DISTANCE OF 720.00 FEET; THENCE SOUTH 010912\* EAST, A DISTANCE OF 720.00 FEET; THENCE SOUTH 010912\* EAST, A DISTANCE OF 720.00 FEET; THENCE SOUTH 010912\* EAST, A DISTANCE OF 720.00 FEET; THENCE SOUTH 010912\* EAST, A DISTANCE OF 720.00 FEET; THENCE SOUTH 1130/49\* EAST, A DISTANCE OF 520.00 FEET; THENCE SOUTH 1130/49\* EAST, A DISTANCE OF 720.00 FEET; THENCE SOUTH 1130/49\* EAST, A DISTANCE OF 720.00 FEET; THENCE SOUTH 1130/40\* EAST, A DISTANCE OF 720.00 FEET; THENCE SOUTH 1130/40\* EAST, A DISTANCE OF 720.00 FEET; THENCE SOUTH 1130/4

#### Together with

#### Phase 2A

Phase 2A

A FORTION OF SCRINDS 15 AND 38, JOHNSHIP 12 SOUTH, RANGE 3D EAST, FLAG AR DOWNTY, IGNEA, AND SEY NO WORLDANG, AND SEY NO. 10 APPLICATION OF THE LIFE OF THE GOVERNMENT OF THE PARKET AND SEY NO. 10 APPLICATION OF THE LIFE OF THE GOVERNMENT OF THE PARKET AND SEY NO. 10 APPLICATION OF THE LIFE OF THE GOVERNMENT OF THE PARKET AND SEY NO. 10 APPLICATION OF THE LIFE OF THE GOVERNMENT OF THE LIFE OF THE

#### Together with

#### Phase 2B

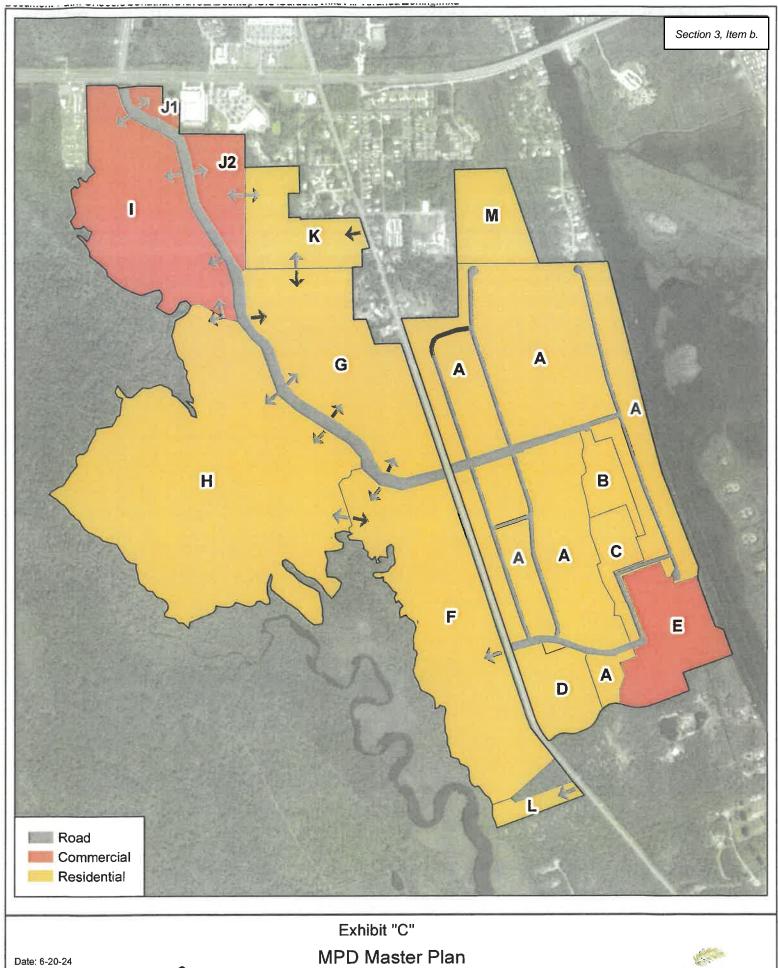
A PORTION OF SECTIONS 13 AND 38, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201 AND A 100 FOOT RIGHT OF WAY) AND THE NORTH LINE OF SAID SECTION 38; THENCE SOUTH 18°10'14" EAST ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 331.23 FEET; THENCE NORTH 71°49'46" EAST, DEPARTING FROM SAID RIGHT OF WAY LINE, A DISTANCE OF 400.00 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE NORTH 71°49'46" EAST, A DISTANCE OF 370.00 FEET; THENCE NORTH 18°10'14" WEST, A DISTANCE OF 325.00 FEET; THENCE NORTH 71°49'46" EAST, A DISTANCE OF 50.00 FEET; THENCE NORTH 18°10'14" WEST, A DISTANCE OF 20.01 FEET TO THE POINT OF CURVE OF A CURVE CONCAVE TO THE EAST AND HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 11°32'14"; THENCE NORTHERLY ALONG SAID CURVE AN ARC DISTANCE OF 5.03 FEET AND SUBTENDED BY A CHORD BEARING OF NORTH 12°24'08" WEST AND A CHORD DISTANCE OF 5.03 FEET TO A POINT ON SAID CURVE; THENCE NORTH 71°49'46" EAST, A DISTANCE OF 119.50 FEET; THENCE SOUTH 18°10'14" EAST, A DISTANCE OF 809.39 FEET; THENCE SOUTH 01°32'26" WEST, A DISTANCE OF 49.29 FEET; THENCE SOUTH 88°27'34" WEST, A DISTANCE OF 140.00 FEET; THENCE SOUTH 01°32'26" EAST, A DISTANCE OF 20.00 FEET; THENCE NORTH 88°27'34" EAST, A DISTANCE 140.00 FEET; THENCE SOUTH 01°32'26" EAST, A DISTANCE OF 384.95 FEET; SOUTH 18°10'14" EAST, A DISTANCE OF 935.73 FEET; THENCE SOUTH 71°49'46" WEST, A DISTANCE OF 140.00 FEET; THENCE SOUTH 18°10'14" EAST, A DISTANCE OF 20.00 FEET; THENCE NORTH 71°49' 46" EAST, A DISTANCE OF 140.00 FEET; THENCE SOUTH 18°10'14" EAST, A DISTANCE OF 24.44 FEET TO THE POINT OF CURVE OF A CURVE CONCAVE TO THE WEST AND HAVING A RADIUS OF 365.00 FEET AND A CENTRAL ANGLE OF 34°46'50"; THENCE SOUTHERLY ALONG SAID CURVE AN ARC DISTANCE OF 221.57 FEET AND SUBTENDED BY CHORD BEARING OF SOUTH 00°46'49" EAST AND A CHORD DISTANCE OF 218.18 FEET TO THE POINT OF TANGENT OF SAID CURVE; THENCE SOUTH 16°36'36" WEST, A DISTANCE OF 18.72 FEET; THENCE NORTH 73°23'24" WEST, A DISTANCE OF 139.49 FEET TO A POINT ON A CURVE OF A CURVE CONCAVE TO THE EAST AND HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 11°32'13"; THENCE NORTHERLY ALONG SAID CURVE AN ARC DISTANCE OF 5.03 FEET AND SUBTENDED BY A CHORD BEARING OF NORTH 10°50'29" EAST AND A CHORD DISTANCE OF 5.03 FEET TO A POINT ON SAID CURVE; THENCE NORTH 73°28'41" WEST, A DISTANCE OF 50.00 FEET TO A POINT ON A CURVE OF A CURVE CONCAVE TO THE NORTHWEST AND HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 12°16'44"; THENCE SOUTHWESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 5.36 FEET AND SUBTENDED BY A CHORD BEARING OF SOUTH 22°44'58" WEST AND A CHORD DISTANCE OF 5.35 FEET TO A POINT ON A CURVE OF A CURVE CONCAVE TO THE SOUTH AND HAVING A RADIUS OF 495.00 AND A CENTRAL ANGLE OF 16°23'29"; THENCE WESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 141.61 FEET AND SUBTENDED BY A CHORD BEARING OF NORTH 79°46'17" WEST AND A CHORD DISTANCE OF 141.13 FEET TO A POINT ON SAID CURVE; THENCE NORTH 02°02'07" EAST, A DISTANCE OF 77.22 FEET; THENCE NORTH 18°10'14" WEST, A DISTANCE OF 50.30 FEET; THENCE SOUTH 71°49'46" WEST, A DISTANCE OF 80.00 FEET; THENCE NORTH 18°10'14" WEST, A DISTANCE OF 1800.00 FEET TO THE POINT OF BEGINNING. CONTAINING 21.82 ACRES, MORE OR LESS.

#### Together with

#### Phase 2C

A PORTION OF SECTION 38, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201 AND A 100 FOOT RIGHT OF WAY) AND THE NORTH LINE OF SAID SECTION 38; THENCE SOUTH 18°10'14" EAST ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 331.23 FEET TO THE POINT OF BEGINNING; THENCE NORTH 71°49'46" EAST, DEPARTING FROM SAID RIGHT OF WAY LINE, A DISTANCE OF 400.00 FEET; THENCE SOUTH 18°10'14" EAST, A DISTANCE OF 1906.48 FEET TO A POINT ON A CURVE OF A CURVE CONCAVE TO THE SOUTH AND HAVING A RADIUS OF 495.00 FEET AND A CENTRAL ANGLE OF 14°32'52"; THENCE WESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 125.68 FEET AND SUBTENDED BY A CHORD BEARING OF SOUTH 78°18'07" WEST AND A CHORD DISTANCE OF 125.35 FEET TO A POINT OF A CURVE OF A CURVE CONCAVE TO THE NORTHEAST AND HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 10°55'26"; THENCE NORTHWESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 4.77 FEET AND SUBTENDED BY A CHORD BEARING OF NORTH 23°37'58" WEST AND A CHORD DISTANCE OF 4.76 FEET; THENCE; THENCE SOUTH 72°11'12" WEST, A DISTANCE OF 50.00 FEET; THENCE NORTH 18°10'14' WEST, A DISTANCE OF 87.31 FEET: THENCE SOUTH 71°49'46" WEST, A DISTANCE OF 225.00 FEET TO THE INTERSECTION WITH THE AFOREMENTIONED EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY; THENCE NORTH 18°10'14" WEST, ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 1800.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 16.91 ACRES, MORE OR LESS.

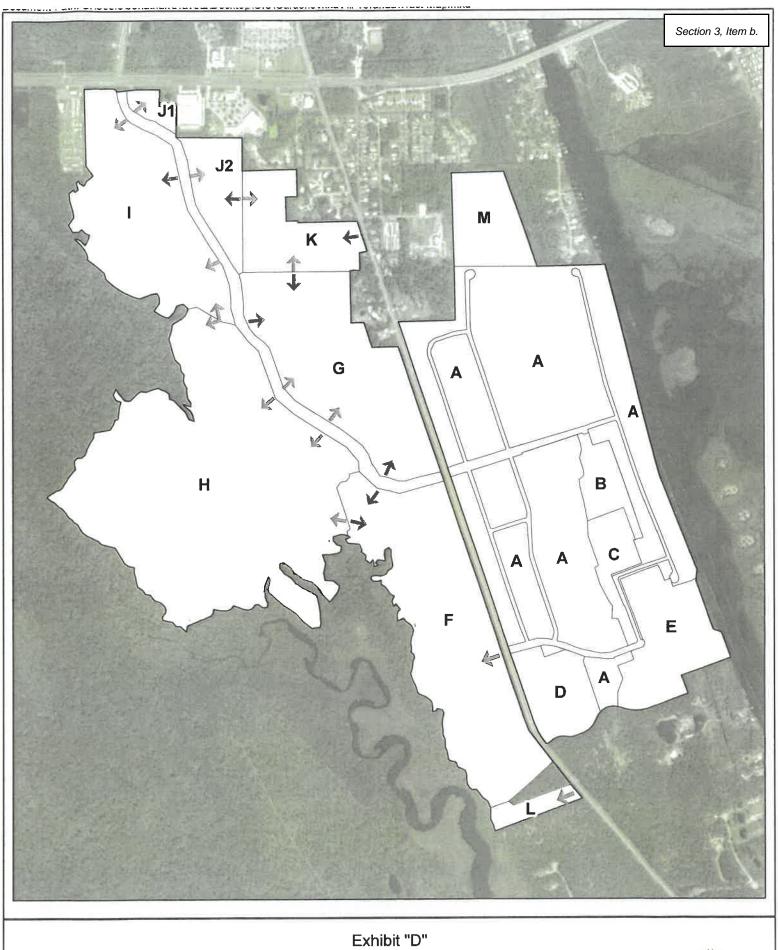


1,400 Feet

700

MPD Master Plan Veranda Bay Flagler County, Florida





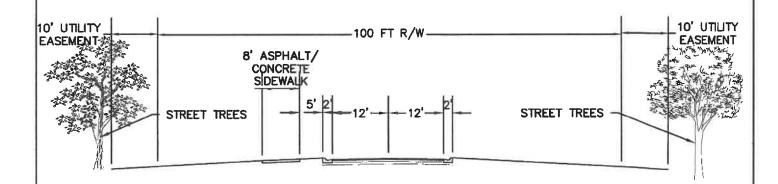
Date: 6-20-24

0 700 1,400 Feet



Tract Map
Veranda Bay
Flagler County, Florida

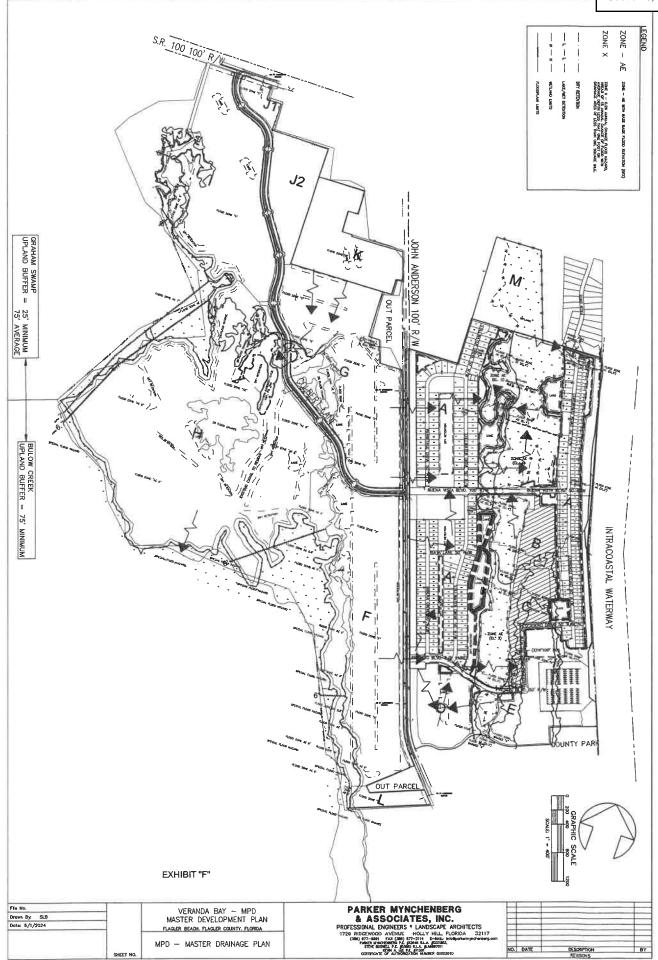




# VERANDA BAY SPINE ROAD SECTION

PROFESSIONAL ENGINEERS \* LANDSCAPE ARCHITECTS
1729 RIDGEWOOD AVENUE HOLLY HILL, FLORIDA 32117
(386) 677-6891 FAX (386) 677-2114 E-MAIL: info@parkermynchenberg.com
CERTIFICATE OF AUTHORIZATON NUMBER 00003910

**EXHIBIT E** 



# Exhibit "G" Land Use Conversion Matrix

#### Veranda Bay - Land Use Exchange Table

	Proposed		Net Extern	al PM Peak
Land Use Type	Quantity	Units	Trips	Trip Rate
Single-Family Detached Housing	1,053	DUs	876	0.832
Recreational Community CenterClubhouse and Amenity Center	6	KSF	14	2.258
Aultifamily Housing (Low-Rise)	1,682	DUs	675	0.401
acht Club - Commercial (Strip Retail Plaza (<40k))	10	KSF	52	5.2
Marina	150	Berths	28	0.187
Retail/Commercial/Office	436	KSF	1,156	2.65
Hotel	250	Rooms	135	0.54

Source: Table 08, Trip Generation - PM Peak

		Convert To						
		Single Family	Recreational	Multi-Family	Yacht Club		Retail/Commercial	
		Residential	Community Center	Residential	Commercial	Marina	Office	Hotel
	Single-Family Detached Housing	1.000	0.368	2.075	0.160	4.449	0.314	1.541
Ε	Recreational Community CenterClubhouse and Amenity Center	2.714	1.000	5.631	0.434	12.075	0.852	4.181
<u> </u>	Multifamily Housing (Low-Rise)	0.482	0.178	1.000	0.077	2.144	0.151	0.743
E	Yacht Club - Commercial (Strip Retail Plaza (<40k))	6.250	2.303	12.968	1.000	27.807	1.962	9.630
≥	Marina	0.225	0.083	0.466	0.036	1.000	0.071	0.346
8	Retail/Commercial/Office	3.185	1.174	6.608	0.510	14.171	1.000	4.907
	Hotel	0.649	0.239	1.347	0.104	2.888	0.204	1.000

#### Example:

To convert 50 Single Family Residential Dwelling Units to Shopping/Retail/Office, multiply 50 \* 0.314 =
To convert 10,000 SF Shopping/Retail/Office to Single Family Detached Residential, multiply 10,000/1,000 \* 3.185

15,698.00 SF 32.00 Units

07/03/2024





# City of Flagler Beach

Planning & Zoning Department P.O. Box 70 \* 800 S Daytona Ave. Flagler Beach, FL 32136

www.cityofflaglerbeach.com

To: Planning and Architectural Review Board Members

From: Lupita McClenning, City Planner

Date: August 29, 2024

Re: Zoning Amendment Master Planned Development (MPD) District

**Application Number:** Application No. PRZ24-0002

**Applicant:** Michael D. Chiumento, Esq.

**Property Owner(s):** Veranda Bay Investments, LLC

Palm Coast Intracoastal, LLC Highway 100 Commercial LLC

**Site Location:** East and West side of John Anderson Highway &

South of State Road 100.

**Property ID #:** See Legal Description. Exhibit A

**Current FLUM Designation:** Flagler County Designations – Agriculture,

Conservation, and Mixed Use: High Intensity. City of Flagler Beach Designations – Low and

Medium Density

**Current Zoning Designation:** Flagler County Designations – Planned Unit

Development (PUD)

**Current Use:** 160.99 acres under development as mixed use

residential; remainder of property is vacant and

undeveloped.

**Total Acreage:** 899.09 +/- acres

**Applicant Request**: Amend the Zoning Map Designation for the 899.09

acres to Master Planned Development (MPD) District

## Section 8.04.12, of the Land Development Code

In accordance with Section 8.04.12, of the Land Development Code the Planning and Architectural Review Board (PARB) of the city shall undertake the rules assigned to it within this section which includes, but is not limited to, the following duties:

- To review requests and applications for planned unit developments as stipulated within the provisions of this section;
- To advise the city commission on all matters related to land use planning and community development as directed by the city commission;
- To review all requests for rezoning (amendments), hold required public hearings to receive citizen input and recommend approval or denial of such requests to the city commission. A public hearing constitutes published notice, both at city hall and in local newspapers, and the apprising of property owners within a radius of five hundred (500) feet of the property under consideration for rezoning by certified mail of the intent to rezone.

## FL Statute 163, Section 3164 of the Community Planning

As defined by FL Statute 163, Section 3164 of the Community Planning Act:

- "Compatibility" means a condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.
- "Level of service" means an indicator of the extent or degree of service provided by, or proposed to be provided by, a facility based on and related to the operational characteristics of the facility. Level of service shall indicate the capacity per unit of demand for each public facility.
- "Master development plan" or "master plan," for the purposes of this act and 26 U.S.C. s. 118, means a planning document that integrates plans, orders, agreements, designs, and studies to guide development as defined in this section and may include, as appropriate, authorized land uses, authorized amounts of horizontal and vertical development, and public facilities.
- "Urban sprawl" means a development pattern characterized by low density, automobile-dependent development with either a single use or multiple uses that are not functionally related, requiring the extension of public facilities and services in an inefficient manner, and failing to provide a clear separation between urban and rural uses.

#### **Background and Intent**

In 2005, Flagler County adopted Ordinance 2005-22, which rezoned and approved a PUD Development Agreement for a mixed-use development.

The +/- 899 acres of land (was permitted to be developed as a mixed-use development as a Planned Unit Development (PUD).

The owners also own two parcels of land, totaling +/- 54.8 acres, located directly adjacent to the PUD property within the City of Flagler Beach and which have a land use designation of residential uses.

The owners desire to rezone and amend the PUD property and the +/- 54.8 acres and create a single integrated mixed-use community zoned Master Planned Development (MPD) district consistent with the City of Flagler Comprehensive Plan, Future Land Use Map (FLUM) and a newly crafted Master Development Agreement, (MDA).

## **Project Description**

The applicant proposes to amend the Zoning Map for approximately 899.09 +/- acres from Flagler County zoning designations of Planned Unit Development (PUD) to the City of Flagler Beach zoning designation of Master Planned Development (MPD) district to include Low Density Residential (LDR), and General Commercial (GC) through a Master Development Agreement (MDA).

The intent of the development is to develop the property into Low Density Residential, General Commercial, and a Marina Village. The residential uses include multiple housing types including single-family and multi-family units, and commercial uses with an anticipated build out in 2035.

This Project is a mixed-use, low-density development focused on providing significant Open Space, including preserved lands. The Project provides for low density residential development, commercial development along State Road 100 ("SR100") and a marina village.

Property designated as Commercial, generally located adjacent to SR100, is intended to provide shopping, office and other commerce and economic development opportunities for the Project's residents and the general public. This area may also be developed into a mixed-use center where residential uses are integrated with the general commercial uses to further the concept of "work, shop and play".

The commercial area identified adjacent to the Intracoastal Waterway ("ICW") is intended to be developed into a commercial or private marina which may include a

ship store, restaurants, retail uses or other commercial uses integrated with residential uses.

The Project is preserving a minimum of forty percent (40%) of the Project (+/- 300 acres) as Open Space, which includes, but is not limited to, preserved lands subject to passive recreation, buffers and wetlands.

Additionally, approximately 1,100 acres of land were previously dedicated to Flagler County for preservation, access to the Intracoastal Waterway (ICW) and public safety, which benefits and creates value for all of Flagler County, including the residents of the City of Flagler Beach.

# **Project Location**

The subject property is located east and west of John Anderson Highway and south State Road 100. The site is bordered to the north by State Road 100 (a major arterial road); to the east by the boundaries of the City of Flagler Beach; to the south and to the west by the boundaries of unincorporated Flagler County. *See Aerial Map*.

# **Surrounding Zoning Designations**

North:

Commercial, Multifamily Residential, and Public/Semipublic (City of Palm Coast designations); Highway Commercial, Medium Density Residential, Single Family Residential, Light Industrial, and General Commercial (City of Flagler Beach designations); and Agricultural and Rural Residential (Flagler County designations).

South:

Planned Unit Development (Flagler County designation).

East:

Conservation, and Preservation (City of Flagler Beach designations).

West:

Planned Unit Development, General Commercial & Shopping Center, and Agricultural (Flagler County designations

#### **Permitted Uses:**

#### Residential

Single Family Residential, Town House, Multi-family, and Mixed-Use.

#### Commercial

• General Commercial and office uses to meet the community-wide demand for retail, services, business, and employment opportunities.

City Planner Note: The Commercial square footage of 230,694 SQFT was submitted from the Applicant in the Large Scale FLUM Findings noted in Engineering Exhibit I.

# **Development Phasing**

The Project may be developed in multiple phases.

Prior to the issuance of any permit for any phase of the Project (and prior to any construction of any improvement, building, or structure), a Preliminary Plat or Site Plan shall be submitted to the City.

Each Tract of the Project will include infrastructure to support the proposed uses, including water and wastewater service, drainage, private roads, vehicular, and pedestrian access facilities.

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

#### **Residential Dimensional Standards**

Туре	<u>SF</u>	<u>Multi-</u> <u>family</u>	<u>Town House</u>	<u>Multi-family</u> <u>Marina</u>
Min. Distance Between Buildings	10′	10′	10′	10′
Min. Bldg. Setback to Water	20′	20′	20′	10′
Max. Bldg. Height**	35′	35'	35′	35′
Min. Front Bldg. Setback to Property Line	15′	15′	10′	10′
Min. Bldg. Rear Yard Setback	10′	10′	10′	10′
Minimum Front Setback from Right of Way	20′	N/A	20′	N/A
Minimum Bldg. Side Street or Rear Yard Setback	10′	10′	10′	10′
Min. Lot Size (SF)	4,000 sf	N/A	1,600 sf	N/A
Minimum Lot Width	40′	N/A	16′	N/A
Max. Impervious Surface Ratio**	80%	80%	80%**	80%**

<sup>\*\*</sup>In the event the City increases its max building height limitations, the Declarant may elect to increase its maximum building height to such new limit

# Commercial and/or Mixed Use (Residential above Commercial) Dimensional Standards

Commercial /Mixed Use	Standards
Min. Lot Width	80′***
Min. Lot Size	12,000 sf
Minimum Building Side Setback	0′
Minimum Building Street-Side Setback	10′
Minimum Building Front Setback	10′
Maximum Building Height****	35′
Minimum Building Rear Setback	10′
Minimum Building Setback to MPD Property Line	20′
Maximum Floor Area Ratio*	100%
Maximum Impervious Surface Ratio*	80%**

<sup>\*</sup> Maximum Floor Area and Impervious Surface Ratios shall be applicable to each Tract.

# **Consistency with Section 2.07.10 Land Development Code**

Section 2.07.10.01 Purpose

A. The Master Planned Development (MPD) district is established and intended to encourage innovative land planning and site design concepts that support a high quality of life and achieve a high quality of development, environmental sensitivity, energy efficiency, and other City goals and objectives by:

<sup>\*\*</sup>Minimum open space shall be forty percent (40%) of the entire MPD gross area.

<sup>\*\*\*</sup> If Town Houses are developed within a Commercial District, the dimensional standards for Town Houses shall control.

<sup>\*\*\*\*</sup> In the event the City increases its max building height limitations, the Declarant may elect to increase its maximum building height to such new limit.

- 1. Reducing or diminishing the inflexibility or uniform design that sometimes results from strict application of zoning and development standards designed primarily for individual lots;
- 2. Allowing greater freedom in selecting the means of providing access, open space, and design amenities;
- 3. Allowing greater freedom in providing a well-integrated mix of residential and nonresidential land uses in the same development, including a mix of housing types, lot sizes, and densities;
- 4. Providing for efficient use of land resulting in smaller networks of utilities and streets and thereby lowering development and housing costs; or
- 5. Promoting quality design and environmentally sensitive development that respects surrounding established land use characteristics and respects and takes advantage of a site's natural and man-made features.

# Section 2.07.10.03 General Requirements MPD

- 1. Comprehensive plan consistency. The MPD shall be consistent with the Comprehensive Plan. With exception of the Preservation and Conservation classification, a Master Planned Development District is allowed within all Comprehensive Plan Future Land Use Map categories.
- 2. Other ordinances. All building and housing codes of the City are applicable to the Master Planned Development District; however, requirements for dimensional standards, parking, open space, and other regulations established in the master planned development plan may differ from those specific to the underlying zoning district in which the development is located.

# Section 2.07.10.11 *Density and Intensity*

The densities for residential development and the intensities for non-residential development applicable in each development area of the MPD shall be as established in the MPD Master Plan, and shall be consistent with Comprehensive Plan and Land Development Code.

#### Section 2.07.10.12

The dimensional standards applicable in each development area of the MPD shall be as established in the MPD Master Plan and shall include at minimum the following types of dimensional standards:

- 1. Minimum lot area;
- 2. Minimum lot width;
- 3. Minimum and maximum setbacks;
- 4. Maximum lot coverage;
- 5. Maximum building height;
- 6. Maximum individual building size;
- 7. Maximum gross floor area, and

#### Standards used by Planning Staff

The following standards are recommended the City Planner in reviewing, recommending, and acting upon the application for a zoning amendment so as to balance the interest of the City against the unrestricted use of property:

- 1. The zoning proposal is suitable in view of the use of adjacent and nearby property and the zoning proposal will not affect the existing uses or usability of adjacent or nearby uses;
- 2. The property to be affected by the zoning proposal will have a reasonable and economic use:
- 3. The zoning proposal will not result in uses which will or could cause an excessive or burdensome use of existing transportation facilities, utilities, educational facilities or public safety;
- 4. The zoning proposal is consistent with the standards in the Land Development Code, specifically Section 02.07.10
- 5. The zoning proposal is consistent with the policies and intent of the Comprehensive Plan;
- 6. There is existing or changing conditions affecting the use and development of the property which give supporting grounds for approval (or disapproval) of the zoning proposal; and
- 7. Granting the request would not have an effect in that it becomes the opening mechanism for further rapid growth, urbanization or other land-use change beyond what is indicated in the Comprehensive Plan.

# Beginning on Page 10 and there forward Below is the Zoning Request and Report submitted by Michael D. Chiumento III, PA the applicant.

## City Planner Comments to the report are highlighted in yellow.

A rezoning request with a companion Large Scale Future Land Use Map amendment to allow the property owners to develop the property for low density residential and commercial uses. The residential uses shall include multiple types of housing opportunities from low density residential development to medium and high-density multi-family uses. The proposed rezoning will allow for the owners to effectively utilize the property for such development which will utilize the natural features of the area as a focal point.

In 2005, Flagler County adopted Ordinance 2005-22, which rezoned and approved the PUD Development Agreement for a mixed-use development. As negotiated in the 2005 Development Agreement, the +/- 899 acres of land (the "PUD Property") is permitted to be developed as a mixed-use development and is currently being annexed into the City of Flagler Beach, Flagler County, Florida. The owners also own two parcels of land, totaling +/- 54.8 acres, which are located directly adjacent to the PUD Property within the City of Flagler Beach (the "Owner Property") which have a land use designation of residential uses.

The owners desire to rezone and amend the presently approved development plan for the PUD Property and Owner Property (collectively, the "Subject Property") by creating a single integrated mixed-use community under a Master Planned Development Agreement (the "MPD Agreement"). The project would be consistent with the proposed Future Land Use Map designation.

#### MASTER PLANNED DEVELOPMENT

Land Development Regulations Sec. 2.07.10.01 provides as follows:

"The Master Planned Development (MPD) district is established and intended to encourage innovative land planning and site design concepts that support a high quality of life and achieve a high quality of development, environmental sensitivity, energy efficiency, and other City goals and objectives by:

- 1. Reducing or diminishing the inflexibility or uniform design that sometimes results from strict application of zoning and development standards designed primarily for individual lots;
- 2. Allowing greater freedom in selecting the means of providing access, open space, and design amenities;
- 3. Allowing greater freedom in providing a well-integrated mix of residential and nonresidential land uses in the same development, including a mix of housing types, lot sizes, and densities;
- 4. Providing for efficient use of land resulting in smaller networks of utilities and streets and thereby lowering development and housing costs; or

5. Promoting quality design and environmentally sensitive development that respects surrounding established land use characteristics and respects and takes advantage of a site's natural and man-made features."

The application to rezone and craft a "new" MPD Agreement is consistent with the requirements of the MPD zoning district as more particularly discussed below.

# DEVELOPMENT AGREEMENT HIGHLIGHTS

#### PERMITTED USES/DENSITY

The owners agree to fully comply with the following use restrictions on the Subject Property. The following uses are permitted on the Subject Property:

- (a) Residential uses Single Family Residential, Town House, Multi-family, and Mixed-Use.
- (b) Maximum units The number of residential units shall be capped at 2,735.
- (c) Commercial uses General Commercial and Office uses to meet the community-wide demand for retail, services, business, and employment opportunities.
- (d) Maximum density The maximum Commercial density shall be capped at 480,000 sq. ft.

City Planner Note: The Commercial square footage of 230,694 SQFT was submitted from the Applicant in the Large Scale FLUM Findings noted in Engineering Exhibit I.

#### PROJECT DESCRIPTION

This Project is a mixed-use, low-density development focused on providing significant Open Space, including preserved lands. The Project provides for low density residential development, commercial development along State Road 100 ("SR100") and a marina village. The residential uses shall include multiple types of housing opportunities such as low-density residential development, medium density multi-family uses, and high-density multi-family uses; none exceeding thirty-five feet (35') in height. Property designated as Commercial, generally located adjacent to SR100, is intended to provide shopping, office and other commerce and economic development opportunities for the Project's residents and the general public. However, this area may also be developed into a mixed-use center where residential uses are integrated with the general commercial uses to further the concept of "work, shop and play". The commercial area identified adjacent to the Intracoastal Waterway ("ICW") is intended to be developed into a commercial or private marina which may include a ship store, restaurants, retail uses or other commercial uses integrated with medium density to high density residential uses. The Project will preserve a minimum of forty percent (40%) of the Project (+/- 300 acres) as Open Space, which includes, but is not limited to, preserved lands subject to passive recreation, buffers and wetlands. Recognizing that approximately 1,100 acres of land were previously dedicated to the County for (i) preservation, (ii) access to the ICW, and (iii) public safety, the Parties agree that the Project benefits the entire Flagler County community, including the residents of the City of Flagler Beach.

# **Open Space and Common Areas**

Common areas are located throughout the Subject Property and shall include open space, preserved lands, and wetlands.

#### **Maintenance**

Maintenance of all common areas shall be the responsibility of (i) the existing community development district, (ii) a property owners association or (iii) other entity accepted by the Land Use Administrator (collectively the "Association").

## **Concept Plan Amendments**

The owners may increase or decrease the amount of a particular land use without modifying or amending the MPD Agreement, but only within the minimum and maximum standards provided for on the Land Use Conversion Matrix attached to the MPD Agreement, provided that the changes are consistent with the uses allowed under the MPD Agreement.

City Planner Comment: The Land Use Conversion Matrix needs to be provided to the City for a shared understanding of the outcome/results of a small scale land use amendment.

#### **DEVELOPMENT PHASING**

The Project may be developed in multiple phases. Prior to the issuance of any permit for any phase of the Project (and prior to any construction of any improvement, building, or structure on the Subject Property), the owners shall submit a Preliminary Plat or Site Plan for the relevant phase. Each Tract of the Project will include infrastructure to support the proposed uses, including water and wastewater service, drainage, private roads, vehicular, and pedestrian access facilities. All infrastructure necessary to support each phase that is constructed on the Subject Property shall be constructed concurrently with, or prior to construction of that phase of the Project, as approved by the City, and prior to the issuance of building permits for that phase. Adequate emergency vehicle access and turnarounds shall be provided at all times.

# LAND DEVELOPMENT REGULAITONS, PARTIAL NON-APPLICABILITY

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

City Planner Comment: Recommend the full MPD Agreement be provided to PARB and City Commission.

#### Wetlands and Wetland Buffers

Wetland permitting, including their impacts and/or mitigation, for the project may occur and shall only be subject to Federal and State permits. The City agrees that any approval, impact or effect to wetlands, wetland buffers, and wetland setbacks provided by said permits shall be accepted by the City and deemed consistent with the City's Comprehensive Plan. The Project shall therefore be exempt from Section 4 of the LDR.

City Planner Comment: Section 4 of the City's LDR is Environmental and Cultural Resource Protection. It includes submittal requirements for wetland impact analysis report, as well as floodplain management. City Planner Comment: Additionally, in accordance with Section 8.05.03 all documents provided to the St. Johns River Water Management District shall be provided concurrently to the city.

#### Stormwater

The owners shall be responsible for designing, permitting, constructing, and maintaining the means of conveyance of stormwater runoff within the Project including, but not limited to, all stormwater lines, ditches, culverts, and other stormwater facilities that are necessary to convey and treat stormwater runoff (the "Stormwater System").

#### Roadways / Rights-of-Way

Ingress and egress to the Project shall be provided, constructed, and dedicated to the City as a public roadway between SR100 and John Anderson Highway, as generally depicted on the MPD Master Plan (the "Spine Road"). Prior to dedication, at the owner's sole discretion, the owners (or its assigns) may reserve an easement over the Spine Road for purposes of signage, enhanced landscape maintenance, Tract access and construction. Moreover, the development of Tracts may be gated from the Spine Road and other public rights of way.

All roads shall be designed and constructed to meet the applicable provisions of the LDR and the City of Flagler Beach Standard Construction Details Manual. Emergency vehicles shall always be permitted through the Subject Property and adequate emergency vehicle access and turn-arounds shall always be provided.

#### Landscaping

Landscaping requirements adjacent to SR100 and John Anderson Highway shall be subject to this Development Agreement and the LDR. All other landscaping design and requirements shall be at the sole discretion of the Declarant. No potable water shall be used for irrigation after sufficient stormwater or reclaimed water source becomes available in adequate quantities.

Table - 1. Minimum Development Dimensional Standards

Type	SF	Multi-family	Town House	<u>Multi-family</u> <u>Marina</u>
Min. Distance Between Buildings***	10'	10'	10'	10'
Min. Bldg. Setback to Water	20'	20'	20'	10'
Max. Bldg. Height***	35'	35'	35'	35'
Min. Front Bldg. Setback to Property Line	15'	15'	10'	10'

Type	<u>SF</u>	Multi-family	Town House	<u>Multi-family</u> <u>Marina</u>
Min. Bldg. Rear Yard Setback	10'	10'	10'	10'
Minimum Front Setback from Right of Way	20'	N/A	20'	N/A
Minimum Bldg. Side Street or Rear Yard Setback	10'	10'	10'	10'
Min. Lot Size (SF)	4,000 sf	N/A	1,600 sf	N/A
Minimum Lot Width	40'	N/A	16'	N/A
Max. Impervious Surface Ratio**	80%	80%	80%**	80%**

<sup>\*</sup>Except as provided in Section 10 of the MPD Agreement.

# Commercial or Mixed-Use with Residential Above Commercial Site Development Requirements

Min. Lot Width	80***
Min. Lot Size	12,000 sf
Min. Bldg. Side Setback	0,
Min. Bldg. Street-Side Setback	10'
Min. Bldg. Front Setback	10'
Max. Bldg. Height***	35'
Min. Bldg. Rear Setback	10'
Minimum Bldg. Setback to MPD Property Line	20'
Maximum Floor Area Ratio*	100%
Max. Impervious Surface Ratio*	80%**

<sup>\*</sup> Maximum Floor Area and Impervious Surface Ratios shall be applicable to each Tract.

<sup>\*\*</sup>Maximum Floor Area and Impervious Surface Ratios shall be applicable to each Tract.

<sup>\*\*\*</sup> Shall be measured as the distance between walls of adjacent structures.

<sup>\*\*\*\*</sup> In the event the City increases its max building height limitations, the Declarant may elect to increase its maximum building height to such new limit. Notwithstanding, residential structures presently under construction or constructed may exceed this height limitation.

<sup>\*\*</sup>Minimum open space shall be forty percent (40%) of the entire MPD gross area.

#### **Fire Services**

Fire protection requirements for the site will be met through a system of fire hydrants installed on the site by the owners in accordance with City standards. The locations of the fire hydrants will be shown on the final site plans. The water requirements for the fire system will be served by the City of Flagler Beach.

#### **Parking**

Residential and Commercial uses shall provide parking as required by the City of Flagler Beach LDR.

#### Water, Sewer and Drainage

The common areas shall be owned and maintained by (i) the existing community development district, (ii) a property owners association or (iii) other entity accepted by the LUA.

Water, wastewater, and reuse services shall be served and provided by the City of Flagler Beach. The water, wastewater, and reuse infrastructure shall be constructed by the owners, comply with all applicable City Codes and be conveyed to the City.

City Planner Comment: Hence the importance of knowing the density and intensity of proposed development to understand the demand on public infrastructure.

#### Public Safety

The City will provide fire (having a first response agreement with Flagler County as part of its service network), police, and EMS facilities, including the equipment and services necessary to serve the Annexed Property at a level consistent with the City's adopted level of service. All such public services are available to support the development of the Annexed Property.

City Planner Comment: the demand for public safety was not analyzed in the report.

#### FUTURE LAND USE AND ZONING INFORMATION

The following table summarizes the existing and proposed land use and zoning information: USE SUMMARY TABLE:

#### PROPOSED **EXISTING CATEGORY** Low Density Residential and Agriculture, Conservation, Future Land Use Map Commercial and Mixed use: High (FLUM) Intensity (Flagler County designations); Low and Medium Density (City of Flagler Beach designations) Master Planned Development Planned Unit Development Zoning District (Flagler County designation);

<sup>\*\*\*</sup> If Town Houses are developed within a Commercial District, the dimensional standards for Town Houses shall control.

<sup>\*\*\*\*</sup> In the even the City increases its max building height limitations, the Declarant may elect to increase its maximum building height to such new limit.

	Reserved, and Single Family	
	Residential (City of Flagler	
	Beach designations)	
Overlay District	N/A	N/A
Use	160.99 +/- acres are currently	Low Density Residential and
	under development as mixed	Commercial development
	use residential; remainder is	generally consistent with the
	vacant	attached Master Planned
		Development Agreement
Acreage	899.09	899.09
Access	John Anderson Highway and	John Anderson Highway and
	State Road 100	State Road 100

## SURROUNDING LAND USES AND COMPATABILITY

North: FLUM: Mixed Use (City of Palm Coast designation); Medium Density,

Commercial, Other Public Facilities, Mixed Use, Low Density (City of Flagler Beach designations); Agriculture, Conservation (Flagler County designations).

Zoning: Commercial, Multifamily Residential, and Public/Semipublic (City of Palm Coast designations); Highway Commercial, Medium Density Residential, Single Family Residential, Light Industrial, and General Commercial (City of Flagler Beach designations); and Agricultural and Rural Residential (Flagler

County designations).

South: FLUM: Agriculture, and Conservation (Flagler County designations).

Zoning: Planned Unit Development (Flagler County designation).

East: FLUM: Salt Water Marsh (City of Flagler Beach designation).

Zoning: Conservation, and Preservation (City of Flagler Beach

designations).

West: FLUM: Agriculture, Conservation, and Mixed-Use High Intensity (Flagler

County designations).

Zoning: Planned Unit Development, General Commercial & Shopping

Center, and Agricultural (Flagler County designations).

# **SUMMARY OF FINDINGS:**

Following a compliance review of the 2035 Comprehensive Plan and current Land Development Regulations it is recommended that Application No. XXXX be recommended for approval.

#### **ANALYSIS:**

The purpose of this section is twofold:

- 1. To identify elements of the City of Flagler Beach Comprehensive Plan that are relevant to the requested land use change, and
- 2. To review, evaluate and present a finding of consistency or inconsistency for each of the respective elements cited and to aid and assist staff in forming a recommendation of approval or denial.

#### **FUTURE LAND USE ELEMMENT**

#### **Policy A.1.2.2**

Application filing procedures shall require topographic, soil condition, flood hazard zone, and wetland zone surveys filed in support of a land use amendment, zoning change, or land subdivision.

#### **Analysis:**

The Applicant has provided a Preliminary Environmental Assessment report ("PEA") conducted by Atlantic Ecological Services. The document assesses the presence of protected species, the materials submitted also include a topographic map, soil map, and habitat map. Applicant has also provided a Cultural Resources report which resulted in an area of archeological/ historical resources being identified. In-place preservation appears to be a feasible option, however further planning modification may necessitate impact of this portion of the site.

City Planner Comment: See Section 8 of the Staff Report and Findings of the Large-Scale Land Use Amendment.

#### **Policy A.1.1.3**

The LDRs shall address the location and extent of the land uses in accordance with the categories, densities, and intensities of land uses contained in this Element and depicted on the Future Land Use Map.

**Analysis:** The requested land use and associated density is appropriate with that of the surrounding community. The proposed residential development intensity is 3.2 units per acre.

#### Policy A.1.4

The City shall seek to improve its ad valorem tax base by encouraging development.

#### **Policy A.1.4.1**

The City shall investigate opportunities for annexation of commercial and value-added properties.

Analysis: The proposed rezoning is consistent with Object A.1.4 and Policy A.1.4.1, the development of the subject area under Commercial and Low-Density Residential designations will encourage development and improve the City's ad valorem tax base. Creating a commercial or mixed-use node at major roadway networks (SR 100/Colbert Lane) is preferred to create an efficient use of infrastructure and avoid urban sprawl.

#### Policy A.1.8

The City supports reducing uses that are inconsistent with the Future Land Use plan and will coordinate all new development and rezoning with the land use categories, densities, and intensities as outlined in the City's adopted Comprehensive Plan.

Analysis: The requested land uses are consistent with the proposed FLUM designations and are consistent with Policy A.1.8. The Commercial and Low-Density Residential designations encompass compatible uses to those of the adjacent areas. Moreover, the proposed changes create

commercial and economic development opportunities adjacent to other non-residential uses minimize the impact to existing residents.

#### Goal A.2

The City shall preserve, protect and enhance the natural environment, natural and historical resources, and the City's unique sense of place.

**Analysis:** The applicant has provided a Preliminary Environmental Assessment study conducted by Atlantic Ecological Services, as well as an Archaeological Site Evaluation report. The environmental report assesses the presence of protected species, the quality of soils and groundwater conditions as it relates to the contamination threats to the environment and/or human health. The materials submitted also include a topographic map and general wetland study.

The objective of the study was to identify the presence of animal and/or plant species and habitats of significant value that utilize the property. The proposed FLUM amendment will not change the need to relocate the species of significant value that have been identified prior to any development activities. This need remains no matter the FLUM designation.

Furthermore, the archaeological report demonstrates that, although there are locations of archaeological concern, in-place preservation appears to be a feasible option.

#### TRANSPORTATION ELEMENT

# **Policy B.1.1.1**

The City hereby adopts a LOS standard D for each individual roadway facility within the City, consistent with the standards contained in the FDOT Quality/Level of Service Handbook.

**Analysis:** The applicant submitted a Traffic Study which included the subject site. The traffic study took into account the potential traffic impacts from the project and concludes that the development buildout conditions do not adversely impact the roadway segments (roads will maintain an acceptable LOS). An intersection capacity analysis was also conducted and concludes that none of the failures to meet LOS are contributable to the development.

The study includes a recommendation for certain modifications/ implementations in the future in order to maintain safe roadway operation, including a planned spine road connection from SR 100 at Colbert Lane to John Anderson Highway.

City Planner Comment. See Section 7.5 through 7.5.3 for analysis of the transportation impact study and Exhibit H of the Submittal for recommendations from the Traffic Impact Study to maintain acceptable Level of Service (LOS).

#### **Policy B.1.1.7**

The City shall encourage existing and new developments to be connected by roadways, bikeways, and pedestrian systems that encourage travel between neighborhoods and access too multi-modal systems without requiring use of the major thoroughfare system.

**Analysis:** The proposed rezoning is consistent with Policy B.1.1.7, the expansion of Commercial and Low-Density Residential uses along an arterial roadway is appropriate. Moreover, John Anderson Highway presently has and is planned for multiuse pedestrian trails to allow residents to use alternative forms of transportation.

#### HOUSING ELEMENT

#### **Policy C.1.1.3**

To reduce the high cost of land for development of affordable housing, the City shall consider the use of innovative land development techniques such as zero-lot-line, Master Planned Development, use of smaller sized lots and density bonuses for development of affordable housing units.

**Analysis:** The proposed rezoning is consistent with Policy C.1.1.3, the potential of additional residential use along a major arterial (State Road 100) is appropriate. Furthermore, the proposed development plan is a Master Planned Development and will assist in the development of affordable housing.

#### PUBLIC FACILITIES ELEMENT

#### **Policy D.1.2.3**

Consistent with public health and safety, sanitary sewer, solid waste, drainage, adequate water supplies, and potable water facilities shall be in place and available to serve new development no later than the issuance by the local government of a certificate of occupancy or its functional equivalent. Prior to approval of a building permit or its functional equivalent, the local government shall consult with the applicable water supplier to determine whether adequate water supplies to serve the new development will be available no later than the anticipated date of issuance by the local government of a certificate of occupancy or its functional equivalent.

#### **Policy D.1.5.3**

The City shall permit development only where the capacity of public facilities meets concurrency requirements as established by Section 163.3180, F.S. and that the developer shall be required to guarantee that adopted LOS be maintained.

Analysis: Under the provisions of the Interlocal Agreement (Water and Wastewater Service Area – John Anderson Corridor) between Flagler County and the City of Flagler Beach (May 16, 2016), the City of Flagler Beach is responsible for the provision of utility services to the subject property. The City of Flagler Beach has sufficient existing utility capacity (and the means to develop additional capacity, if necessary) to accommodate the future demand for utility services within the City and for the additional development of the subject property.

City Planner Comment: Hence the importance of knowing the density and intensity of proposed development to understand the demand on public infrastructure.

#### COASTAL MANAGEMENT AND CONSERVATION ELEMENT

#### **Policy E.1.4.7**

The City shall continue to enforce the permitting and mitigation requirements of county, state, and federal agencies in developing in natural, wetland, and mangrove areas.

Analysis: Any and all mitigation, if necessary, will be coordinated through the department of environmental protection.

City Planner Comment: It's a City policy to enforce the permitting and mitigation of state and federal agencies.

#### **Policy E.1.6.4**

The City shall continue to utilize the Future Land Use Map as the basis for development and redevelopment. The siting, design and development of structures shall be consistent with regulations contained in the Florida Building code, as amended from time to time. Analysis:

The proposed rezoning is consistent with Policy E.1.6.4, all development shall be consistent with the Florida Building Code.

#### ANALYSIS: CRITERIA PARAMETERS

A. The proposed rezoning does not conflict with or is contrary to the public interest.

**Finding:** The proposed zoning classifications are consistent with the Official Zoning Map and 2035 Future Land Use Map designation for the subject property and adjacent lands. The proposed land use and development should contribute favorably to the development pattern for future growth in the area.

B. The proposed rezoning is consistent with the Goals, Objectives and Policies of the Comprehensive Plan.

**Finding:** The requested changes are consistent with and furthers the Goals, Objectives and Policies of the Comprehensive Plan as follows:

# **Policy A.1.1.13** 9J-5.006(3)(b)3

Coordinate all new development and rezoning with the land use categories, densities and intensities as outlined in the City's adopted Comprehensive Plan.

The LDRs shall address the location and extent of land uses in accordance with the categories, densities, and intensities of land uses contained in this Element and depicted on the Future Land Use Map.

# **Policy A.1.13.2** 9J-5.006(3)(c)2

The City of Flagler Beach shall discourage the issuance of variances, special use permits, building permits or zoning changes in any case where the proposed land use is not consistent with the City of Flagler Beach duly adopted Comprehensive Plan.

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

**Finding:** On the contrary, this rezoning effort stabilizes conditions that could otherwise hamper development and/or redevelopment and the taxable value of the subject property.

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

**Finding:** The requested rezoning does not pose an unreasonable hazard, or nuisance, or constitute a threat to the general health, welfare, or safety of the City's inhabitants. The changes in zoning for the property under consideration is in harmony with the proposed Future Land Use Map designations and consistent with the designations as it relates to adjoining properties.

#### RECOMMENDATION

The Planning and Architectural Review Board (PARB) finds Application #XXXX consistent with the Comprehensive Plan and recommends that City Commission approve the rezoning from Planned Unit Development (Flagler County designation), Reserved, and Single Family Residential (City of Flagler Beach designations) to Low Density Residential and Commercial based upon findings of fact which demonstrate the zoning change request is following all applicable Objectives and Policies of the City of Flagler Beach Comprehensive Plan.

#### PARKER MYNCHENBERG & ASSOCIATES, INC.

1729 Ridgewood Avenue Holly Hill, FL 32117 (386) 677-6891 info@parkermynchenberg.com

January 30, 2024

# Water Demand

#### SUMMARY

The improvements associated with this project include the overall Water Demand Volumes for the Veranda Bay Conceptual Master Plan.

#### <u>ANALYSIS</u>

Design Type and Number of Service Connections, Calculation Units, Total Average Daily Flow, and Peak Hour Flow, in the Entire Area to be served by the Water Distribution System being constructed with this project are calculated below. The US Census estimate for people per residential unit is 2.08 and the Flagler Beach Comprehensive Plan includes a water LOS of 125 gallons per capita. The LOS flow for each residential unit is 125 gal/person \* 2.08 people/unit = 260 gpd/unit.

***************************************		WATER			
Phase	Type of Service Connection	Water Demand Calculation Units	Average Daily Water Demand Per Service Connection	Total Average Daily Flow (gpd)	Peak Hour Flow <sup>a</sup> (gph)
	VE	RANDA BAY EAS	ST		
A1	Low Density Single-Family Residential (SFR) Units	122 units	260 gpd/unit	31,720	3,965
AI	Clubhouse and Amenity Center	6,200 sq. ft.	0.10 gpd/sq.ft.	620	78
A2	Low Density Single-Family Residential (SFR) Unite		260 gpd/unit	23,140	2,893
A3	Low Density Single-Family Residential (SFR) Unite	124 units	260 gpd/unit	32,240	4,030
В	Low Density Single-Family Residential (SFR) Units	72 units	260 gpd/unit	18,720	2,340
С	Medium Density Single Family -Townhomes	96 units	260 gpd/unit	24,960	3,120
D	Low Density Single-Family Residential (SFR) Units	80 units	260 gpd/unit	20,800	2,600
E	Multi-Family Condos/ Apts	152 units	260 gpd/unit	39,520	4,940
E	Yacht Club/ Clubhouse/Mixed Use	10,000 sq. ft.	0.10 gpd/sq.ft.	1,000	125
	VE	RANDA BAY WE	ST		
F	Low Density Single-Family Residential (SFR) Unite	250 units	260 gpd/unit	65,000	8,125
G	Low Density Single-Family Residential (SFR) Units	220 units	260 gpd/unit	57,200	7,150
Н	Medium Density Residential - Multi Family	980 units	260 gpd/unit	254,800	31,850
I	Town Center - Commercial/Retail/Office	220,694 sq. ft.	0.10 gpd/sq.ft.	22,069	2,759
J1	Office / Retail	10,000 sq. ft.	0.10 gpd/sq.ft.	1,000	125
J2	High Density Residential/Hotel Site	250 units	260 gpd/unit	65,000	8,125
K	Medium Density Multi-Family	300 units	260 gpd/unit	78,000	9,750
	TOTAL WATER DEMAND			735,789	91,974

a. Explanation of Peaking Factor(s) or Method(s) Used to Estimate Peak Hour Flow:

Peaking Factor = 3.0 (typical)

Peak Hour Flow = Total Average Daily Flow  $\times$  3.0  $\times$  (1 day/24 hrs)

#### PARKER MYNCHENBERG & ASSOCIATES, INC.

1729 Ridgewood Avenue Holly Hill, FL 32117 (386) 677-6891 info@parkermynchenberg.com

January 30, 2024

#### VERANDA BAY Sewer Demand

#### SUMMARY

The improvements associated with this project include the overall Sewer Demand Volumes for the Veranda Bay Conceptual Master Plan.

#### **ANALYSIS**

Design Type and Number of Service Connections, Calculation Units, Total Average Daily Flow, and Peak Hour Flow, in the Entire Area to be served by the Water Distribution System being constructed with this project are calculated below. The US Census estimate for people per residential unit is 2.08 and the Flagler Beach Comprehensive Plan includes a water LOS of 119 gallons per capita. The LOS flow for each residential unit is 119 gal/person \* 2.08 people/unit = 248 gpd/unit.

		SEWER			
Phase	Type of Service Connection	Sewer Demand Calculation Units	Average Daily Sewer Demand Per Service Connection	Total Average Daily Flow (gpd)	Peak Hour Flow <sup>a</sup> (gph)
	VE	RANDA BAY EAS	ST		
A 1	Low Density Single-Family Residential (SFR) Units	122 units	248 gpd/unit	30,256	3,782
A1	Clubhouse and Amenity Center	6,200 sq. ft.	0.10 gpd/sq.ft.	620	78
A2	Low Density Single-Family Residential (SFR) Units		248 gpd/unit	22,072	2 <i>,</i> 759
А3	Low Density Single-Family Residential (SFR) Units		248 gpd/unit	30,752	3,844
В	Low Density Single-Family Residential (SFR) Units	72 units	248 gpd/unit	17,856	2,232
С	Medium Density Single Family -Townhomes	96 units	248 gpd/unit	23,808	2,976
D	Low Density Single-Family Residential (SFR) Units	80 units	248 gpd/unit	19,840	2,480
E	Multi-Family Condos/Apts	152 units	248 gpd/unit	37,696	4,712
Ľ,	Yacht Club/ Clubhouse/Mixed Use	10,000 sq. ft.	0.10 gpd/sq.ft.	1,000	125
		RANDA BAY WE			
F	Low Density Single-Family Residential (SFR) Units	250 units	248 gpd/unit	62,000	<i>7,7</i> 50
G	Low Density Single-Family Residential (SFR) Units	220 units	248 gpd/unit	54,560	6,820
Н	Medium Density Residential - Multi Family	980 units	248 gpd/unit	243,040	30,380
I	Town Center - Commercial/Retail/Office	220,694 sq. ft.	0.10 gpd/sq.ft.	22,069	2,759
J1	Office / Retail	10,000 sq. ft.	0.10 gpd/sq.ft.	1,000	125
J2	High Density Residential/Hotel Site	250 units	248 gpd/unit	62,000	7,750
К	Medium Density Multi-Family	300 units	248 gpd/unit	74,400	9,300
	TOTAL SEWER DEMAND			702,969	87,871

a. Explanation of Peaking Factor(s) or Method(s) Used to Estimate Peak Hour Flow:

Peaking Factor = 3.0 (typical)

Peak Hour Flow = Total Average Daily Flow  $\times 3.0 \times (1 \text{ day}/24 \text{ hrs})$ 

# PARKER MYNCHENBERG & ASSOCIATES, INC.

1729 Ridgewood Avenue Holly Hill, FL 32117 (386) 677-6891 info@parkermynchenberg.com

January 30, 2024

#### VERANDA BAY Solid Waste Demand

#### SUMMARY

The improvements associated with this project include the overall Solid Waste Demand Quantities for the Veranda Bay Conceptual Master Plan. Max units were assumed per the Conceptual Master Plan. Demand is based on the LOS established in the City of Flagler Beach Comprehensive Plan and the US Census Bureau estimate of 2.08 people/unit and each individual discards 3.7 lbs of solid waste a day, therefore the daily demand per unit is 2.08 people(s) \* 3.7 lbs (Solid Waste) = 7.70 lbs/day-unit.

	SOLIE	) WASTE		
Phase	Type of Service Connection	Solid Waste Demand Calculation Unit	Average Daily Solid Waste Demand Per Person Connection	Total Daily Solid Waste (lbs)
		A BAY EAST		
A1	Low Density Single-Family Residential (SFR) Units	·····	7.70 lbs/day-unit	939
Λı	Clubhouse and Amenity Center	6,200 sq. ft.	0.01 lbs/day/sf	62
A2	Low Density Single-Family Residential (SFR) Units		7.70 lbs/day-unit	685
A3	Low Density Single-Family Residential (SFR) Units		7.70 lbs/day-unit	955
В	Low Density Single-Family Residential (SFR) Units	72 units	7.70 lbs/day-unit	554
С	Medium Density Single Family -Townhomes	96 units	7.70 lbs/day-unit	739
D	Low Density Single-Family Residential (SFR) Units	80 units	7.70 lbs/day-unit	616
E	Multi-Family Condos/Apts	152 units	7.70 lbs/day-unit	1,170
Ł	Yacht Club/ Clubhouse/Mixed Use	10,000 sq. ft.	0.01 lbs/day/sf	100
		A BAY WEST		
F	Low Density Single-Family Residential (SFR) Units	250 units	7.70 lbs/day-unit	1,925
G	Low Density Single-Family Residential (SFR) Units	220 units	7.70 lbs/day-unit	1,694
Н	Medium Density Residential - Multi Family	980 units	7.70 lbs/day-unit	7,546
I	Town Center - Commercial/Retail/Office	220,694 sq. ft.	0.01 lbs/day/sf	2,207
J1	Office / Retail	10,000 sq. ft.	0.01 lbs/day/sf	100
J2	High Density Residential/Hotel Site	250 units	7.70 lbs/day-unit	1,925
K	Medium Density Multi-Family	300 units	7.70 lbs/day-unit	2,310
	TOTAL SOLID WASTE DEMAND			23,528

# **CITY OF FLAGLER BEACH NO** Section 3, Item b. PUBLIC HEARING

The City Commission proposes to adopt Ordinance No. 2024-18 Entitled:

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF FLAGLER BEACH, FLORIDA, AMENDING THE OFFICIAL ZONING MAP DESIGNATION FOR APPROXIMATELY 899.09 ACRES OF CERTAIN REAL PROPERTY; PROVIDING FOR SEVERABILITY
PROVIDING FOR CONFLICTS; AND PROVIDING PROVIDING FOR AN EFFECTIVE DATE.

The City Commi 2024-19 Entitled: Commission proposes to adopt Ordinance No.

AN ORDINANCE OF THE CITY COMMISSION OF THE AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF FLAGLER BEACH, FLORIDA, AMENDING THE COMPREHENSIVE PLAN FUTURE LAND USE MAP DESIGNATION FOR APPROXIMATELY 899.09 ACRES OF CERTAIN REAL PROPERTY; PROVIDING FOR SEVERABILITY; PROVIDING FOR CONFLICTS; AND PROVIDING FOR AN EFFECTIVE DATE.

Applications have been submitted to rezone this property from Planned Unit Development (PUD), Reserved (R), and Single Family Residential (R1) Zoning Districts to the Master Planned Development (MPD) Zoning District, and to amend the Future Land Use Map designation of the property from Agriculture, Conservation, and Mixed Use: High Intensity to Low Density Residential and Commercial. All lands are located as depicted in the Location Map provided below.

PUBLIC HEARINGS ARE SCHEDULED TO BE HELD AT CIT HALL. 105 S. 2ND STREET, FLAGLER BEACH, FLORIDA AS FOLLOWS:

ANNING AND **ARCHITECTURAL** REVIEW BOARD: TUESDAY, SEPTEMBER 3, 2024 AT 5:30 P.M.

1ST READING: CITY COMMISSION: TUESDAY, SEPTEMBER 17, 2024 AT 5:30 P.M. OR AS SOON THEREAFTER AS OSSIBLE.

2ND READING: CITY COMMISSION: THURSDAY, OCTOBER 24, 2024 AT 5:30 P.M. OR AS SOON THEREAFTER AS PÓSSIBLE.

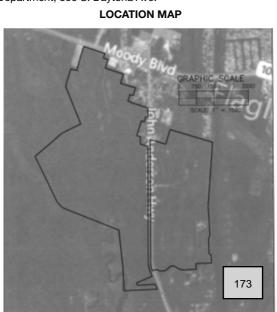
ALL INTERESTED PARTIES ARE INVITED TO ATTEND.

PLEASE DIRECT ANY QUESTIONS TO THE CITY OF FLAGLER BEACH AT (386-517-2000) EXT. 230

The public hearings may be continued to a future date Ine public nearings may be continued to a future date or dates. The times and dates of any continuances of a public hearing shall be announced during the public hearing without any further published notice. The request will be heard at 5:30 PM, or as soon thereafter as possible, in the City Commission chambers located at 105 South Second

Street, Flagler Beach, Florida. If a person decides to appeal any decision made with respect to any matter considered at the above referenced hearings, he/she will need a record of the proceedings. For such purposes, it may be necessary to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal includes the testimony and evidence upon which the appeal

is to be based. In accordance with the Americans with Disabilities Act, persons needing assistance to participate in any of these proceedings should contact the City Clerk's Office at 386-517-2000 Ext. 233 at least 48 hours prior to the meeting. For further information about this request, please accordance with the Americans all the Planning and Building Department at (386) 517-2000 Ext. 230. The public may inspect information that is more detailed during office hours at the Planning and Building Department, 800 S. Daytona Ave.





#### BUILDING AND PLANNING DEPT. 800 S Daytona Ave FLAGLER BEACH, FL 32136 Phone (386) 517-2000. Ext.232

# HUM X GOMERSHENSING PLAN AMENDMENT X REZONING APPLICATION

APPLICATION No	
REQUIRED DOCUMENTS: SUBMITTAL INTAKE	]
GENERAL APPLICATION	
APPLICATION FEE(S)	
GOMPANION APPLICATION(S) (e.g. FLUM, Rezoning)  OWNER AUTHORIZATION (if applicable)	
refigible frame to the formation of the state of the stat	
ALL INFORMATION MUST BE PROVIDED FOR APPLICATION TO BE DETERMINED (	COMPLETE
FEES*	
LARGE SCALE FUTURE LAND USE MAP (FLUM) AMENDMENT (>50 ac.)**	\$3,000.00
AND REZONING (>10 ac.) 900 OCTES	\$800.00 <del>+</del> \$25.00 per ac.
LSFLUA FEE $53,000.00$ + REZONING FEE \$ $23,300$ = $24,300$ TOTAL LSFLUM AND F	EZONING FEE
SMALL SCALE FLUM AMENDMENT (<50 ac.)	\$2,200.00
SMALL SCALE FLU AMENDMENT <u>AND</u> REZONING (>10ac.= \$800.00+ \$25.00 per ac.) (<10ac.= \$800.00)	
SSFLUA FEE <u>\$2,200.00</u> + REZONING FEE \$ = \$	
COMPREHENSIVE PLAN AMENDMENT	\$1,000.00
© REZONING	(>10ac.= \$800.00 + \$26.00 per ac.) (<10ac.= \$800.00)
NOTES  **NOT INCLUDED  INTAKE FEE - \$35.00  AS APPLICABLE: LEGALAD, PUBLIC NOTICES (MAILINGS), POST PROPERTY	
** PER AGRE FEES - ROUNDED UP TO THE NEAREST FULL ACRE	
GENERAL PROPERTY INFORMATION	
LOCATION: SR 100/Colbert Lane & John Anderson Hwy TOTAL ACRES:18.50	59
CURRENT FUTURE LAND USE DESIGNATION: Agriculture/Timberlands	
PROPOSED FUTURE LAND USE DESIGNATION: Commercial	
PROPOSED ZONING: MPD	
PROPOSED USE(S):	

Page 1 of 2

This is to certify that I am the owner in fee simple of subject iar Comprehensive Plan Amendment & Annexation STATE OF FLORIDA, County of Flagler  Subscribed and Swom to (or affirmed) before me by:	Highway 100 Compression LLC  By: SIGNATURE OF OWNER Mary L. Demotroe as Justee of the Mery L. Demotroe Revocable Trust, Manager of Highway 100 Commercial, LLC
	OWNER'S NAME (Print/Type)
	800 Highland Ave., Suite 200, Orlando, FL 32803
	ADDRESS (Street, City) & Phone Number
This 29 day of May 2024 (Who is personally known	o me or has produced
identification.  WH 350%61  Commission Number & Expiration  Notary Public	AZYAUET N. ALVAREZ MY COMMISSION # HH 350 EXPIRES: April 17, 2027
This is to certify that I am the owner of subject lands describ Comprehensive Plan Amendment and that I have authorized file the aforesald Petition for Rezoning & Comprehensi	Michael D. Chiumento III, Esq. to make and
STATE OF FLORIDA, County of Flagler Subscribed and Sworn to (or affirmed) before me by:	Highway 1/39 Commercial, LLC  By:  Mary L. Demetree as Trustge of the Mary L. Demetree Revocable frust, Manager of Highway 100 Commercial, LLC
	OWNER'S NAME (Print/Type) 800 Highland Ave., Suite 200 Orlando, FL 32803 ADDRESS (Street, City) & Phone Number
19. Mrs. 31	,
This 3 day of Way 20 24. Who is personally know identification.  HH350861 41713  Commission Number & Expiration  Notary Public	winto me or has producedas

AZYADET N. ALVAREZ MY COMMISSION # HH 350861 EXPIRES: April 17, 2027

WHEN PETITIONER IS THE OWNER OF SUBJECT PROPERTY

WHEN PETITIONER IS THE O	WNER OF SUBJECT PROPERTY				
This is to certify that I am the owner in fee simple of subject land Comprehensive Plan Amendment & Annexation STATE OF FLORIDA, County of Flagler Subscribed and Swom to (or affirmed) before me by:	By: Mulicipality and By: Mulic				
	SIGNATURE OF OWNER  Michelte Chira, Trustee of the Michelte Chira Revocable Trust, 4s Manager of Highway 100  Commercial, LLC  OWNER'S NAME (Print/Type)  800 Highland Ave., Suite 200, Orlando, FL 32803  ADDRESS (Street, City) & Phone Number				
This 13 day of 10NE, 2024. Who is personally known	to me or has producedas				
Identification.  HH 48G042 2I5 28  Commission Number & Expiration Notary Public	Notary Public State of Florida Dawn Harris My Commission HH 489042 Expires 2/5/2028				
	Mw.dy				
WHEN PETITIONER IS THE AGENT OF	THE OWNER OF SUBJECT PROPERTY				
This is to certify that I am the owner of subject lands described above in the Petition for Rezoning & Comprehensive Plan Amendment and that I have authorized Michael D. Chiumento III, Esq. to make and					
file the aforesaid Petition for Rezoning & Comprehensive	re Plan Amendment & Annexation				
STATE OF FLORIDA, County of Flagler Subscribed and Sworn to (or affirmed) before me by:	Highway 100 Commercial, LLC  By: Meelle Arra				
Michelle Chira, Trustee of the Michelle Chira SIGNATURE OF OWNER Revocable Trust, as Manager of Highway 100 Commercial, LLC					
	OWNER'S NAME (Print/Type) 800 Highland Ave., Suite 200				
	Orlando, FL 32803 ADDRESS (Street, City) & Phone Number				
This 3 day of JUNE, 20 24. Who is personally know	ADDRESS (Street, City) & Phone Number				
This 3 day of 10NE, 2024. Who is personally know identification.	ADDRESS (Street, City) & Phone Number				
	ADDRESS (Street, City) & Phone Number				

# HIGHWAY 100 COMMERCIAL, LLC LEGAL DESCRIPTION

A PORTION OF TRACT "FD2", GARDENS AT HAMMOCK BEACH, AS RECORDED IN MAP BOOK 35, PAGES 80 THROUGH 100 OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

FOR A POINT OF BEGINNING COMMENCE AT THE NORTHWESTERLY CORNER OF SAID TRACT "FD2", SAID POINT ALSO BEING ON THE SOUTHERLY RIGHT OF WAY LINE OF STATE ROAD 100 (A 200 FOOT RIGHT OF WAY AS ESTABLISHED); THENCE SOUTH 89 DEGREES 29 MINUTES 03 SECONDS EAST, ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 382.15 FEET TO THE INTERSECTION WITH SOUTHWESTERLY RIGHT OF WAY LINE OF VILLA DRIVE WEST (A VARIABLE WIDTH PRIVATE RIGHT OF WAY AS ESTABLISHED), SAID POINT BEING THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 35.00 FEET; THENCE ALONG SAID CURVE AND SAID SOUTHWESTERLY RIGHT OF WAY LINE AN ARC DISTANCE OF 51.49 FEET TO THE POINT OF TANGENCY OF SAID CURVE, SAID CURVE BEING SUBTENDED BY A CHORD BEARING OF SOUTH 41 DEGREES 37 MINUTES 50 SECONDS EAST, AND A CHORD DISTANCE OF 46.97 FEET: THENCE SOUTH 00 DEGREES 30 MINUTES 47 SECONDS WEST, A DISTANCE OF 29.81 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 470.00 FEET; THENCE ALONG SAID CURVE AN ARC DISTANCE OF 578.46 FEET TO THE POINT OF TANGENCY OF SAID CURVE, SAID CURVE BEING SUBTENDED BY A CHORD BEARING OF SOUTH 34 DEGREES 44 MINUTES 45 SECONDS EAST. AND A CHORD DISTANCE OF 542.64 FEET; THENCE SOUTH 70 DEGREES 00 MINUTES 17 SECONDS EAST, A DISTANCE OF 190.75 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 360.00 FEET; THENCE ALONG SAID CURVE AN ARC DISTANCE OF 364.42 FEET TO THE POINT OF TANGENCY OF SAID CURVE, SAID CURVE BEING SUBTENDED BY A CHORD BEARING OF SOUTH 41 DEGREES 00 MINUTES 17 SECONDS EAST, AND A CHORD DISTANCE OF 349.06 FEET; THENCE SOUTH 12 DEGREES 00 MINUTES 17 SECONDS EAST, A DISTANCE OF 170.79 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 260.00 FEET; THENCE ALONG SAID CURVE AN ARC DISTANCE OF 48.62 FEET, SAID CURVE BEING SUBTENDED BY A CHORD BEARING OF SOUTH 06 DEGREES 3B MINUTES 50 SECONDS EAST AND A CHORD DISTANCE OF 48.55 FEET; THENCE SOUTH 88 DEGREES 37 MINUTES 36 SECONDS WEST DEPARTING THE AFOREMENTIONED SOUTHWESTERLY RIGHT OF LINE OF VILLA DRIVE WEST, A DISTANCE OF 471.38 FEET; THENCE SOUTH 88 DEGREES 28 MINUTES 30 SECONDS WEST, A DISTANCE OF 589.08 FEET; THENCE NORTH 33 DEGREES 37 MINUTES 07 SECONDS WEST, A DISTANCE OF 50.65 FEET; THENCE NORTH 38 DEGREES 07 MINUTES 37 SECONDS WEST, A DISTANCE OF 95.67 FEET TO A POINT ON A WESTERLY LINE OF THE AFOREMENTIONED TRACT "FD2, GARDENS AT HAMMOCK BEACH"; THENCE NORTH 01 DEGREES 27 MINUTES 08 SECONDS WEST, A DISTANCE OF 968.01 FEET TO THE POINT OF BEGINNING.



# City of Flagler Beach PO Box 70 105 South 2<sup>nd</sup> Street Flagler Beach, Florida 32136 Phone (386) 517-2000. Fax (386) 517-2008

# PETITION FOR REZONING - (ZR)

TITLE CERTIFICATE WILL BE REQUIRED AS PROOF OF OWNERSHIP

PLEASE TYPE O	R PRINT THE FO	DLLOWING	INFORMATIO	N:		
PETITIONER: Palm (	Coast Intracoastal LLC	;				
ADDRESS: 3129 Spri	ingbank Lane, #201, C	Charlotte NC		and the second second	*	~
CONTACT NUMBER			WORK		FAX	
PETITIONER'S RELA				See attache	ed	
LEGAL DESCRIPTIO	M OL PODIBOL LY	OFERT   (Aua	mit it necessor. 1).			
PRESENT ZONING:	PUD		REQUESTEI	20NING_	MPD	
(NOTE: IF MORE TO DESCRIPTION FOR I	HATN ONE ZONIN EACH ZONING CL	G CLASSIFICA ASSIFICATION	ATION IS REQUE NREQUESTED.)	ested, att.	ACH A COMPLETE LEGAL	
PROVIDE REASONS Attached):	AND JUSTIFICAT	ION FOR REQI	UESTED ZONING	3 (See Item	4 on page 2) Written Stater	nent,
STATE OF FLORID	A, County of Flagler	Palm Coa	ast Infracoastal, LLC	3		
Subscribed and Swom	to (or affirmed) befo	re me by 🔔 🚽	SIGN		PETITIONER	
				manda . /	r., as Manager IAMB (Print/Type)	_
					ane, #201, Charlotte NC	
					, City) & Phone Number	
identification.	01/02/26		y A. Ben			8.5
				process of the same		71

Rezoning Standards Application info Packet

TRACEY A. BENAWDE 100/03/09
Notary Public-State of Florida
Commission # HH 190061
My Commission Expires
January 02, 2026

# FOR USE WHEN PETITIONER IS THE OWNER OF SUBJECT PROPERTY This is to certify that I am the owner in fee simple of subject lands described above in the Petition for Rezoning, Comp Plan Amendment & Annexation Palm Coast Intracoast, LLC STATE OF FLORIDA, County of Flagler Subscribed and Sworn to (or affirmed) before me by William G. Allen, Jr., as Manager OWNER'S NAME (Print/Type) TRACEY A. BENAVIDES Notary Public-State of Florida Commission # HH 190061 My Commission Expires January 02, 2026 3129 Springbank Lane, #201, Charlotte, NC ADDRESS (Street, City) & Phone Number uny of 20 24. Who is personally known to me or has produced identification. Wrany A. Benavides HM190061 Commission Number & Expiration Notary Public

FOR USE WHEN PETITIONER IS THE AGENT OF	THE OWNER OF SUBJECT PROPERTY
This is to certify that I am the owner of subject lands described above	in the Petition for Rezoning and that I have authorized to make and file the aforesaid Petition for Rezoning.
STATE OF FLORIDA, County of Flagler	
Subscribed and Sworn to (or affirmed) before me by	SIGNATURE OF OWNER
ā	OWNER'S NAMB (Print/Type)
	ADDRESS (Street, City) & Phone Number
This day of Who is personally known to me or identification.	has produced as
Conunission Number & Expiration Notary Public	

Rezoning Standards Application Info Packet

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Updated 04/03/09

#### **VERANDA BAY**

#### PROPERTIES OWNED BY PALM COAST INTRACOASTAL, LLC

#### LEGAL DESCRIPTION

TRACTS 1A-1 THROUGH 1A-13 AND TRAC T 1A-A, ALL LOCATED WITHIN THE SUBDIVISION PLAT OF **VERANDA BAY PHASE 1A**, AS RECORDED IN PLAT BOOK 40, PAGES 59 THROUGH 64, OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA.

TOGETHER WITH: LOTS 144, 147 THROUGH 150, 154, 157, 158, 159, 164, 165, 175, 176, 178 THROUGH 183, 186, AND 189 THROUGH 191, TOGETHER WITH TRACTS 1B-1 AND 1B-2, ALL LOCATED WITHIN THE SUBDIVISION PLAT OF VERANDA BAY PHASE 1B, AS RECORDED IN PLAT BOOK 41, PAGES 11 THROUGH 15, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA.

ALSO, TOGETHER WITH: LOTS 123 THROUGH 143 AND LOTS 198 THROUGH 211, <u>TOGETHER WITH</u> TRACTS 1C-1, 1C-3, 1C-4, AND 1C-6, ALL LOCATED WITHIN THE SUBDIVISION PLAT OF **VERANDA BAY PHASE 1C**, AS RECORDED IN PLAT BOOK 41, PAGES 16 THROUGH 20, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA.

ALSO, TOGETHER WITH: TRACTS 2A-1 THROUGH 2A-22 AND TRACT 2A-B, ALL LOCATED WITHIN THE SUBDIVISION PLAT OF VERANDA BAY PHASE 2A, AS RECORDED IN PLAT BOOK 40, PAGES 65 THROUGH 70, OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA.

ALSO, TOGETHER WITH: PHASE 2B - PRELIMINARY PLAT OF VERANDA BAY, DESCRIBED AS FOLLOWS: A PORTION OF SECTIONS 13 AND 38, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201 AND A 100 FOOT RIGHT OF WAY) AND THE NORTH LINE OF SAID SECTION 38; THENCE SOUTH 18°10'14" EAST ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 331.23 FEET; THENCE NORTH 71°49'46" EAST, DEPARTING FROM SAID RIGHT OF WAY LINE, A DISTANCE OF 400.00 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE NORTH 71°49'46" EAST, A DISTANCE OF 370.00 FEET; THENCE NORTH 18°10'14" WEST, A DISTANCE OF 325.00 FEET; THENCE NORTH 71°49'46" EAST, A DISTANCE OF 50.00 FEET; THENCE NORTH 18°10'14" WEST, A DISTANCE OF 20.01 FEET TO THE POINT OF CURVE OF A CURVE CONCAVE TO THE EAST AND HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 11°32′14"; THENCE NORTHERLY ALONG SAID CURVE AN ARC DISTANCE OF 5.03 FEET AND SUBTENDED BY A CHORD BEARING OF NORTH 12°24'08" WEST AND A CHORD DISTANCE OF 5.03 FEET TO A POINT ON SAID CURVE; THENCE NORTH 71°49'46" EAST, A DISTANCE OF 119.51 FEET; THENCE SOUTH 18°10'14" EAST, A DISTANCE OF 809.38 FEET; THENCE SOUTH 01°32'26" EAST, A DISTANCE OF 49.29 FEET; THENCE SOUTH 88°27'34" WEST, A DISTANCE OF 140.00 FEET; THENCE SOUTH 01°32'26" EAST, A DISTANCE OF 20.00 FEET; THENCE NORTH 88°27'34" EAST, A DISTANCE 140.00 FEET; THENCE SOUTH 01°32'26" EAST, A DISTANCE OF 384.95 FEET; SOUTH 18°10'14" EAST, A DISTANCE OF 935.73 FEET; THENCE SOUTH 71°49'46" WEST, A DISTANCE OF 140.00 FEET; THENCE SOUTH 18°10'14" EAST, A DISTANCE OF 20.00 FEET; THENCE NORTH 71°49'46" EAST, A DISTANCE OF 140.00 FEET; THENCE SOUTH 18°10'14" EAST, A DISTANCE OF 24.44 FEET TO THE POINT OF CURVE OF A CURVE CONCAVE TO THE WEST AND HAVING A RADIUS OF 365.00 FEET AND A CENTRAL ANGLE OF 34°46'50": THENCE SOUTHERLY ALONG SAID CURVE AN ARC DISTANCE OF 221.57 FEET AND SUBTENDED BY CHORD BEARING OF SOUTH 00°46'49" EAST AND A CHORD DISTANCE OF 218.18 FEET TO A POINT ON SAID CURVE; THENCE S 16°36'36" W, A DISTANCE OF 18.72 FEET: THENCE NORTH 73°23'24" WEST, A DISTANCE OF 139.49 FEET TO A POINT ON A CURVE OF A CURVE CONCAVE TO THE EAST AND HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 11°32′13"; THENCE NORTHERLY ALONG SAID CURVE AN ARC DISTANCE OF 5.03 FEET AND SUBTENDED BY A CHORD BEARING OF NORTH 10°50'29" EAST AND A CHORD DISTANCE OF 5.03 FEET TO A POINT ON SAID CURVE; THENCE NORTH 73°28'41" WEST, A DISTANCE OF 50.00 FEET TO A POINT ON A CURVE OF A CURVE CONCAVE TO THE NORTHWEST AND HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 12°16'44"; THENCE SOUTHWESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 5.36 FEET AND SUBTENDED BY A CHORD BEARING OF SOUTH 22°44'58" WEST AND A CHORD DISTANCE OF 5.35 FEET TO A POINT ON A CURVE OF A CURVE CONCAVE TO THE SOUTH AND HAVING A RADIUS OF 495.00 AND A CENTRAL ANGLE OF 16°23'29"; THENCE WESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 141.61 FEET AND SUBTENDED BY A CHORD BEARING OF NORTH 79°46'17" WEST AND A CHORD DISTANCE OF 141.13 FEET TO A POINT ON SAID CURVE; THENCE NORTH 02°02'07" EAST, A DISTANCE OF 77.22 FEET; THENCE NORTH 18°10'14" WEST, A DISTANCE OF 50.30 FEET; THENCE SOUTH 71°49'46" WEST, A DISTANCE OF 80.00 FEET; THENCE NORTH 18°10'14" WEST, A DISTANCE OF 1800.00 FEET TO THE POINT OF BEGINNING. CONTAINING 21.82 ACRES, MORE OR LESS.

ALSO, TOGETHER WITH: PHASE 2C - PRELIMINARY PLAT OF VERANDA BAY, DESCRIBED AS FOLLOWS: A PORTION OF SECTION 38, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201 AND A 100 FOOT RIGHT OF WAY) AND THE NORTH LINE OF SAID SECTION 38; THENCE SOUTH 18°10'14" EAST ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 331.23 FEET TO THE POINT OF BEGINNING; THENCE NORTH 71°49'46" EAST, DEPARTING FROM SAID RIGHT OF WAY LINE, A DISTANCE OF 400.00 FEET; THENCE SOUTH 18°10'14" EAST, A DISTANCE OF 1906.48 FEET TO A POINT ON A CURVE OF A CURVE CONCAVE TO THE SOUTH AND HAVING A RADIUS OF 495.00 FEET AND A CENTRAL ANGLE OF 14°32′52"; THENCE WESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 125.68 FEET AND SUBTENDED BY A CHORD BEARING OF SOUTH 78°18'07" WEST AND A CHORD DISTANCE OF 125.35 FEET TO A POINT OF A CURVE OF A CURVE CONCAVE TO THE NORTHEAST AND HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 10°55'26"; THENCE NORTHWESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 4.77 FEET AND SUBTENDED BY A CHORD BEARING OF NORTH 23°37'58" WEST AND A CHORD DISTANCE OF 4.76 FEET; THENCE; THENCE SOUTH 72°11'12" WEST, A DISTANCE OF 50.00 FEET; THENCE NORTH 18°10'14' WEST, A DISTANCE OF 87.31 FEET; THENCE SOUTH 71°49'46" WEST, A DISTANCE OF 225.00 FEET TO THE INTERSECTION WITH THE AFOREMENTIONED EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY; THENCE NORTH 18°10'14" WEST, ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 1800.00 FEET TO THE POINT OF BEGINNING. **CONTAINING 16.91 ACRES, MORE OR LESS** 

ALSO, TOGETHER WITH: A PARCEL OF LAND IN THE SOUTH 1/2 OF SECTION 11, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF GOVERNMENT SECTION 11, TOWNSHIP 12 SOUTH, RANGE 31 EAST AS MONUMENTED BY A 4" X 4" CONCRETE MONUMENT INSCRIBED WITH A "T"; THENCE ALONG THE SOUTHERLY LINE OF SAID SECTION 11 NORTH 88°51'19" EAST A DISTANCE OF 2,591.75 FEET TO THE POINT OF BEGINNING; THENCE NORTH 00°06'41" EAST A DISTANCE OF 1,287.36 FEET; THENCE NORTH 88°28'36" EAST A DISTANCE OF 680.27 FEET; THENCE SOUTH 01°24'50" EAST, A DISTANCE OF 345.10 FEET; THENCE SOUTH 88°36'24" WEST, A DISTANCE OF 150.00 FEET; THENCE SOUTH 01°28'15" EAST, A

DISTANCE OF 300.30 FEET; THENCE NORTH 88°36′24″ EAST, A DISTANCE OF 150.00 FEET; THENCE SOUTH 01°08′43″ EAST, A DISTANCE OF 24.77 FEET; THENCE NORTH 88°54′22″ EAST, A DISTANCE OF 749.54 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY LINE OF STATE ROAD 201, (ALSO KNOWN AS JOHN ANDERSON HIGHWAY); THENCE ALONG SAID WESTERLY RIGHT OF WAY LINE, SOUTH 18°11′55″ EAST, A DISTANCE OF 401.46 FEET; THENCE DEPARTING SAID RIGHT OF WAY LINE, SOUTH 77°14′08″ WEST, A DISTANCE OF 99.57 FEET; THENCE SOUTH 01°16′02″ EAST, A DISTANCE OF 216.94 FEET; THENCE SOUTH 88°50′35″ WEST, A DISTANCE OF 126.47 FEET TO A POINT ON THE SOUTHERLY LINE OF AFORESAID SECTION 11; THENCE ALONG SAID SOUTHERLY LINE SOUTH 88°51′19″ WEST, A DISTANCE OF 1,350.55 FEET TO THE POINT OF BEGINNING.

ALSO, TOGETHER WITH: A PARCEL OF LAND IN SECTION 12, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE SOUTHWEST CORNER OF SAID GOVERNMENT SECTION 12, THENCE DEPARTING SAID SOUTHERLY LINE NORTH 01°30'23" WEST A DISTANCE OF 1,203.23 FEET ALONG THE WESTERLY LINE OF SAID SECTION 12; THENCE NORTH 88°52'15" EAST, A DISTANCE OF 649.96 FEET; THENCE SOUTH 19°00'52" EAST, A DISTANCE OF 1,265.64 FEET; THENCE SOUTH 88°56'30" WEST, ALONG SAID SECTION LINE, A DISTANCE OF 1,030.73 FEET TO THE POINT OF BEGINNING.



# City of Flagler Beach PO Box 70 105 South 2<sup>nd</sup> Street Flagler Beach, Florida 32136 Phone (386) 517-2000. Fax (386) 517-2008

# **PETITION FOR REZONING - (ZR)**

TITLE CERTIFICATE WILL BE REQUIRED AS PROOF OF OWNERSHIP

PLEASE TYPE OR PRINT THE FOLLO	WING INFORMATION:	
PETITIONER: Veranda Bay Investments, LLC		
ADDRESS: 3129 Springbank Lane, #201, Charlotte,	NC	
CONTACT NUMBERS: HOME:	WORK	FAX
PETITIONER'S RELATION TO SUBJECT PRO	PERTY: Owner	
LEGAL DESCRIPTION OF SUBJECT PROPERT	TY (Attach if necessary):	ed
PRESENT ZONING: PUD	REQUESTED ZONING	MPD
(NOTE: IF MORE THATN ONE ZONING CLASSIFICATION FOR EACH ZONING	CATION REQUESTED.)	
PROVIDE REASONS AND JUSTIFICATION FO Attached):	n reguested conting (500 im.	n + on page 2) William Bullonicing
STATE OF FLORIDA, County of Flagler Ve	randa Bay Investments, LLC	
Subscribed and Sworn to (or affirmed) before me b	SIGNATURE O William G. Allen,	
TRACEY A. BENAVIDES Notary Public-State of Florida Commission # HH 190061	PETITIONER'S	NAME (Print/Type)
My Commission Expires January 02, 2026	•	et, City) & Phone Number
This 3rd day of June, 2024. Who is person identification.  HH190061 0102 26  Commission Number & Expiration	Mally known to me or has produced	

3

# FOR USE WHEN PETITIONER IS THE OWNER OF SUBJECT PROPERTY This is to certify that I am the owner in fee simple of subject lands described above in the Petition for Rezoning. Comp Plan Amendment & Annexation Veranda Bay Investments, LLC STATE OF FLORIDA, County of Flagler Subscribed and Sworn to (or affirmed) before me by SIGNATURE OF OWNER William G. Allen, Sr., as Manager TRACEY A. BENAVIDES Notary Public-State of Florida Commission # HH 19000 OWNER'S NAME (Print/Type) 3129 Springbank Lane, #201, Charlotte NC My Commission Expires January 02, 2026 ADDRESS (Street, City) & Phone Number This 3 2024. Who is personally known to me or has produced identification. Benovides HH190061 Notary Public Commission Number & Expiration

FOR USE WHEN PETITIONER IS THE AGENT OF	THE OWNER OF SUBJECT PROPERTY
This is to certify that I am the owner of subject lands described above	e in the Petition for Rezoning and that I have authorized to make and file the aforesaid Petition for Rezoning
STATE OF FLORIDA, County of Flagler	
Subscribed and Sworn to (or affirmed) before me by	SIGNATURE OF OWNER
	OWNER'S NAME (Print/Type)
	ADDRESS (Street, City) & Phone Number
This day of, 20 Who is personally known to me or identification.	r has producedas
Commission Number & Expiration Notary Public	

# VERANDA BAY PROPERTIES OWNED BY VERANDA BAY INVESTMENTS, LLC

#### LEGAL DESCRIPTION

#### **WEST SIDE OF JOHN ANDERSON HIGHWAY**

A PORTION OF LOTS 1, 3, 7, 8 AND 9, AND ALL OF LOTS 4, 10, 11 AND 12, BLOCK C, BUNNELL DEVELOPMENT COMPANY'S LAND AS RECORDED IN PLAT BOOK 1, PAGE 1, IN THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA, TOGETHER WITH A PORTION OF GOVERNMENT SECTION 14, 38, AND 39, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, SITUATED IN GOVERNMENT SECTIONS 11, 14, 38 AND 39, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201) AND THE NORTH LINE OF SAID SECTION 38-12-31; THENCE SOUTH 71°47'17" WEST, A DISTANCE OF 100.00 FEET TO A POINT ON THE WEST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201), ALSO BEING THE POINT OF BEGINNING; THENCE ALONG SAID WEST RIGHT OF WAY LINE THE FOLLOWING THREE COURSES: SOUTH 18°10'26" EAST, A DISTANCE OF 3,184.36 FEET TO A POINT OF CURVATURE OF A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 1.196.28 FEET, A CENTRAL ANGLE OF 22°09'26" AND A CHORD DISTANCE OF 459.74 FEET WHICH BEARS SOUTH 29°14'21" EAST; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 462.62 FEET; THENCE SOUTH 40°21'41" EAST, A DISTANCE OF 776.28 FEET; THENCE DEPARTING SAID WEST RIGHT OF WAY LINE SOUTH 69°18'47" WEST, A DISTANCE OF 1,433.82 FEET, THENCE NORTH 20°41'22" WEST, A DISTANCE OF 995.98 FEET, THENCE NORTH 24°04'44" WEST, A DISTANCE OF 1,618.01 FEET; THENCE NORTH 86°17'06" WEST, A DISTANCE OF 2,604.28 FEET; THENCE NORTH 60°37'10" WEST, A DISTANCE OF 341.50 FEET; THENCE NORTH 43°23'02" WEST, A DISTANCE OF 2,172.87 FEET, THENCE NORTH 30°47'31" EAST, A DISTANCE OF 1,526.35 FEET; THENCE NORTH 45°31'15" EAST, A DISTANCE OF 902.38 FEET; THENCE NORTH 40°14'18" WEST, A DISTANCE OF 1,732.75 FEET; THENCE NORTH 06°10'40" WEST, A DISTANCE OF 189.68 FEET; THENCE NORTH 00°15'33" WEST, A DISTANCE OF 614.90 FEET; THENCE NORTH 88°32'16" EAST, A DISTANCE OF 257.93 FEET; THENCE NORTH 01°27'08" WEST, A DISTANCE OF 1,087.72 FEET TO A POINT ON THE SOUTH LINE OF STATE ROAD NO. 100; THENCE ALONG SAID SOUTH RIGHT OF WAY LINE SOUTH 89°29'03" EAST A DISTANCE OF 959.81 FEET; THENCE DEPARTING SAID SOUTH RIGHT OF WAY LINE SOUTH 00°30′57" WEST, A DISTANCE OF 210.00 FEET; THENCE SOUTH 89°29′03" EAST, A DISTANCE OF 210.00 FEET; THENCE SOUTH 00°30'57" WEST, A DISTANCE OF 389.92 FEET; THENCE SOUTH 89°28'38" EAST, A DISTANCE OF 822.42 FEET; THENCE SOUTH 00°06'48" EAST, A DISTANCE OF 1,704.61 FEET; THENCE NORTH 88°51'12"EAST, A DISTANCE OF 1,350.55 FEET; THENCE SOUTH 01°10'32" EAST, A DISTANCE OF 660.84 FEET; THENCE NORTH 88°37'17" EAST, A DISTANCE OF 158.75 FEET; THENCE SOUTH 18°14'40" EAST, A DISTANCE OF 330.09 FEET; THENCE NORTH 88°50'11" EAST, A DISTANCE OF 330.04 FEET TO A POINT ON THE WEST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201); THENCE ALONG SAID RIGHT OF WAY LINE SOUTH 18°15'00" EAST, A DISTANCE OF 1,788.60 FEET TO THE POINT OF BEGINNING.

#### TOGETHER WITH:

#### **EAST SIDE OF JOHN ANDERSON HIGHWAY**

A PORTION OF SECTIONS 13, 14 AND 38, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201) AND THE NORTH LINE OF SAID SECTION 38-12-31; THENCE ALONG SAID EAST RIGHT-OF-WAY LINE NORTH 18°15'00" WEST, A DISTANCE OF 2,087.53 FEET; THENCE DEPARTING SAID EAST RIGHT OF WAY LINE NORTH 88°47'52" EAST, A DISTANCE OF 710.35 FEET TO A POINT ON THE WEST LINE OF SECTION 13-12-31; THENCE ALONG SAID WEST SECTION LINE NORTH 01°13'40" WEST, A DISTANCE OF 661.23 FEET TO A POINT ON THE NORTH LINE OF SECTION 13-21-31; THENCE ALONG SAID NORTH SECTION LINE NORTH 88°36'18" EAST, A DISTANCE OF 1,890.40 FEET TO THE POINT ON THE WEST RIGHT OF WAY LINE OF FLORIDA INTRACOASTAL WATERWAY; THENCE ALONG SAID WEST RIGHT OF WAY LINE THE FOLLOWING TWO COURSES: SOUTH 13°59'25" EAST, A DISTANCE OF 2,750.14 FEET; THENCE SOUTH 21°17'55" EAST, A DISTANCE OF 1,265.83 FEET; THENCE DEPARTING SAID WEST RIGHT OF WAY LINE AND ALONG A WESTERLY LINE OF THE HISTORIC CHANNEL OF HAW LOVER CREEK, SOUTH 03°54'35" WEST, A DISTANCE OF 148.38 FEET; THENCE SOUTH 19°27'08" EAST, A DISTANCE OF 643.95 FEET; THENCE SOUTH 68°38'53" EAST, A DISTANCE OF 113.53 FEET TO A POINT ON THE AFORESAID INTRACOASTAL RIGHT OF WAY, THENCE SOUTH 21°17'55" EAST, A DISTANCE OF 647.80 FEET; THENCE DEPARTING SAID RIGHT OF WAY SOUTH 69°10'09" WEST, A DISTANCE OF 2,520.12 FEET TO A POINT ON THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201); THENCE ALONG SAID EAST RIGHT OF WAY LINE THE FOLLOWING THREE COURSES: NORTH 40°21'41" WEST, A DISTANCE OF 74.31 FEET TO A POINT OF CURVATURE OF A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 1,095.28 FEET, A CENTRAL ANGLE OF 22°09'21" AND A CHORD DISTANCE OF 421.29 FEET WHICH BEARS NORTH 29°14'17" WEST; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 423.92 FEET; THENCE NORTH 18°10'26" WEST, A DISTANCE OF 3,184.44 FEET TO THE POINT OF BEGINNING.

FORMERLY KNOWN AS GARDENS AT HAMMOCK BEACH, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 35, PAGES 80 THROUGH 100, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA.

#### **ALSO, TOGETHER WITH:**

TRACTS 1C-2 AND 1C-5, BOTH LOCATED WITHIN THE SUBDIVISION PLAT OF VERANDA BAY PHASE 1C, AS RECORDED IN PLAT BOOK 41, PAGES 16 THROUGH 20, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA. CONTAINING 3.23 ACRES, MORE OR LESS.

#### ALSO, TOGETHER WITH:

**TRACT 2A-A (FUTURE DEVELOPMENT TRACT)** OF THE SUBDIVISION PLAT OF VERANDA BAY PHASE 2A, AS RECORDED IN PLAT BOOK 40, PAGES 65 THROUGH 70, OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA. CONTAINING 22.64 ACRES, MORE OR LESS.

#### ALSO, TOGETHER WITH:

TRACT 2B-5 (IDENTIFIED AS FUTURE DEVELOPMENT TRACT) OF PHASE 2B — PRELIMINARY PLAT OF VERANDA BAY, DESCRIBED AS FOLLOWS:

A PORTION OF SECTION 38, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201 AND 100 FOOT RIGHT OF WAY) AND THE NORTH LINE OF SAID SECTION 38; THENCE SOUTH 18°10′14″ EAST ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 633.41 FEET; THENCE NORTH 71°49′46″ EAST, DEPARTING FROM SAID RIGHT

OF WAY LINE, A DISTANCE OF 440.39 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE NORTH 71°49'46" EAST, A DISTANCE OF 199.61 FEET; THENCE SOUTH 18°10'14" EAST, A DISTANCE OF 137.81 FEET; THENCE SOUTH 71°49'46" WEST, A DISTANCE OF 199.71 FEET; THENCE NORTH 18°07'48" WEST, A DISTANCE OF 137.82 FEET TO THE POINT OF BEGINNING. CONTAINING 0.63 ACRES, MORE OR LESS.

**LESS AND EXCEPT**: THE LAND CONTAINED IN THE QUIT CLAIM DEED TO EAST FLAGLER MOSQUITO CONTROL DISTRICT RECORDED IN OFFICIAL RECORDS BOOK 1620, PAGE 434, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA. CONTAINING 0.89 ACRES, MORE OR LESS.

**LESS AND EXCEPT**: THE LAND CONTAINED IN THE SPECIAL WARRANTY DEED TO FLAGLER COUNTY RECORDED IN OFFICIAL RECORDS BOOK 1636, PAGE 1694, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA. CONTAINING 81.32 ACRES, MORE OR LESS.

LESS AND EXCEPT: THE LAND CONTAINED IN THE SPECIAL WARRANTY DEED TO HIGHWAY 100 COMMERCIAL LLC RECORDED IN OFFICIAL RECORDS BOOK 1789, PAGE 750, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA. CONTAINING 18.94 ACRES, MORE OR LESS.

<u>LESS AND EXCEPT</u>: TRACTS PL-2 AND PL-3, OF THE VACATED PLAT OF GARDENS AT HAMMOCK BEACH, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 35, PAGES 80 THROUGH 100, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA. CONTAINING A TOTAL OF 13.17 ACRES, MORE OR LESS.

LESS AND EXCEPT: THOSE LANDS DESCRIBED IN THE SUBDIVISION PLAT OF VERANDA BAY PHASE 1A, AS RECORDED IN PLAT BOOK 40, PAGES 59 THROUGH 64, OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA. CONTAINING 82.08 ACRES, MORE OR LESS.

**LESS AND EXCEPT**: THE BALANCE OF THOSE LANDS DESCRIBED IN THE SUBDIVISION PLAT OF **VERANDA BAY PHASE 2A**, AS RECORDED IN PLAT BOOK 40, PAGES 65 THROUGH 70, OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA. CONTAINING 65.85 ACRES, MORE OR LESS.

<u>LESS AND EXCEPT</u>: THOSE LANDS DESCRIBED IN THE SUBDIVISION PLAT OF **VERANDA BAY PHASE 1B,** AS RECORDED IN PLAT BOOK 41, PAGES 11 THROUGH 15, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA. CONTAINING 18.02 ACRES, MORE OR LESS.

**LESS AND EXCEPT:** THE BALANCE OF THOSE LANDS DESCRIBED IN THE SUBDIVISION PLAT OF **VERANDA BAY PHASE 1C**, AS RECORDED IN PLAT BOOK41, PAGES 16 THROUGH 20, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA. CONTAINING 23.50 ACRES, MORE OR LESS.

LESS AND EXCEPT: PHASE 2B – PRELIMINARY PLAT OF VERANDA BAY, DESCRIBED AS FOLLOWS:
A PORTION OF SECTIONS 13 AND 38, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201 AND A 100 FOOT RIGHT OF WAY) AND THE NORTH LINE OF SAID SECTION 38; THENCE SOUTH 18°10′14″ EAST ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 331.23 FEET; THENCE NORTH 71°49′46″ EAST, DEPARTING FROM SAID RIGHT OF WAY LINE, A DISTANCE OF 400.00 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE NORTH 71°49′46″ EAST, A DISTANCE OF 370.00 FEET; THENCE NORTH 18°10′14″ WEST, A DISTANCE OF 325.00 FEET; THENCE NORTH 71°49′46″ EAST, A DISTANCE OF 50.00 FEET; THENCE NORTH 18°10′14″ WEST, A DISTANCE OF 20.01 FEET TO THE POINT OF CURVE OF A CURVE CONCAVE TO THE EAST AND HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 11°32′14″; THENCE NORTHERLY ALONG SAID

CURVE AN ARC DISTANCE OF 5.03 FEET AND SUBTENDED BY A CHORD BEARING OF NORTH 12°24'08" WEST AND A CHORD DISTANCE OF 5.03 FEET TO A POINT ON SAID CURVE; THENCE NORTH 71°49′46" EAST, A DISTANCE OF 119.51 FEET; THENCE SOUTH 18°10'14" EAST, A DISTANCE OF 809.38 FEET; THENCE SOUTH 01°32'26" EAST, A DISTANCE OF 49.29 FEET; THENCE SOUTH 88°27'34" WEST, A DISTANCE OF 140.00 FEET; THENCE SOUTH 01°32'26" EAST, A DISTANCE OF 20.00 FEET; THENCE NORTH 88°27'34" EAST, A DISTANCE 140.00 FEET; THENCE SOUTH 01°32'26" EAST, A DISTANCE OF 384.95 FEET; SOUTH 18°10'14" EAST, A DISTANCE OF 935.73 FEET; THENCE SOUTH 71°49'46" WEST, A DISTANCE OF 140.00 FEET; THENCE SOUTH 18°10'14" EAST, A DISTANCE OF 20.00 FEET; THENCE NORTH 71°49'46" EAST, A DISTANCE OF 140.00 FEET; THENCE SOUTH 18°10'14" EAST, A DISTANCE OF 24.44 FEET TO THE POINT OF CURVE OF A CURVE CONCAVE TO THE WEST AND HAVING A RADIUS OF 365.00 FEET AND A CENTRAL ANGLE OF 34°46'50"; THENCE SOUTHERLY ALONG SAID CURVE AN ARC DISTANCE OF 221.57 FEET AND SUBTENDED BY CHORD BEARING OF SOUTH 00°46'49" EAST AND A CHORD DISTANCE OF 218.18 FEET TO A POINT ON SAID CURVE: THENCE S 16°36'36" W, A DISTANCE OF 18.72 FEET: THENCE NORTH 73°23'24" WEST, A DISTANCE OF 139.49 FEET TO A POINT ON A CURVE OF A CURVE CONCAVE TO THE EAST AND HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 11°32′13"; THENCE NORTHERLY ALONG SAID CURVE AN ARC DISTANCE OF 5.03 FEET AND SUBTENDED BY A CHORD BEARING OF NORTH 10°50'29" EAST AND A CHORD DISTANCE OF 5.03 FEET TO A POINT ON SAID CURVE; THENCE NORTH 73°28'41" WEST, A DISTANCE OF 50.00 FEET TO A POINT ON A CURVE OF A CURVE CONCAVE TO THE NORTHWEST AND HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 12°16'44"; THENCE SOUTHWESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 5.36 FEET AND SUBTENDED BY A CHORD BEARING OF SOUTH 22°44'58" WEST AND A CHORD DISTANCE OF 5.35 FEET TO A POINT ON A CURVE OF A CURVE CONCAVE TO THE SOUTH AND HAVING A RADIUS OF 495.00 AND A CENTRAL ANGLE OF 16°23'29"; THENCE WESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 141.61 FEET AND SUBTENDED BY A CHORD BEARING OF NORTH 79°46'17" WEST AND A CHORD DISTANCE OF 141.13 FEET TO A POINT ON SAID CURVE; THENCE NORTH 02°02'07" EAST, A DISTANCE OF 77.22 FEET; THENCE NORTH 18°10'14" WEST, A DISTANCE OF 50.30 FEET; THENCE SOUTH 71°49'46" WEST, A DISTANCE OF 80.00 FEET; THENCE NORTH 18°10'14" WEST, A DISTANCE OF 1800.00 FEET TO THE POINT OF BEGINNING. CONTAINING 21.82 ACRES, MORE OR LESS.

#### LESS AND EXCEPT: PHASE 2C - PRELIMINARY PLAT OF VERANDA BAY, DESCRIBED AS FOLLOWS:

A PORTION OF SECTION 38, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201 AND A 100 FOOT RIGHT OF WAY) AND THE NORTH LINE OF SAID SECTION 38; THENCE SOUTH 18°10'14" EAST ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 331.23 FEET TO THE POINT OF BEGINNING; THENCE NORTH 71°49'46" EAST, DEPARTING FROM SAID RIGHT OF WAY LINE, A DISTANCE OF 400.00 FEET; THENCE SOUTH 18°10'14" EAST, A DISTANCE OF 1906.48 FEET TO A POINT ON A CURVE OF A CURVE CONCAVE TO THE SOUTH AND HAVING A RADIUS OF 495.00 FEET AND A CENTRAL ANGLE OF 14°32′52"; THENCE WESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 125.68 FEET AND SUBTENDED BY A CHORD BEARING OF SOUTH 78°18'07" WEST AND A CHORD DISTANCE OF 125.35 FEET TO A POINT OF A CURVE OF A CURVE CONCAVE TO THE NORTHEAST AND HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 10°55'26"; THENCE NORTHWESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 4.77 FEET AND SUBTENDED BY A CHORD BEARING OF NORTH 23°37'58" WEST AND A CHORD DISTANCE OF 4.76 FEET; THENCE; THENCE SOUTH 72°11'12" WEST, A DISTANCE OF 50.00 FEET; THENCE NORTH 18°10'14' WEST, A DISTANCE OF 87.31 FEET; THENCE SOUTH 71°49'46" WEST, A DISTANCE OF 225.00 FEET TO THE INTERSECTION WITH THE AFOREMENTIONED EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY; THENCE NORTH 18°10'14" WEST, ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 1800.00 FEET TO THE POINT OF BEGINNING. CONTAINING 16.91 ACRES, MORE OR LESS.



# VERANDA BAY DEVELOPMENT FINDINGS REPORT

Large-Scale Future Land Use Amendment

Prepared by

Lupita McClenning, City Planner City of Flagler Beach, FL <a href="mailto:lmcclenning@cityofflaglerbeach.com">lmcclenning@cityofflaglerbeach.com</a>

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# 1. APPLICATION INFORMATION

#### 1.1 Jurisdiction

City of Flagler Beach Veranda Bay Development

#### 1.2 Applicant

Michael D. Chiumento, Esq 45 City Pl, Suite 301 Palm Coast, FL 32164 on behalf of Veranda Bay, LLC; Palm Coast Intracoastal, LLC; and Highway 100 Commercial, LLC

#### 1.3 Intent

The intent of the development is to develop the property into Low Density Residential, General Commercial, and a Marina Village. The residential uses include multiple types of housing opportunities including single-family and multifamily units with an anticipated 2035 build out.

The applicant proposes to amend the Future Land Use (FLUM) map for approximately 899.09 +/- acres of Flagler County land use designations of Agriculture, Conservation, and Mixed-Use High Intensity to the City of Flagler Beach FLUM designations of Low Density Residential (LDR), and General Commercial (GC).

The FLUM amendment includes a planning analysis which considers the character of undeveloped lands, the availability of, and the impacts to the City's facilities and services; an analysis of the soils, topography, natural resources, and historic resources on site, and analysis of the minimum amount of land needed to achieve goals and requirements.

# 2. PROJECT DESCRIPTION

#### 2.1 Summary and Background

A mixed-use residential development is currently under development on +/-160.99 acres. The remainder of the property is vacant and undeveloped.

In 2005 a Master Development Agreement (MDA) was approved for a Planned Development (PUD) in Flagler County for a mixed-use development of approximately 1,999 acres known as Hammock Beach River Club PUD.

The 2005 MDA approved 453 residential units (including 150 of the 453 as multifamily residential units); 230,694 SQ FT of commercial/retail/office; accessory and recreational uses, ancillary amenities and facilities; an 18-hole golf course; dedicated utility site; a dedicated public boat ramp site; and a dedicated fire

station site. As part of the FLUM and MDA agreement, approximately 1,100 acres were transferred to Flagler County as environmental/conservation lands.

The current development proposal being considered on the 899.09+/- acres is as follows:

Project	899.09 +/- Acres	
Residential Units	Units 2735 units (3.2 units/ac)	
Commercial Density	230,694 sq ft	
Open Space (40%)	>300 ac.	

# 3. PARCEL DATA

#### 3.1 Size of Property

The site is approximately 899.09 +/- acres

#### 3.2 General Location

The City of Flagler Beach is located in southern Flagler County and covers approximately 3.8 square miles (2,420 acres) in area.

The subject property is in unincorporated Flagler County, located east and west of John Anderson Highway and south State Road 100.

The site is bordered to the north by State Road 100 (a major arterial road); to the east by the boundaries of the City of Flagler Beach; to the south by the boundaries of unincorporated Flagler County; and to the west by the boundaries of unincorporated Flagler County.

#### 3.3 Access and Frontage

The development is divided into the West Side and East Side separated by County Road (CR) 201 (John Anderson Highway).

Access will be provided on John Anderson Highway and via SR 100 (Moody Blvd) at Colbert Lane as a new fourth leg approach of a signalized intersection.

Access to Veranda Bay East is from John Anderson Highway. Access to Veranda Bay West will be from State Road 100 and from John Anderson.

# 4. LAND USE INFORMATION

# 4.1 Aerial Photograph

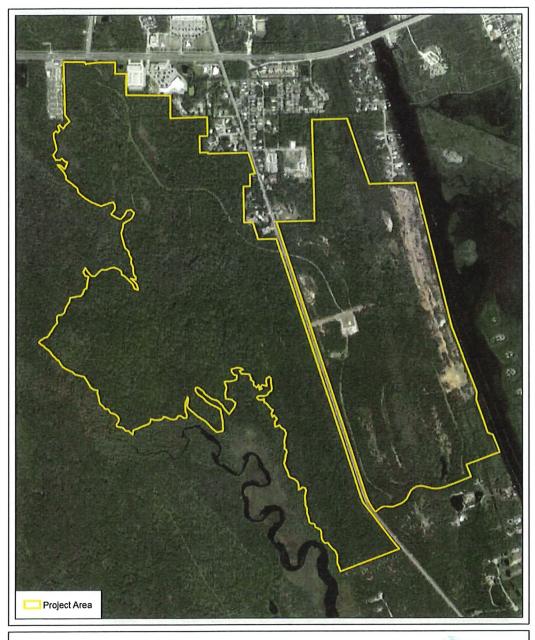


Image Source: ESRI 2022 Date: 5-23-24

0 400 800 Feet **\$** 

Aerial Map Veranda Bay Flagler County, Florida WWWATLANTICECO.COM
904-347-9133 [Jody@atlanticeco.com
201 Basque Rd | St. Augustine, Fl. 32080

#### 4.2 Built Features

Approximately 160.99 +/- acres are currently under development with roads, water, sewer, reuse (purple pipe) and model home sites. Approximately 738.1 +/- acres of the property is undeveloped.

#### 4.3 Current Zoning Designation

According to Flagler County's Zoning, the current zoning designation of the subject property is Planned Unit Development (PUD).

The purpose and intent of the PUD is to provide an opportunity for innovative urban design techniques, improved use of land, protection of valuable natural features in the community, desirable land use mis, open space, and more economical public services.

The purpose and intent of the planned unit development is to encourage the unified development of large tracts of land using creative and flexible concepts in site planning than would otherwise be possible through the strict application of minimum and maximum requirements of conventional land use districts established.

Proposed PUD's must be in harmony with the county's comprehensive plan. The design and construction shall follow a carefully devised plan of development which must be prepared in accordance with requirements, procedures, and approvals.

#### 4.4 Proposed Master Planned Development (MPD)

The City of Flagler Beach Master Planned Development (MPD) district is established and intended to encourage innovative land planning and site design concepts that support a high quality of life and achieve a high quality of development, environmental sensitivity, energy efficiency, and other City goals and objectives by:

- 1. Reducing or diminishing the inflexibility or uniform design that sometimes results from strict application of zoning and development standards designed primarily for individual lots;
- 2. Allowing greater freedom in selecting the means of providing access, open space, and design amenities;
- 3. Allowing greater freedom in providing a well-integrated mix of residential and nonresidential land uses in the same development, including a mix of housing types, lot sizes, and densities;
- 4. Providing for efficient use of land resulting in smaller networks of utilities and streets and thereby lowering development and housing costs; or
- 5. Promoting quality design and environmentally sensitive development that respects surrounding established land use characteristics and respects and takes advantage of a site's natural and man-made features.

# 5. BASIC DATA

#### 5.1 City of Flagler Beach Population

According to the 2024 American Community Survey (ACS) of the U.S. Census, the City of Flagler Beach has a population of approximately 5,667, a 9.8% increase from the 2020 Census. *Source: ACS, May 2024* 

The effects on population provided in the following section.

#### 5.2 Proposed Population Veranda Bay

The analysis takes into consideration the current population of the City of Flagler Beach plus the number of proposed units in the Master Planned Development of 2,735 single and multi-family residential units on 899.09 acres.

Proposed MDA Population City of Flagler Beach = 2.08 persons/DU's \*2735 DU's = 5,688 persons

Source:

https://www.census.gov/quickfacts/fact/table/flaglerbeachcityflorida,flaglercountyflorida/PST0452

#### 5.3 Total Projected Population

Existing City of Flagler Beach + Proposed MPD Population = 11,355 persons

#### 5.4 Proposed Non-Residential (Commercial) Square Footage

The analysis takes into consideration the proposed non-residential development of 230,694 SQ FT.

#### 5.5 Open Space, Buffers and Recreation

In addition to the 1,100 acres of conservation lands transferred to Flagler County, the development proposes 90.42 acres of conservation; 45.06 acres of landscape/wetland buffers; 64.47 acres of open space; and 6.72 acres of recreation; total of 206.67 acres; plus 153 acres of dedicated waterfront.

# 6. CONSISTENCY AND COMPATIBILITY ANALYSIS

#### 6.1 Land Use Compatibility

Surrounding Future Land Use Designations:

North: Mixed Use (City of Palm Coast designation); Medium Density, Commercial, Other Public Facilities, Mixed Use, Low Density (City of Flagler Beach designations); Agriculture, Conservation (Flagler County designations).

South: Agriculture, and Conservation (Flagler County designations).

East: Salt Water Marsh (City of Flagler Beach designation).

West: Agriculture, Conservation, and Mixed-Use High Intensity (Flagler County designations).

The proposed amendment is consistent with the surrounding land use designations.

#### 6.2 Surrounding Zoning Designations:

North: Commercial, Multifamily Residential, and Public/Semipublic (City of Palm Coast designations); Highway Commercial, Medium Density Residential, Single Family Residential, Light Industrial, and General Commercial (City of Flagler Beach designations); and Agricultural and Rural Residential (Flagler County designations).

South: Planned Unit Development (Flagler County designation).

East: Conservation, and Preservation (City of Flagler Beach designations).

West: Planned Unit Development, General Commercial & Shopping Center, and Agricultural (Flagler County designations

The proposed MPD zoning amendment is consistent with the surrounding zoning designations.

#### 7. PUBLIC FACILITIES / IMPACT ANALYSIS

In January 2007, the City of Flagler Beach, Flagler County, the City of Palm Coast, and a private developer entered into a stipulated settlement agreement that delineated the water and wastewater services areas for each utility provider.

The City has taken action to expand the capacity of its potable water, wastewater, and reuse water utility services and represents that adequate public facilities and services exist and/or to exist to serve the subject property at its full build out 2035.

#### 7.1 Potable Water Data and Analysis

The City of Flagler Beach is the only potable water supplier within its municipal limit. The city is financially responsible for the maintenance and improvements to the potable water system within its service area.

The potable water demand is calculated by summing the estimates from residential and non-residential calculations.

#### 7.1.2 Residential Potable Water Demand

#### City of Flagler Beach Existing Residential Potable Water Demand

The residential potable water demand is estimated by multiplying the existing population served by 125 gallons per capita per day (GPCD).

Existing potable water demand = population served \* 125 GPCD

City of FB Population = 3,576 units \* 2.08 persons per unit = 7,438

Existing Potable Water Demand = 7,438 persons \* 125 GPCD

Existing Potable Water Demand = 929,750 GPD

#### Veranda Bay Proposed Residential Potable Water Demand

The residential proposed water demand is estimated by multiplying the proposed population by 125 gallons per capita per day (GPCD).

Proposed potable water demand = population served \* 125 GPCD

Population = 2,735 units \* 2.08 persons per unit = 5,688

Proposed potable water demand = 5,688 persons \* 125 GPCD

Proposed potable water demand = 711,000 GPD

#### Total Existing + Proposed Projected Potable Water Demand

Total projected potable water demand = total population served \* 125GPCD

Total Projected Potable Water Demand = 13,126 persons \* 125 GPCD

Total Projected Potable Water Demand = 1,640,750 GPD

#### 7.1.3 Non-Residential Potable Water Demand

#### City of Flagler Beach Existing Non-Potable Water Demand

The non-residential potable water demand is calculated at a rate of 2,000 gallons per acre per day. The City currently has 13.41% of its land use zoned non-residential, or 324 acres with an average General Commercial impervious surface of 75% or 243 acres.

The non-residential wastewater demand is calculated as follows:

Existing non-residential potable water demand = number of acres \* 2000 GPD

Existing wastewater demand = 243 acres \* 2000 GPD

Existing non-residential demand = 486,000 GPD

#### Veranda Bay Proposed Non-Residential Water Demand

The proposed non-residential potable water demand for Veranda Bay is estimated by multiplying the non-residential square footage by .10 gallons per day (GPD).

Proposed non-residential water demand = 230,694 SQFT \* .10 GPD/SQFT

Proposed non-residential water demand = 23,070 GPD

## 7.1.4 Findings Residential and Non-Residential Potable Water

The proposed FLUM and Zoning amendment will have a maximum potential demand for potable water of 734,070 GPD. As part of the site plan/plat review process, the property owner and/or developer will need to coordinate with the City of Flagler Beach Utility Department to determine the appropriate engineering requirements (size of water line, pump stations, etc.) for potable water service.

#### 7.2 Wastewater Data and Analysis

The City currently owns and operates one wastewater treatment plant (WWTP), located three miles east of the WTP, which has a maximum capacity of 1.0 mgd. The WWTP provides advanced secondary treatment and disposes of the effluent into the Intracoastal Waterway.

The City's Consumptive Use Permit (CUP) contains a permit condition (#40) that requires the City to conduct a Reuse Feasibility Study by October 2026 to address reuse or recharge wastewater discharge.

The wastewater demand is calculated by summing the estimates from residential and non-residential calculations.

#### 7.2.1 Residential Wastewater Demand

# City of Flagler Beach Existing Residential Wastewater Demand

The residential wastewater demand for each residential unit is calculated at 119/gal/person \* 2.08 persons = 248 GPD/unit:

Existing wastewater demand = \*units served \*248 GPD/unit

Existing wastewater demand = 3576 \* 248 GPD/unit

Existing wastewater demand = 886,848 GPD

#### Veranda Bay Proposed Residential Wastewater Demand

The proposed residential wastewater demand is calculated as follows:

Proposed wastewater demand = Total number units \*248 GPD/unit

Population = 2,735 units \* 248 GPD/unit = 5,688

Proposed wastewater demand = 678,280 GPD

#### 7.2.2 Non-Residential Wastewater Demand

## City of Flagler Beach Existing Non-Residential Wastewater Demand

The City of Flagler Beach currently has 13.41% of its land use zoned non-residential, or 324 acres. The average impervious surface in GC is 75% or 243 acres.

The non-residential wastewater demand is calculated as follows:

Existing non-residential wastewater demand = number of acres \* 2000 GPD Existing non-residential wastewater demand = 243 acres \* 2000 GPD

Existing non-residential wastewater demand = 486,000 GPD

# Veranda Bay Proposed Non-Residential Wastewater Demand

Proposed non-residential wastewater demand = SQ FT \* .10 GPD/SQFT

Proposed non-residential wastewater demand = 230,694 SQFT \* .10 GPD

Proposed non-residential wastewater demand = 23,070 GPD

#### 7.2.3 Findings Residential and Non-Residential Wastewater

The proposed FLUM and Zoning amendment will have a maximum potential net increase in demand for sanitary sewer treatment of 701,350 GPD. As part of the site plan/plat review process, the property owner and/or developer will need to coordinate with the City of Flagler Beach Utility Department to determine the appropriate engineering requirements (size of sewer line, lift stations, etc.) for wastewater service.

#### 7.3 Solid Waste Data and Analysis

Solid waste is operated by the City of Flagler Beach. The City is required to review its Interlocal Agreements on Solid Waste Disposal with Flagler County and Solid Waste Services with the Town of Beverly Beach to ensure that it includes specific and adequate resources and capacity.

#### 7.3.1 Solid Waste Demand

The level of service standards to be met by the City for solid waste shall be the equivalent of 3.7 pounds per capita per day.

#### 7.3.2 Solid Waste Demand Residential

Each individual discards 3.7 lbs. of solid waste per day. The daily demand per unit for solid waste is calculated as 3.7lbs/person \* 2.08 persons = 7.70 lbs./per day/per unit.

#### City of Flagler Beach Existing Solid Waste Demand

Existing solid waste demand = units served \* 7.7 lbs./per day/unit Existing solid waste demand = 3576 \* 7.7 lbs./per day/unit Existing solid waste demand = 27,535 LBS/Per Day

#### Veranda Bay Proposed Residential Solid Waste Demand

Proposed solid waste demand = units served \* 7.7 lbs./per day/unit Proposed solid waste demand = 2,735 \* 7.7 lbs. per day/unit Proposed solid waste demand = 21,060 LBS/Per Day

#### 7.3.3 Solid Waste Demand Non-Residential

#### Veranda Bay Proposed Non-Residential Solid Waste Demand

Proposed solid waste demand = SQ FT \* 0.01 LBS/per day Proposed solid waste demand = 230,694 SQFT \* 0.01 LBS/per day Proposed solid waste demand = 2,307 LBS/Per Day

#### 7.4 Stormwater Management

The project site drains to a portion of the Intracoastal Waterway (ICW) that is listed as impaired by Florida Department of Environmental Protection (FDEP). Therefore, the stormwater management facilities will be designed such that the amount of Total Nitrogen and Total Phosphorus discharged from the development sites in the post-development condition will be less than that in the predevelopment condition. The design storms to be analyzed include the Mean-year/24-hour, 25-year/25-hour, and the 100-year/24-hour storms.

The stormwater management facilities will be designed such that the peak rate of discharge in the post-development condition will be less than the pre-development condition and will discharge to the same location.

The design will incorporate Best Management Practices (BMP's) to ensure no adverse hydrologic impacts to surrounding wetlands or communities. BMP's will also be utilized to ensure no discharge of sediment will occur. Portions of the subject site exist within the FEMA 100-year floodplain, thus any proposed filling of the 100-year floodplain shall be offset in the form of compensatory storage.

#### 7.4.1 Stormwater Findings

In addition to incorporating BMP's, stormwater treatment facilities are reviewed for consistency with LOS during technical site plan review as LOS standards for stormwater quantity and quality adhere to requirements established by the St. Johns River Water Management District (SJRWMD), and other applicable regulatory requirements.

#### 7.5 Transportation Impacts

A Traffic Impact Analysis (TIA) was conducted by Holly Walker, PE to assess the impact of the proposed development in accordance with the River to Sea TPO Transportation Impact Analysis Guidelines, City of Flagler Beach, Flagler County, and Florida Department of Transportation (FDOT) requirements. The 899 +/- acre site proposes a mixed-use development with an anticipated full build out in 2035.

# 7.5.1 Roadway Segments and Intersections Within the Study Area

#### Segments:

- SR 100 (Moody Blvd) from SR A1A to CR 201 (John Anderson Highway)
- SR 100 (Moody Blvd) from SR A1A to CR 201 (John Anderson Highway) to Colbert Lane.
- Roberts Rd. from SR 100 (Moody Blvd) to Colbert Lane.
- CR 201 (John Anderson Highway) from Walter Boardman Lane to SR 100 (Moody Blvd.)

#### Intersections:

- SR 100 (Moody Blvd) at Colbert Lane/Project Access 03
- SR 100 (Moody Blvd) at Roberts Rd/CR 201 (John Anderson Highway)
- SR 100 (Moody Blvd) at Wadsworth Park/Connecticut Avenue
- SR 100 (Moody Blvd) at SR A1A
- CR 201 (John Anderson Highway) at Project Access 01
- CR 201 (John Anderson Highway) at Project Access 02

#### 7.5.2 Pertinent Developments Included in Transportation Study

At the time of the study developed with City of Palm Coast and agreed upon by City of Flagler Beach, the following pertinent developments were included in the transportation model:

- Coquina Shores Phase I Single Family Residential Subdivision: 233 units
- Ocean Village Apartments: 416 units
- Colbert Landings Single Family Residential Subdivision: 482 units
- Lighthouse Harbor Luxury Apartments: 240 units
- Lighthouse Harbor Mixed-Use Development:
  - o Commercial: 160,000 SQ FT
  - o Marina: 80 wet/ 200 dry
  - o Single Family / Townhomes / Apartments: 663 units
- Barnes Office Building: 11,200 SQ FT
- The Reserves East Single-Family Residential Subdivision: 217 units
- Roberts Road Multi-Family Apartments (aka Flagler Beach apartments): 240 units
- Beach Village Park Multi-Family Apartments (aka Beach Park Village subdivision): 110 units

# 7.5.3 Findings Transportation Modifications/Improvements Required

The analysis balanced traffic throughput, prioritization, use and distribution and ensured a comprehensive approach to augment the transportation network. Additionally, this approach meets regulatory standards and advances a responsive transportation strategy.

To minimize the impact to the existing approaches and keep within acceptable LOS, recommendations for implementations are noted below and reflected as part of the Master Development Agreement.

- SR 100 (Moody Blvd) at Colbert Lane Access 03
  - o North and Southbound approach of the traffic signal under split control.
  - o Add 405 eastbound right turn lane under yield condition.
  - o Northbound approach (development side)
    - Separate lanes for left turns through movement, and right turns
    - Dual left turn lanes, with a minimum of 1,000 feet storage in each lane.
    - Channelized right turn lane under yield condition
    - Two inbound lanes
  - Southbound Approach (Colbert Lane)
    - Update the approach and signal head to reflect shared thru/left turn.

- SR 100 (Moody Blvd) between Colbert Lane and Roberts Road /CR 201 John Anderson Highway
  - o Improvements to existing median openings and/or turn lanes determined during the ICE process at discretion of FDOT.
  - O The purpose is to facilitate operations and safety for approved traffic control at intersection of SR 100 (Moody Blvd) at Colbert Lane and at the responsibility of the developer.
- CR 201 (John Anderson Highway) at Project Access 01
  - o Eastbound install separate left, thru, and right turn lanes.
  - O Westbound approach under gated conditions, creating inherent delay and queuing conditions. A two-lane exit may be sufficient with shared left thru lane and separate right turn lane.
  - Add 340' northbound right and left turn lanes
  - o Add 340' southbound right and left turn lanes
- CR 201 (John Anderson Highway) at Project Access 02
  - Westbound approach queues are to be maintained within property
  - O Westbound install separate left and right turn lanes
  - o Add 340' northbound right turn lane
  - o Add 340' southbound left turn lane
- Internal roadway connecting CR 201(John Anderson Highway) to Colbert Lane to redirect traffic from intersection of SR 100 (Moody Blvd) at CR 201 (John Anderson Highway) minimizing and facilitating traffic flow.

#### 7.6 Schools Impact

No data was collected nor analysis completed to determine the demand for school facilities.

#### 7.7 Public Safety

Through mutual aid, fire and police are currently provided to this unincorporated area.

#### 7.8 Economic Impact Data and Analysis

No data was collected nor analysis completed to project the economic impact of the Veranda Bay Development.

#### 7.8.1 Employment Trends

No data was collected nor analysis completed to project the economic impact of the Veranda Bay Development.

#### 7.8.2 Ad Valorem Tax Revenue

No data was collected nor analysis completed to project the economic impact of the ad valorem tax revenue from the Veranda Bay Development

#### 7.8.3 Sales Tax Revenue

No data was collected nor analysis completed to project the economic impact of from sales tax revenue from the Veranda Bay Development.

# 8. Undeveloped Lands and Cultural, Historical, and Natural Resources

Atlantic Ecological Services conducted a site survey of the Veranda Bay property. The subject property consists of open land areas currently under construction for a residential neighborhood, and undeveloped upland and wetland habitats. The property contains approximately 768.39 acres of uplands, 133.24 acres of wetlands, and 1.31 acres of upland cut surface waters. No protected flora or fauna species are expected to inhabit the subject property. The results of the site assessment are described in this section of the Finding Report.

#### 8.1 Soils Map

Soil information is part of a geotechnical investigation that helps determine how the soil will react to proposed changes, anticipate conditions and provide preliminary foundation recommendations. The wetlands are detailed on the *Soil Map Veranda Bay Flagler County, Florida* and reflect the boundaries that were delineated in the field pursuant to state and federal guidelines (Chapter 62-340 F.A.C. and the 1987 Corps of Engineers Wetlands Delineation Manual).

#### 8.1.2 Topography Map

The topographic map uses contour lines to illustrate the elevation changes on the property's surface. Contour lines join points of equal elevation throughout the map. The topographic map shows water features, geographic place names, and cultural features.

#### 8.1.3 Habitat Uplands

Open Lands Under Construction- Approximately 160.99 acres of the subject property consists of land currently under construction for a residential development.

Herbaceous - Approximately 10.88 acres of the site exists as herbaceous non-forested uplands. These areas were cleared during the original construction start of the project in 2007. Clearing and grading occurred, but no infrastructure was constructed. The area consists primarily of bahia grass (*Paspalum notatum*) and a mix of ruderal weeds.

Sand Pine - Approximately 5.48 acres of the subject property consists of sand pine habitat which was historically scrub. The canopy consists of 100% coverage of sand pine (Pinus clausa).

Hardwood Conifer Mixed - Approximately 300.24 acres of the uplands found on the site are considered mixed pine oak hammock habitat. Canopy species consisted of mature trees and include live oak (*Quercus virginiana*) and sand live oak (*Quercus geminata*), slash pine (*Pinus elliottii*), sand pine, southern magnolia (*Magnolia grandif*olia), pignut hickory (*Carya glabra*), laurel oak (*Quercus laurifolia*), and sweetgum (*Liquidambar styraciflua*). Subcanopy species included red cedar (*Juniperus virginiana*) and hackberry (*Ce/tis occidentalis*). The understory is dominated by a thick cover of saw palmetto (*Serenoa repens*). Other species found, but at a much lesser extent, include red bay (*Persea borbonia*), wax myrtle (*Myrica cerifera*), yaupon holly (*lex vomitoria*), wax myrtle (*Myrica cerifera*), greenbriar (*Smilax spp.*), and bracken fem (*Pteridium aquilinum*).

Pine Plantation - Multiple upland areas on the subject property totaling 292.74 acres are considered active pine plantation and include only slash pine (Pinus elliottii). The understory is dominated primarily by saw palmetto, but also contains wax, fetterbush (Lyonia ferrigunea), gallberry (flex glabra), and pine needle litter.

Disturbed Land - Approximately 3.01 acres of the subject property consists of disturbed uplands associated with prior earthwork on the site in preparation for the former development. This area differs from the herbaceous areas previously described in the in that this area includes heavy grading and road frontage land work. The elevations in this area are not natural and in such have re-vegetated in a non-native form. Large areas of open sand are found in this habitat. The vegetation consists of dogfennel (*Eupatorium capillifolium*), saltbush (*Baccharis halimifolia*), slash pine, bahia grass, St. Augustine grass (*Stenotaphrum secundatum*), and other weeds.

#### 8.1.4 Wetlands

Mangrove - Approximately 8.63 acres of the subject property consists of estuarine mangrove habitat with mosquito ditching open water. This area consists primarily of black mangroves (Avicenia germinans) and red mangroves (Rhizophora mangle).

Mixed Wetland Hardwoods - Approximately 79.39 acres of the site consists of a mixed hardwood wetland slough. The dominant canopy species includes laurel oak, hackberry, live oak, American elm (Ulmus americana), red maple (Acer rubrum), and cabbage palm (Sabal palmetto). The understory is dominated by saw palmetto, shiny lyonia (Lyonia lucida), dahoon holly (flex cassine), wax myrtle, buttonbush (Cephalanthes occidentalis), sawgrass (Cladium jamaicense), swamp fem (Blechnum serrulatum), royal fem (Osmunda regalis), Virginia chain fem (Woodwardia virginica), and cinnamon fem (Osmunda cinnamomea).

Wetland Mixed Forest -Approximately 2.96 acres of the site consists of wetland mixed forest. These habitats are located along the eastern boundary of the site along the Intracoastal Waterway (ICW). Vegetation includes slash pine, live oak, laurel oak, yaupon holly, cedar, wax myrtle, salt bush, and saw grass.

Wetland Scrub - Approximately 34.95 acres of the site consists of wetland scrub habitat. The dominant species is Carolina willow (Salix caroliniana), saltbush, slash pine, laurel oak, cabbage palm, sand cordgrass (Spartina bakeri), royal fem, swamp fem, and leather fem (Acrostichum danaeifolium).

Saltwater Marsh - Approximately 7.31 acres of the site consists of tidal saltmarsh habitat. The dominant species includes needle rush (Juncus roemerianus), black mangrove, sand cordgrass, marsh elder (Iva frutescens), sawgrass, saltwort (Batis maritima), and glasswort (Salicornia spp.).

#### 8.1.5 Surface Waters

Ditches - Multiple man-made surface water ditches (totaling approximately 0.35 acres) are located on the site. Each surface water was originally cut through upland habitats.

Surface Water Pond - Approximately 0.96 acres of upland cut surface water pond is located on the subject property.

#### 8.1.6 Wildlife Observations

Wildlife observations, both direct and indirect, were made throughout the course of the site investigation. A list of species observed is provided in the following table:

Taxon	Common Name	Scientific Name	Protected
Birds			
	American Crow	Corvus brachyrhynchos	No
	Northern cardinal	Cardina/is cardinalis	No
	Black vulture	Coragyps atratus	No
	Red shouldered hawk	Buteo lineatus	No
	Blue Jay	Cyanocitta cristata	No
Mammals			
	Florida Black Bear	Ursus Americanus floridanus	No
	Gray Squirrel	Sciurus carolinensis	No
	White Tailed Deer	Odocoileus virginianus	No
Reptiles			
•	Gopher Tortoise	Gopherus polyphemus	Yes
	Diamondback rattlesnake	Crotalus adamanteus	No
	Cottonmouth	Agkistrodon piscivorus	No
	Southern black racer	Coluber constrictor	No

#### 8.1.7 Protected Species

A preliminary gopher tortoise survey was conducted on May 28-30, 2024, in accordance with the techniques outlined in the publication, Ecology and Habitat Protection Needs of Gopher Tortoise (*Gopherus polyphemus*) Populations Found on Lands Slated for Development in Florida. A total of twenty-nine (29) potentially occupied gopher tortoise burrows were identified. Surveys are valid for a period of 90 days. Prior to clearing and construction an FWC conservation permit will be required and all gopher tortoise burrows must be excavated and tortoises relocated to an offsite recipient site.

#### 8.1.8 Findings Gopher Tortoise

All tortoise burrows identified on the site will be permitted and excavation of the burrows will occur. If commensal species are identified during the excavation of the burrows, then each will be relocated to an appropriate relocation site.

#### 8.1.9 List of Species Observed

The eastern indigo snake (*Drymarchon corais couperi*) has a moderate likelihood to occur on the subject property due to the presence of gopher tortoise burrows and a mix of upland and wetland hammock. The indigo snake is a gopher tortoise commensal species due to its association with and utilization of gopher tortoise burrows for their life requisites.

Mixed wetland hardwood habitats within the property provide suitable foraging habitat for the wood stork, however the nearest wood stork rookery is located 18 miles southwest of the subject property.

Long-legged waders have a moderate likelihood to utilize wetlands. The subject property is not located within core foraging habitat.

A Florida black bear was observed within the subject property. The project area lies within the Central Bear Management Unit. The Florida black bear is no longer a protected species by FWC but is a managed species. FWC will be a commenting agency during the ERP permitting process.

The FWC's Eagle Nest Locator website was queried for data regarding documented southern bald eagle (*Haliaeetus I. leucocephalus*) nests in the project vicinity. The southern bald eagle is protected under the Bald and Golden Eagle Protection Act. Development guidelines are required for any proposed projects with 330 feet for urban areas and 660 feet for non-urban areas. The nearest known nest is located 1.4 miles south of the property. Therefore, this project is not likely to adversely affect the southern bald eagle.

#### 8.1.10 Findings of Species Observed

#### Indigo Snake

Best Management Practices during construction for the eastern indigo snake will be incorporated. Eastern indigo snake signage will be installed at the construction office for instruction on procedures if an indigo snake enters the construction area. With the above measures being incorporated, development of the subject property is not anticipated to adversely affect the eastern indigo snake.

#### **Wood Stork**

All suitable habitat within a 13-mile radius of a known rookery is considered core foraging habitat. Since the subject property is not located within core foraging habitat, no impact to this species is anticipated.

#### **Long Legged Waders**

No wading bird rookeries are known or were identified on or near the subject property, and the project is not likely to adversely affect any wading bird populations.

#### Florida Black Bear

FWC will likely provide comment that Florida black bear specific BMP's, construction and design specifications be utilized for project.

# Southern Bald Eagle

Development guidelines are required for any proposed projects with 330 feet for urban areas and 660 feet for non-urban areas. The nearest known nest is located 1.4 miles south of the property. Therefore, this project is not likely to adversely affect the southern bald eagle.

# 9. CONSISTENCY WITH CITY OF FLAGLER BEACH COMPREHENSIVE PLAN

#### **Policy A.2.4.1**

Future Land Use Map amendments shall include the following analyses:

- a. An analysis of the availability of facilities and services.
- b. An analysis of the sustainability of the plan amendment for its proposed use considering the character of undeveloped land, soils, topography, natural resources, and historic resources on site.
- c. An analysis of the minimum amount of land needed to achieve the goals and requirements of Objective A.2.4

#### 9.1 Public Facilities

#### **Policy H.6.7.1**

The City shall review all proposed transportation plans and improvements to determine the impacts such projects or proposals will have on the City's transportation network.

#### **Policy H.6.7.2**

The City shall review all proposed development and require developers of new subdivisions or commercial development to submit information concerning the traffic impact of the project. The impact upon the adopted LOS standard and consistency with the Comprehensive Plan and shall follow the provisions of the concurrency management system in ensuring that the LOS is maintained for all roadways.

#### **Policy D.1.2.3**

Consistent with public health and safety, sanitary sewer, solid waste, drainage, adequate water supplies, and potable water facilities shall be in place and available to serve new development no later than the issuance by the local government of a certificate of occupancy or its functional equivalent. Prior to approval of a building permit or its functional equivalent, the local government

shall consult with the applicable water supplier to determine whether adequate water supplies to serve the new development will be available no later than the anticipated date of issuance by the local government of a certificate of occupancy or its functional equivalent.

# 9.1.2 Findings Public Facilities

A comprehensive analysis was completed to examine the demand and impact to the City's public facilities and services.

Studies were provided by licensed and/or professionals who surveyed the site and/or modeled the impacts to maintain the LOS.

The proposed development is consistent with the Public Facilities Element and the Comprehensive Plan.

#### 9.2 Future Land Use Element

#### **Policy A.1.2.2**

Application filing procedures shall require topographic, soil condition, flood hazard zone, and wetland zone surveys filed in support of a land use amendment, zoning change, or land subdivision.

#### **Policy A.1.1.3**

The Land Development Code shall address the location and extent of land uses in accordance with the categories, densities, and intensities of land uses contained in this Element and depicted on the Future Land Use Map.

#### **Policy A.1.4.3**

The City shall encourage the use of innovative LDRs, which may include provisions for master planned developments, mixed land use development techniques and the clustering of commercial uses in appropriate nodes.

#### Goal A.2

The City shall preserve, protect and enhance the natural environment, natural and historical resources, and the City's unique sense of place.

#### Objective A.1.4

The City shall seek to improve its ad valorem tax base by encouraging development.

#### **Policy A.1.4.1**

The City shall investigate opportunities for annexation of commercial and value-added properties.

#### 9.2.1 Findings Future Land Use Element

A comprehensive analysis was completed to examine how the proposed development supports the goals and objectives of the Land Use Element and is found to be consistent with the Future Land Use Element of the City's Comprehensive Plan.

#### 9.3 Housing Element

#### **Policy C.1.1.3**

To reduce the high cost of land for development of affordable housing, the City shall consider the use of innovative land development techniques such as zero-lot-line, Master Planned Development, use of smaller sized lots and density bonuses for development of affordable housing units.

## 9.3.1 Findings Housing Element

A comprehensive analysis was completed to examine how the proposed development supports the policies of Housing Element and is found to be consistent with the Housing Element of the City's Comprehensive Plan.

#### 9.4 Public Facilities Element

#### **Policy D.1.5.3**

The City shall permit development only where the capacity of public facilities meets concurrency requirements as established by Section 163.3180, F.S. and that the developer shall be required to guarantee that adopted LOS be maintained.

#### 9.4.1 Findings Public Facilities Element

A comprehensive analysis was completed to examine the demand and impact to the City's public facilities and services.

Studies were provided by licensed and/or professionals who surveyed the site and/or modeled the impacts to maintain the LOS.

The proposed development is consistent with the Public Facilities Element and the Comprehensive Plan.

#### **Staff Recommendation**

Based on the data, analysis and findings, staff recommends that the Planning and Architectural Review Board (PARB) find the Large-Scale Future Land Use Amendment (FLUM) consistent with the Comprehensive Plan and recommend to the City Commission to approve the FLUM amendment from unincorporated land use designations of Agriculture, Conservation, and Mixed Use: High Intensity to the City of Flagler Beach land use designations of Low Density Residential and General Commercial.

#### **Exhibits**

- 1. Aerial Map
- 2. Soils Map
- 3. Topographic Map
- 4. Gopher Tortoise Burrow Location Map
- 5. Habitat Map
- 6. Existing Zoning Unincorporated Flagler County
- 7. Existing Zoning City of Flagler Beach
- 8. Existing FLUM City of Flagler Beach
- 9. Existing FLUM Unincorporated Flagler Beach
- 10. Excerpts from Submittal Exhibit I Parker Mynchenberg & Associates Demand for Public Infrastructure 230,694 SQ FT Commercial and 2,735 Residential Units



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WWWATLANTICECO.COM 904-347-9133 | jody@atlanticeco.com 201 Basque Rd | St. Augustine, FL 32080

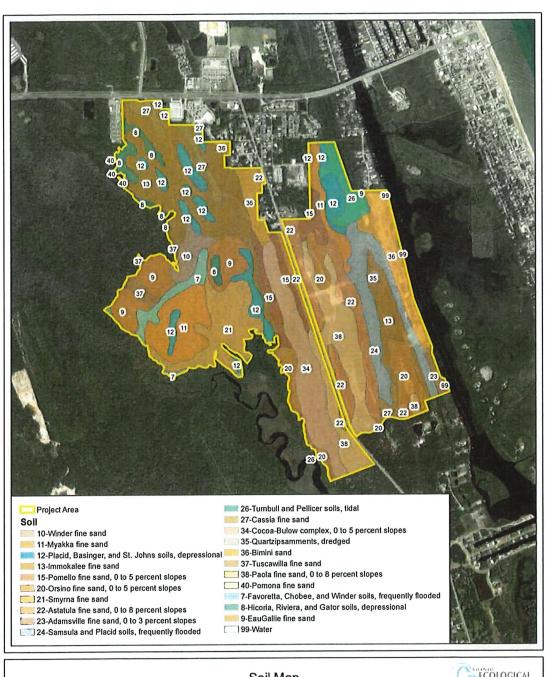
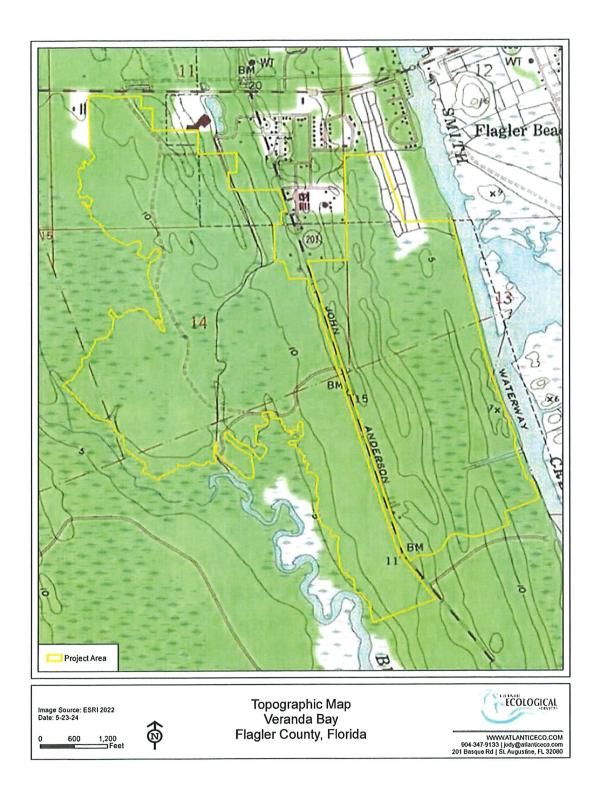


Image Source: ESRI 2022
Date: 5-23-24

0 1,000 2,000
Feet

Soil Map
Veranda Bay
Flagler County, Florida

WWWATLANTICECO.COM
904-347-9133 | jody@attenticeco.com
201 Basque Rd | St. Augustine, Ft. 32080



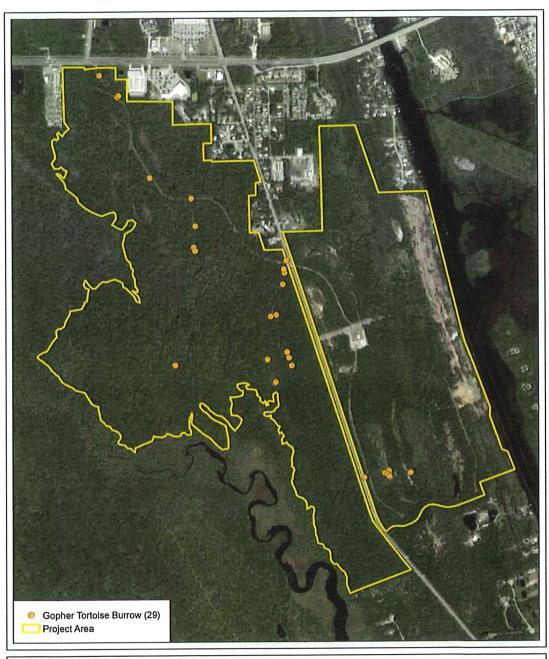


Image Source: ESRI 2022
Date: 5-31-24

O 600 1,200
Feet

Gopher Tortoise Burrow Location Map
Veranda Bay
Flagler County, Florida

Www.atl.anticeco.com
904-347-9133 | jody@allantceco.com
201 Basque Rd | St. Augustine, FL 32080

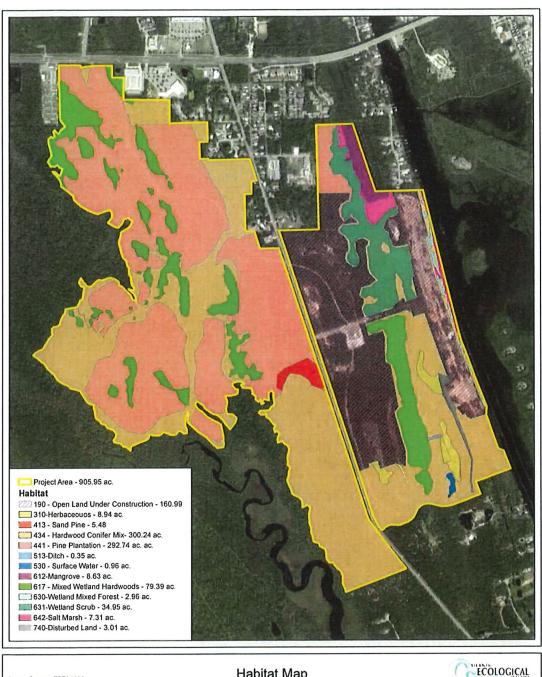
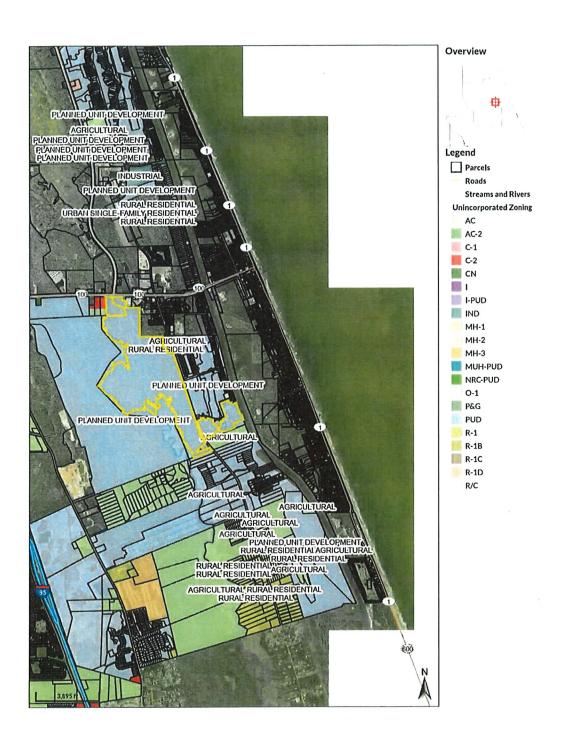


Image Source: ESRI 2022
Date: 5-23-24

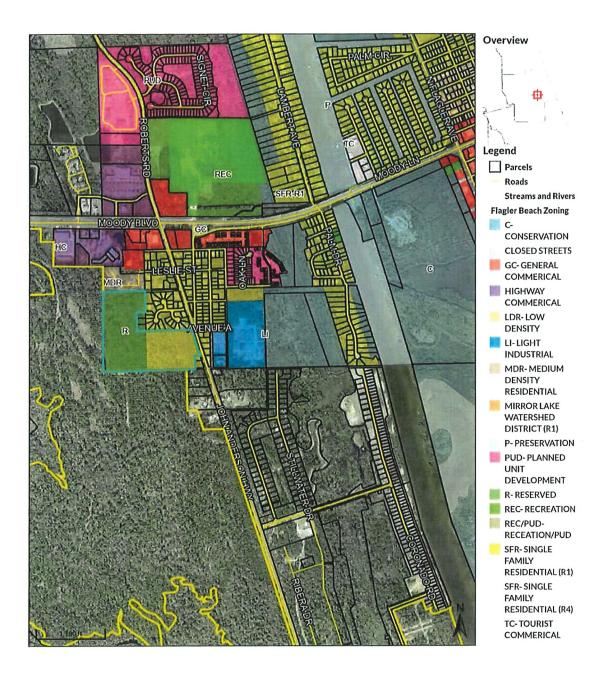
Uveranda Bay

Flagler County, Florida

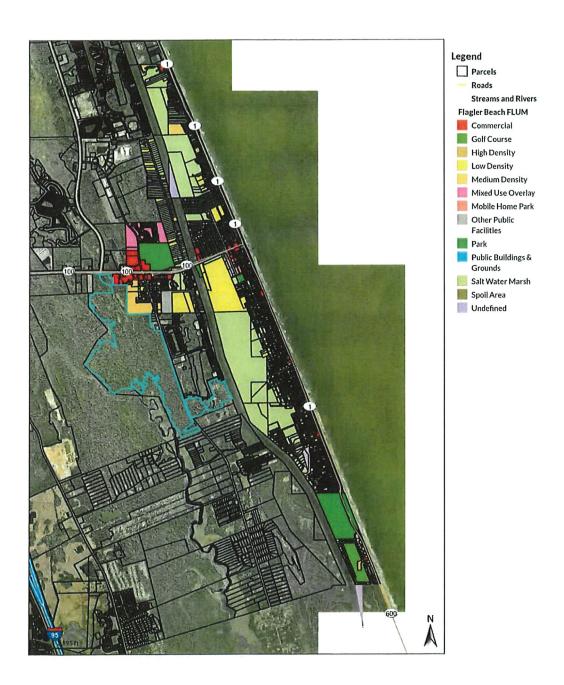
| Note that Map | Florida |



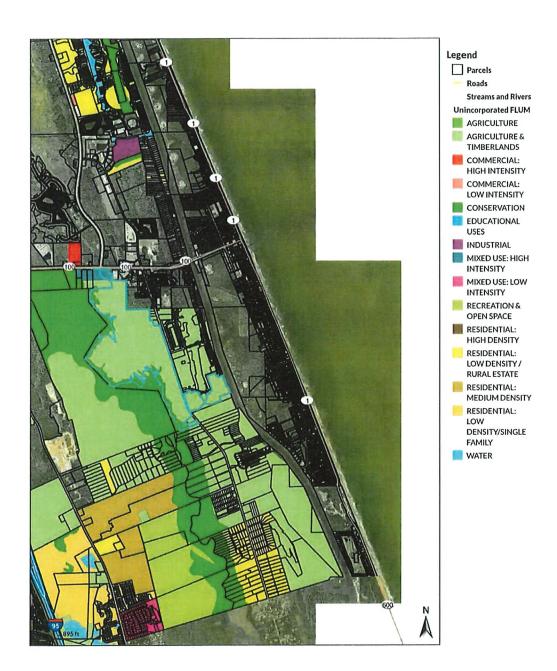
Existing Zoning Unincorporated Flagler County



Excerpt Existing Zoning City of Flagler Beach



Existing FLUM City of Flagler Beach



Existing FLUM Unincorporated Flagler County

## PARKER MYNCHENBERG & ASSOCIATES, INC.

1729 Ridgewood Avenue Holly Hill, FL 32117 (386) 677-6891 info@parkermynchenberg.com

January 30, 2024

## <u>VERANDA BAY</u>

#### Water Demand

#### **SUMMARY**

The improvements associated with this project include the overall Water Demand Volumes for the Veranda Bay Conceptual Master Plan.

#### **ANALYSIS**

Design Type and Number of Service Connections, Calculation Units, Total Average Daily Flow, and Peak Hour Flow, in the Entire Area to be served by the Water Distribution System being constructed with this project are calculated below. The US Census estimate for people per residential unit is 2.08 and the Flagler Beach Comprehensive Plan includes a water LOS of 125 gallons per capita. The LOS flow for each residential unit is 125 gal/person \* 2.08 people/unit = 260 gpd/unit.

WATER						
Phase	Type of Service Connection	Water Demand Calculation Units	Average Daily Water Demand Per Service Connection	Total Average Daily Flow (gpd)	Peak Hour Flow <sup>a</sup> (gph)	
	VE	RANDA BAY EAS	ST			
	Low Density Single-Family Residential (SFR) Units	122 units	260 gpd/unit	31,720	3,965	
A1	Clubhouse and Amenity Center	6,200 sq. ft.	0.10 gpd/sq.ft.	620	<i>7</i> 8	
A2	Low Density Single-Family Residential (SFR) Units	89 units	260 gpd/unit	23,140	2,893	
A3	Low Density Single-Family Residential (SFR) Units	124 units	260 gpd/unit	32,240	4,030	
В	Low Density Single-Family Residential (SFR) Units	72 units	260 gpd/unit	18,720	2,340	
C	Medium Density Single Family -Townhomes	96 units	260 gpd/unit	24,960	3,120	
D	Low Density Single-Family Residential (SFR) Units	80 units	260 gpd/unit	20,800	2,600	
	Multi-Family Condos/Apts	152 units	260 gpd/unit	39,520	4,940	
E	Yacht Club/ Clubhouse/Mixed Use	10,000 sq. ft.	0.10 gpd/sq.ft.	1,000	125	
VERANDA BAY WEST						
F	Low Density Single-Family Residential (SFR) Units	250 units	260 gpd/unit	65,000	8,125	
G	Low Density Single-Family Residential (SFR) Units	220 units	260 gpd/unit	57,200	7,150	
Н	Medium Density Residential - Multi Family	980 units	260 gpd/unit	254,800	31,850	
I	Town Center - Commercial/Retail/Office	220,694 sq. ft.	0.10 gpd/sq.ft.	22,069	2,759	
J1	Office / Retail	10,000 sq. ft.	0.10 gpd/sq.ft.	1,000	125	
J2	High Density Residential/Hotel Site	250 units	260 gpd/unit	65,000	8,125	
K	Medium Density Multi-Family	300 units	260 gpd/unit	78,000	9,750	
TOTAL WATER DEMAND 735,789 91,974					91,974	

a. Explanation of Peaking Factor(s) or Method(s) Used to Estimate Peak Hour Flow:

Peaking Factor = 3.0 (typical)

Peak Hour Flow = Total Average Daily Flow  $\times 3.0 \times (1 \text{ day}/24 \text{ hrs})$ 

## PARKER MYNCHENBERG & ASSOCIATES, INC

1729 Ridgewood Avenue Holly Hill, FL 32117 (386) 677-6891 info@parkermynchenberg.com

January 30, 2024

#### VERANDA BAY Sewer Demand

#### SUMMARY

The improvements associated with this project include the overall Sewer Demand Volumes for the Veranda Bay Conceptual Master Plan.

#### **ANALYSIS**

Design Type and Number of Service Connections, Calculation Units, Total Average Daily Flow, and Peak Hour Flow, in the Entire Area to be served by the Water Distribution System being constructed with this project are calculated below. The US Census estimate for people per residential unit is 2.08 and the Flagler Beach Comprehensive Plan includes a water LOS of 119 gallons per capita. The LOS flow for each residential unit is 119 gal/person \* 2.08 people/unit = 248 gpd/unit.

SEWER						
Phase	Type of Service Connection	Sewer Demand Calculation Units	Average Daily Sewer Demand Per Service Connection	Total Average Daily Flow (gpd)	Peak Hour Flow <sup>a</sup> (gph)	
	VE	RANDA BAY EAS	ST			
A 1	Low Density Single-Family Residential (SFR) Units	122 units	248 gpd/unit	30,256	3,782	
A1	Clubhouse and Amenity Center	6,200 sq. ft.	0.10 gpd/sq.ft.	620	78	
A2	Low Density Single-Family Residential (SFR) Units		248 gpd/unit	22,072	2,759	
А3	Low Density Single-Family Residential (SFR) Units		248 gpd/unit	30,752	3,844	
В	Low Density Single-Family Residential (SFR) Units	72 units	248 gpd/unit	17,856	2,232	
С	Medium Density Single Family -Townhomes	96 units	248 gpd/unit	23,808	2,976	
D	Low Density Single-Family Residential (SFR) Units	80 units	248 gpd/unit	19,840	2,480	
E	Multi-Family Condos/Apts	152 units	248 gpd/unit	37,696	4,712	
E	Yacht Club/ Clubhouse/Mixed Use	10,000 sq. ft.	0.10 gpd/sq.ft.	1,000	125	
	VERANDA BAY WEST					
F	Low Density Single-Family Residential (SFR) Units	250 units	248 gpd/unit	62,000	<i>7,7</i> 50	
G	Low Density Single-Family Residential (SFR) Units	220 , units	248 gpd/unit	54,560	6,820	
H	Medium Density Residential - Multi Family	980 units	248 gpd/unit	243,040	30,380	
I	Town Center - Commercial/Retail/Office	220,694 sq. ft.	0.10 gpd/sq.ft.	22,069	2,759	
J1	Office / Retail	10,000 sq. ft.	0.10 gpd/sq.ft.	1,000	125	
J2	High Density Residential/Hotel Site	250 units	248 gpd/unit	62,000	<i>7,7</i> 50	
K	Medium Density Multi-Family	300 units	248 gpd/unit	74,400	9,300	
	TOTAL SEWER DEMAND 702,969 87,871					

a. Explanation of Peaking Factor(s) or Method(s) Used to Estimate Peak Hour Flow:

Peaking Factor = 3.0 (typical)

Peak Hour Flow = Total Average Daily Flow  $\times 3.0 \times (1 \text{ day}/24 \text{ hrs})$ 

## PARKER MYNCHENBERG & ASSOCIATES, INC.

1729 Ridgewood Avenue Holly Hill, FL 32117 (386) 677-6891 info@parkermynchenberg.com

January 30, 2024

#### VERANDA BAY Solid Waste Demand

#### SUMMARY

The improvements associated with this project include the overall Solid Waste Demand Quantities for the Veranda Bay Conceptual Master Plan. Max units were assumed per the Conceptual Master Plan. Demand is based on the LOS established in the City of Flagler Beach Comprehensive Plan and the US Census Bureau estimate of 2.08 people/unit and each individual discards 3.7 lbs of solid waste a day, therefore the daily demand per unit is 2.08 people(s) \* 3.7 lbs (Solid Waste) = 7.70 lbs/day-unit.

SOLID WASTE				
Phase	Type of Service Connection	Solid Waste Demand Calculation Unit	Average Daily Solid Waste Demand Per Person Connection	Total Daily Solid Waste (lbs)
	VERANDA	A BAY EAST		
	Low Density Single-Family Residential (SFR) Unite	122 units	7.70 lbs/day-unit	939
<b>A</b> 1	Clubhouse and Amenity Center	6,200 sq. ft.	0.01 lbs/day/sf	62
A2	Low Density Single-Family Residential (SFR) Units	89 units	7.70 lbs/day-unit	685
A3	Low Density Single-Family Residential (SFR) Units	124 units	7.70 lbs/day-unit	955
В	Low Density Single-Family Residential (SFR) Units	72 units	7.70 lbs/day-unit	554
С	Medium Density Single Family -Townhomes	96 units	7.70 lbs/day-unit	739
D	Low Density Single-Family Residential (SFR) Units	80 units	7.70 lbs/day-unit	616
	Multi-Family Condos/Apts	152 units	7,70 lbs/day-unit	1,170
E	Yacht Club/ Clubhouse/Mixed Use	10,000 sq. ft.	0.01 lbs/day/sf	100
		A BAY WEST		
F	Low Density Single-Family Residential (SFR) Units		7.70 lbs/day-unit	1,925
G	Low Density Single-Family Residential (SFR) Units	220 units	7.70 lbs/day-unit	1,694
Н	Medium Density Residential - Multi Family	980 units	7.70 lbs/day-unit	7,546
I	Town Center - Commercial/Retail/Office	220,694 sq. ft.	0.01 lbs/day/sf	2,207
J1	Office / Retail	10,000 sq. ft.	0.01 lbs/day/sf	100
J2	High Density Residential/Hotel Site	250 units	7.70 lbs/day-unit	1,925
K	Medium Density Multi-Family	300 units	7.70 lbs/day-unit	2,310
TOTAL SOLID WASTE DEMAND 23,528				23,528

## VERANDA BAY

## CITY OF FLAGLER BEACH

## Large Scale Comprehensive Plan Amendment

#### 1. **Applicant Information**

#### 1.1 Owner(s)/Applicant(s) Name and Address

Veranda Bay Investments, LLC 5150 Tamiami Trail North, Suite 500 Naples, FL 34103

Palm Coast Intracoastal, LLC 3129 Springbank Lane, Suite 201 Charlotte, NC 28226

Highway 100 Commercial LLC 800 Highland Ave., Suite 200 Orlando, FL 32803

#### 1.2 Applicant's Authorized Representative

Michael D. Chiumento, III, Esquire 145 City Place, Suite 301 Palm Coast, FL 32164 Office: (386) 335-8900

E-Mail: Michael3@legalteamforlife.com

#### 1.3 Nature of Applicant's Interest

Veranda Bay Investments, LLC ("Veranda"), Palm Coast Intracoastal, LLC ("Intracoastal"), and Highway 100 Commercial LLC ("Highway 100") (collectively the "Applicants") are the fee simple owners of the subject property. The Applicants seek a Site-Specific Comprehensive Plan Amendment to the provisions of the City of Flagler Beach Comprehensive Plan.

The Applicants are seeking to amend the Comprehensive Plan by creating a new policy and dealing specifically with the 899.09 +/- acre property (the "Property"). The intent is to develop the Property into low density residential and commercial uses along State Road 100, and a marina village. The residential uses shall include multiple types of housing opportunities from low density residential development to medium and high-density multi-family uses. The proposed Future Land Use amendment will allow for the applicant to effectively utilize the Property for such development which will utilize the natural features of the area as a focal point.

## 1.4 Size of Property and Survey

The size of the Property is 899.09 +/- acres. See the copy of the Sketch of Legal Survey attached as Exhibit "A".

## 1.5 <u>Legal Description</u>

See the Legal Description attached as Exhibit "B".

### 1.6 Property Location

The Property is presently located in the unincorporated areas of Flagler County, on the east and west side of John Anderson Highway, and directly south of State Road 100. See Location Map attached as **Exhibit "C"**.

#### 1.7 Current Use

Approximately 160.99 acres of the Property, which is subject to a PUD Development Agreement which provides for a mixed-use development, consists of land currently under construction for residential development. The remainder of the Property is currently vacant and undeveloped.

## 1.8 Proposed Use

The proposed use is to develop the Property as a Commercial and Low Density Residential development generally consistent with the MPD Master Plan attached hereto as **Exhibit "D"**.

## 1.9 Current Zoning

The current zoning designation of the Property within the unincorporated County is PUD. The current zoning designation of the Property within the City of Flagler Beach is Reserved (R) and SFR-Single Family Residential (R1). See the Existing Zoning Maps attached as **Exhibit "E"**. Applicants submitted an application for Annexation and to amend and restate the existing MPD concurrently with this application, which is consistent with the City's Comprehensive Plan, as amended herein.

#### 1.10 Proposed Zoning

The proposed zoning designation is MPD. See the MPD Master Plan attached as **Exhibit** "**D**".

## 1.11 Future Land Use Map Designation

The Property presently located in the unincorporated areas of Flagler County is assigned the Agriculture, Conservation, and Mixed use: High Intensity future land use designations under the provisions of the Flagler County Comprehensive Plan. See Current Future Land Use Map attached as **Exhibit "F".** The Property located within the City of Flagler Beach is assigned the Low and Medium Density future land use designations.

## 1.12 Proposed Future Land Use Map Designation

The proposed Future Land Use Map designation is Low Density Residential and Commercial.

1.13 <u>Development Potential.</u> As provided in the MPD Development Agreement submitted concurrently with the Applicants rezoning application, the Project is anticipated to have the following density and intensities.

Project	899 Acres
Residential Units	2735 units (3.2 units/ac)
Commercial Density	480,000 sq ft
Open Space (40%)	>300 ac.

#### 2. Site Data

## 2.1 Access & Frontage

Street access and vehicular circulation will be provided via public and/or private rights of way within the Property. The Property has frontage on both John Anderson Highway and State Road 100.

## 2.2 Acquisition Details and Size Purchased

See the Deeds attached as **Exhibit "G"** for the acquisition details. For the size purchased, see the sketch description attached as **Exhibit "A"**.

### 2.3 Development History

In 2005, a Large-Scale Land Use Amendment (LUA) and rezoning for the property under consideration was accomplished. The LUA changed the Future Land Use Map (FLUM) from Agricultural and Timberland to Conservation, Mixed Use High Intensity, Medium/High Density and Agriculture. The rezoning to Planned Unit Development (PUD) changed the existing zoning from Agriculture (AC), Conservation (CN), and General Commercial (C-2) to Planned Unit Development.

## 3. Consistency

#### 3.1 Surrounding Land Uses

Adjacent Lands	Use	<b>Future Land Use</b>	Zoning
North	Developed residential	Mixed Use (PC)	Public/Semipublic
	subdivision	Medium Density	(PC)
		(FB)	Commercial (PC)
		Commercial (FB)	Multifamily
		Other Public	Residential (PC)
		Facilities (FB)	, ,

		Mixed Use (FB) Low Density (FB) Agriculture (FC) Conservation (FC)	Highway Commercial (FB) Single Family Residential (FB) Medium Density Residential (FB) Light Industrial (FB) General Commercial (FB) Agricultural and Rural Residential (FC)
South	Developed	Agriculture (FC) Conservation (FC)	Planned Unit Development (FC)
East	Vacant, undeveloped	Salt Water Marsh (FB)	Conservation (FB) Preservation (FB)
West	Vacant, undeveloped	Agriculture (FC) Conservation (FC) Mixed Use High Intensity (FC)	Planned Unit Development (FC) General Commercial & Shopping Center (FC) Agricultural (FC)

#### 4. Public Facilities Information

## 4.1 Traffic Information

See the Traffic Impact Analysis attached as Exhibit "H".

## 4.2 Potable Water and Wastewater Information

The City shall provide potable water, wastewater and reuse water to the Project. See the Potable Water and Wastewater level of Service comment letter attached as **Exhibit "I"**.

## 4.3 Drainage Information

See the Drainage Narrative attached as Exhibit "J".

## 4.4 Fire Rescue

The City will provide Fire Protection to the Project.

## 4.5 Environmental

See the Preliminary Environmental Assessment report attached as Exhibit "K".

## 4.6 Historic Resources

See the Archaeological Site Evaluation attached as Exhibit "L".

#### 4.6 Parks and Recreation

Remembering that this initial project conveyed approximately 1,100 ac. to the County for public recreation, the proposed Development Agreement shall satisfy the City's Park and Recreation level of service as required by the City's Comprehensive plan. See the parks and recreation as generally depicted on the Master Planned Development Agreement submitted concurrently with this application.

#### 4.7 Public Schools

A Flagler County School District Level of Service Letter has been requested contemporaneously with this application.

## 5. Consistency and Compatibility

## 5.1 <u>Consistency with Plan Goals, Policies and Objectives of the City of Flagler Beach</u> <u>Comprehensive Plan</u>

The proposed amendment is consistent with several of the Goals, Policies and Objectives of the Comprehensive Plan, as outlined below. This amendment will allow development with uses that are consistent and compatible with the surrounding area.

## Justification

Provide a justification for the amendment that the requested change is warranted. The justification must list all the following headings with responses in order to be found sufficient for processing.

To be considered adequate, the justification must demonstrate consistency with the factors 1 and 2. (see below)

- 1) The proposed use is suitable and appropriate for the subject site; and
- 2) There is a basis for the proposed amendment for the particular subject site based upon one or more of the following:
  - a. Changes in FLUM designations on adjacent properties or properties in the immediate area and associated impacts on the subject site;
  - b. Changes in the access or characteristics of the general area and associated impacts on the subject site;
  - c. New information or change in circumstances which affect the subject site;
  - d. Inappropriateness of the adopted FLUM designation; or
  - e. Whether the adopted FLUM designation was assigned in error.

#### **ANALYSIS:**

The proposed FLUM designation of Commercial and Low Density Residential is generally consistent with the current land use designations and uses in the adjacent areas. The subject property abuts other developments comprised of Commercial and Medium Density designations, both of which are compatible with Commercial and Low Density Residential uses as stated in the Flagler Beach Comprehensive Plan. Further, the proposed FLUM creates a balance of land uses based upon demands of the residential population for the nonresidential needs of the area.

#### Residential Density Increases

1) Demonstrate a need for the amendment.

**ANALYSIS:** Because the Property is to be annexed into the City of Flagler Beach contemporaneously with this Application, an amendment is necessary to adequately address the new development requirements.

2) Demonstrate that the current FLUM is inappropriate.

**ANALYSIS:** The current FLUM does not address the intended development of the Property under the Planned Unit Development Agreement submitted contemporaneously.

## Land Use Compatibility

Provide written data and analysis to demonstrate compatibility with the surrounding and adjacent land uses.

#### **ANALYSIS:**

## Surrounding Future Land Use Designations:

North: Mixed Use (City of Palm Coast designation); Medium Density, Commercial, Other Public Facilities, Mixed Use, Low Density (City of Flagler Beach designations); Agriculture, Conservation (Flagler County designations).

South: Agriculture, and Conservation (Flagler County designations).

East: Salt Water Marsh (City of Flagler Beach designation).

West: Agriculture, Conservation, and Mixed Use High Intensity (Flagler County designations).

## **Surrounding Zoning Designations:**

North: Commercial, Multifamily Residential, and Public/Semipublic (City of Palm Coast designations); Highway Commercial, Medium Density Residential, Single Family Residential, Light Industrial, and General Commercial (City of Flagler Beach designations); and Agricultural and Rural Residential (Flagler County designations).

South: Planned Unit Development (Flagler County designation).

East: Conservation, and Preservation (City of Flagler Beach designations).

West: Planned Unit Development, General Commercial & Shopping Center, and Agricultural (Flagler County designations).

#### Surrounding Property Existing Uses:

North: Developed residential subdivision.

South: Developed.

East: Vacant. West: Vacant.

## North

Abutting the subject property to the north is State Road 100 (a major arterial road). Continuing across SR 100 is property designated Mixed Use (City of Palm Coast designation); Medium Density, Low Density, Commercial, Other Public Facilities, and Mixed Use (City of Flagler Beach designations); Agriculture and Conservation (Flagler County designation) on the Future Land Use Map with zoning designations of Commercial, Multifamily Residential, Public/Semipublic (City of Palm Coast designations); Highway Commercial, Medium Density Residential, Single Family Residential, Light Industrial, and General Commercial (City of Flagler Beach designations); Agricultural, and Rural Residential (Flagler County designations). The proposed FLUM amendment is consistent with the existing designations and will not have a detrimental impact on these parcels.

#### East

The parcels to the east of the subject property within the boundaries of the City of Flagler Beach have a designation of Salt Water Marsh on the Future Land Use Map. Additionally, these properties are zoned Conservation, and Preservation (City of Flagler Beach designations). The proposed Commercial and Low Density Residential FLUM designations for the subject properties are not expected to have a negative impact on the properties to the east and is consistent with the existing designations.

## South

The parcels to the south of the subject property within the boundaries of unincorporated Flagler County are currently developed with a Flagler County FLUM designation of Agriculture, and Conservation. Additionally, these properties are zoned Planned Unit Development. The proposed Commercial and Low Density Residential FLUM designations for the subject properties are not expected to have a negative impact on the properties to the south. Historically, the "Agriculture" land use designation was intended as a "transitional" designation that may be amended, as appropriate, as Flagler County continued to develop.

#### West

The parcels to the west of the subject property are within the boundaries of unincorporated Flagler County and are currently vacant with a Flagler County FLUM designation of Agriculture, and Conservation. Additionally, these properties are zoned Planned Unit Development. The proposed Commercial and Low Density Residential FLUM designations for the subject properties is not expected to have a negative impact on the properties to the west. Historically, the "Agriculture" land use designation was intended as a "transitional" designation that may be amended, as appropriate, as Flagler County continued to develop.

#### Policy A.1.1.3

The LDRs shall address the location and extent of land uses in accordance with the categories, densities, and intensities of land uses contained in this Element and depicted on the Future Land Use Map.

Residential – provides for a range of densities from 2 units per acre to 5 units per acre.

Commercial -- provides for a range of densities up to 15 dwelling units per acre and up to 18 units per acre for recreational vehicle use, as well as a maximum Floor Area Ratio of 65 percent.

## Analysis:

The above requested land use and associated densities are appropriate with that of the surrounding community. The proposed development intensity is 3.2 units per acre.

## Policy A.1.8

The City supports reducing uses that are inconsistent with the Future Land Use plan and will coordinate all new development and rezoning with the land use categories, densities and intensities as outlined in the City's adopted Comprehensive Plan.

#### **Analysis:**

The proposed amendment is consistent with Policy A.1.8, as the requested land use supports development of the lands as shown on the proposed FLUM.

#### Policy A.1.2.2

Application filing procedures shall require topographic, soil condition, flood hazard zone, and wetland zone surveys filed in support of a land use amendment, zoning change, or land subdivision.

#### Goal A.2

The City shall preserve, protect and enhance the natural environment, natural and historical resources, and the City's unique sense of place.

#### **Analysis:**

The applicant has provided a Preliminary Environmental Assessment study conducted by Atlantic Ecological Services, as well as an Archaeological Site Evaluation report. The environmental report assesses the presence of protected species, the quality of soils and groundwater conditions as it relates to the contamination threats to the environment and/or human health. The materials submitted also include a topographic map and general wetland study.

The objective of the study was to identify the presence of animal and/or plant species and habitats of significant value that utilize the property. The proposed FLUM amendment will not change the need to relocate the species of significant value that have been identified prior to any development activities. This need remains no matter the FLUM designation.

Furthermore, the archaeological report demonstrates that, although there are locations of archaeological concern, in-place preservation appears to be a feasible option.

#### Policy C.1.1.3

To reduce the high cost of land for development of affordable housing, the City shall consider the use of innovative land development techniques such as zero-lot-line, Master Planned Development, use of smaller sized lots and density bonuses for development of affordable housing units.

#### **Analysis:**

The proposed amendment is consistent with Policy C.1.1.3, the potential of additional residential use along a major arterial (State Road 100) is appropriate. Furthermore, the proposed development plan is a Master Planned Development and will assist in the development of affordable housing.

#### Goal D.1

The City shall ensure the provision of potable water, sanitary sewer, drainage, and solid waste facilities and services meet existing and projected demands at the Level of Service (LOS) identified in this Element.

#### **Analysis:**

The proposed amendment is consistent with the goal above as this development shall have existing or planned capacity services available to mee the projected demands.

## Goal F.1

The City shall maintain parks and provide sufficient recreational facilities to meet the health, safety, and welfare needs of the City of Flagler Beach's citizens and visitors.

#### Analysis:

The proposed amendment and proposed Master Planned Development are compatible with Goal F.1, as previously the owner conveyed approximately 1,100 acres of land for the purpose of public services, preservation, conservation, and public recreation for the benefit of citizens of Flagler County. Given the prior conveyance and the active and passive recreational obligations within the Master Planned Development Agreement, the above goal is complied with.

#### Consistency with the Comprehensive Plan

Objective A.1.4 – The City shall seek to improve its ad valorem tax base by encouraging development.

<u>Policy A.1.4.1</u> – The City shall investigate opportunities for annexation of commercial and value-added properties.

**ANALYSIS:** The proposed amendment is consistent with Object A.1.4 and Policy A.1.4.1, the development of the subject area under Commercial and Low Density Residential designations will encourage development and improve the City's ad valorem tax base. Creating a commercial or

mixed use node at major roadway networks (SR 100/Colbert Lane) is preferred to create an efficient use of infrastructure and avoid urban sprawl.

<u>Policy A.1.8</u> – The City supports reducing uses that are inconsistent with the Future Land Use plan and will coordinate all new development and rezoning with the land use categories, densities, and intensities as outlined in the City's adopted Comprehensive Plan.

**ANALYSIS:** The proposed amendment and rezoning are consistent with Policy A.1.8, the Commercial and Low Density Residential designations encompass compatible uses to those of the adjacent areas. Moreover, the proposed changes create commercial and economic development opportunities adjacent to other non-residential uses minimize the impact to existing residents.

<u>Policy A.1.4.3</u> - The City shall encourage the use of innovative LDRs, which may include provisions for master planned developments, mixed land use development techniques and the clustering of commercial uses in appropriate nodes.

**ANALYSIS:** The proposed amendment is consistent with Policy A.1.4.3, the proposed FLUM and zoning designations encourage beneficial economic development of the City and the appropriate development of the property for its highest and best use. The associated Master Planned Development agreement incorporates these techniques.

<u>Policy D.1.5</u> – The City shall maximize the use of existing facilities to discourage urban sprawl.

**ANALYSIS:** The proposed amendment is consistent with Policy D.1.5, the impacts can be accommodated by the existing or planned facilities capacity. There are existing water and sewer mains adjacent to the subject property. The proposed use promotes the efficient and cost-effective provision or extension of public infrastructure services. Moreover, the proposed changes maximizes the roadway network while minimizing trip lengths.

<u>Policy A.1.10.3</u> – The City shall encourage the use of innovative zoning techniques, where possible, to locate buildings on upland portions of properties impacted by flood hazards.

**ANALYSIS:** The proposed amendment is consistent with Policy A.1.10.3, the subject area is located within a mixture of flood zones X and AE. As such innovative zoning techniques will support building on upland portions of the properties impacted by flood hazards.

<u>Policy B.1.1.7</u> – The City shall encourage existing and new developments to be connected by roadways, bikeways, and pedestrian systems that encourage travel between neighborhoods and access too multi-modal systems without requiring use of the major thoroughfare system.

**ANALYSIS:** The proposed amendment is consistent with Policy B.1.1.7, the expansion of Commercial and Low Density Residential uses along an arterial roadway is appropriate. Moreover, John Anderson Highway presently has and is planned for multiuse pedestrian trails to allow residents to use alternative forms of transportation.

Policy D.1.5.3 – The City shall permit development only where the capacity of public facilities

meets concurrency requirements as established by Section 163.3180, F.S. and that the developer shall be required to guarantee that adopted LOS be maintained.

**ANALYSIS:** The proposed amendment is consistent with Policy D.1.5.3, the developer/land owner of the subject site will need to coordinate with the City Utilities Dept. to ensure that the available infrastructure can accommodate the proposed development program. Any need to extend water or wastewater mains to the site shall be the responsibility of the developer/property owner. Additionally, more in depth analysis of the demands on public facilities/infrastructure will occur during the site plan/platting phase of development. During this phase a concurrency test will occur to ensure that there is adequate infrastructure capacity to accommodate the impacts of proposed development.

#### 5. Conclusion

The proposed amendment is consistent with the City of Flagler Beach's Comprehensive Plan as detailed herein. The amendment will permit the efficient integration of planning and management of the Property. The proposed amendment will ensure that the subsequent rezoning of the Property will not include any inconsistent uses with those currently anticipated throughout this area. The amendment will allow development in an appropriate location where it will be consistent with surrounding areas.

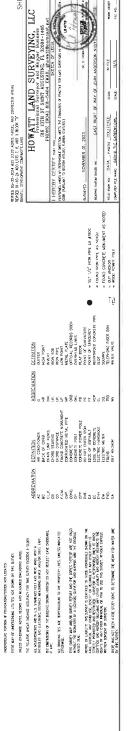
## **EXHIBIT A**

## LEGAL Commerce of the Anticological Conference of the Anticological The control of the design of the field of the first of the count of properties of the control of LSSS AND COCEPT. The land controlled in the Sopicial Warmenty Deed recorded in Official Records Book 15,36, 70,36 1884, Public Records of Finger County, Finder. Control of State, A. 2. State of seed and seed and seed as C. Black E. Bende C. Bender Development Conserved to the seed of seed as the seed of seed as the seed of se Consideration of the School of Schoo LESS AND EXCEPT: The force conclored to the Scenarial Marrority Deed recorded in Official Records Deak 1789, Page 750, Public Recode of Fogler County, Finitis. at the Southwest corner of and Communic Stellor II. These depends and Southwest have the CHING TO STATE "less a and of TATES, set dong the Messay has a sed Section 12; became with 855.25 To 31, or obtained to 65.55 the South 1950/20 CELO of others of 1,250/of less there South 859/07. Thesi, dong pold Section line, or disperse 17 test to the Port of Replanes. A partel of land in the South } of Section 11, Township 12 South, Range 31 East, Roger Gounty, Rando more portioniarly described on Nober; White a No. School core it and formers (Report N. 1994) and 2012 feet, it is defined 17033 feet of 1993 feet, it is defined 17030 feet of 1993 feet, it is defined 1993 feet of 1993 feet o LESS AND EXCEPT. The level contored in the Quit Cloim Deer recorded in Official Records. Book 1922, Page 454, Public Records of Pager County, Paridia. LESS AND EXCEPT: Tracts PL=2 and PL=3, GARDSSNS AT HAMMOOK BEACH, occording to the pint thereof as Book 35, Physics 80 (brooks) 103, Public Records of Poplet County, Ployto. MAP SHOWING SKETCH OF A portion of Sections 13, 14 and 39, Township 12 South, Range 31 East, Flager County, Florids, being described of follows: A parcel of land in Section 12, Jouenthip 12 South, Range 31 East, Flager County, Florida Poloves: FOSEINER WITH STATE OF THE PARTY T. 2001 A. 12-2" Omond By-The-Se ( 8.5 miss +/" ) 329.01 Acres 23.22 GRES :

To 1-95 (2 Miles +/-)

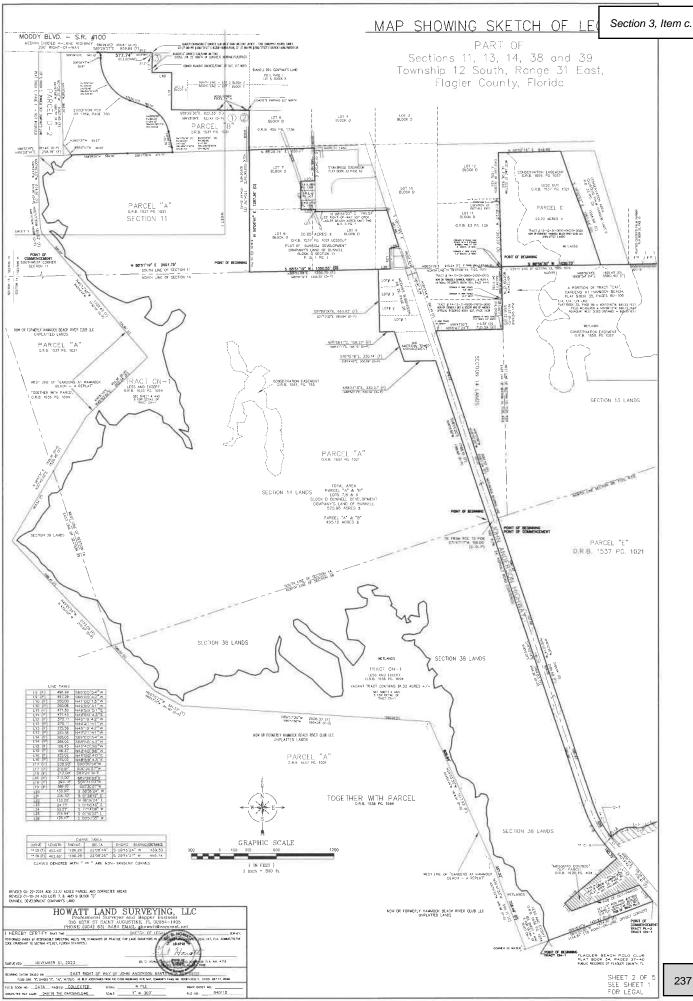
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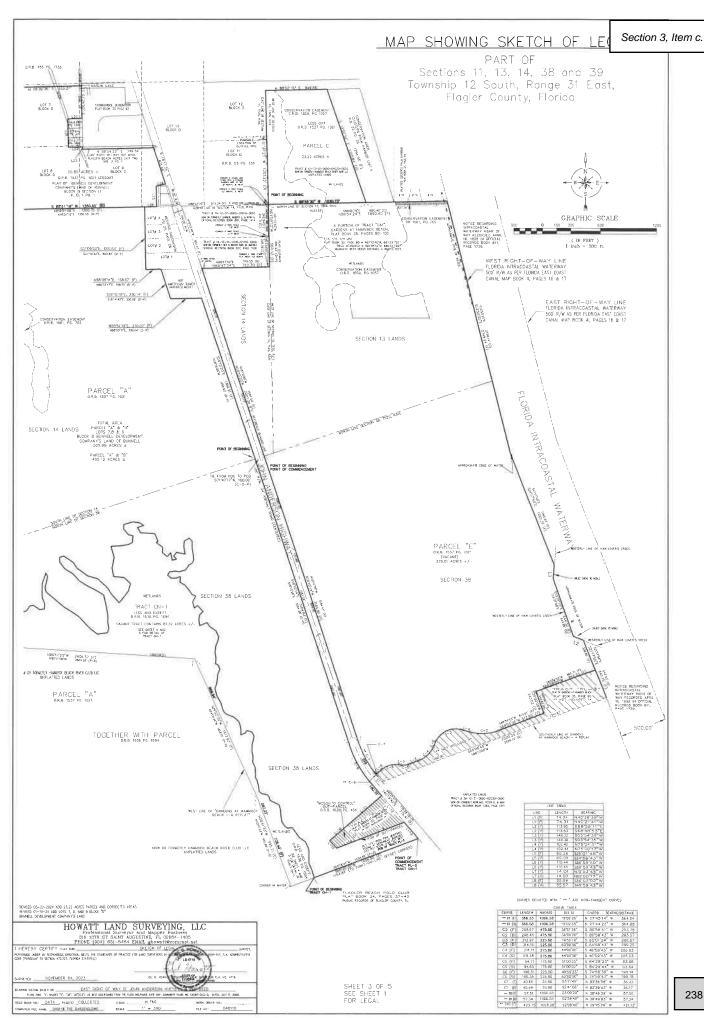
LESS AND EXCEPT TRACT CN-1 81.32 Acres

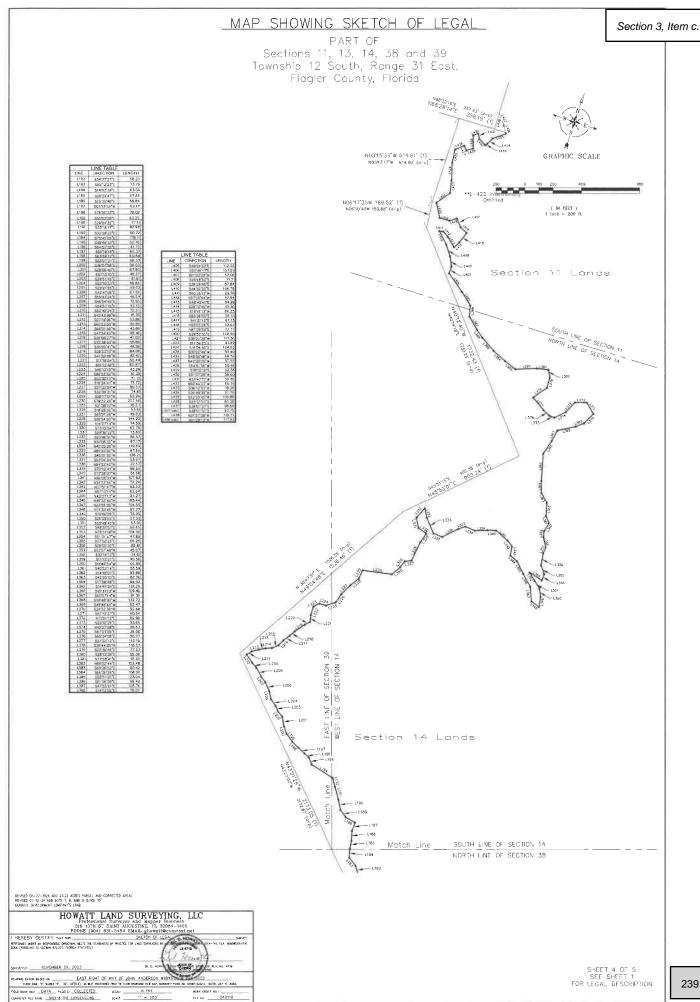


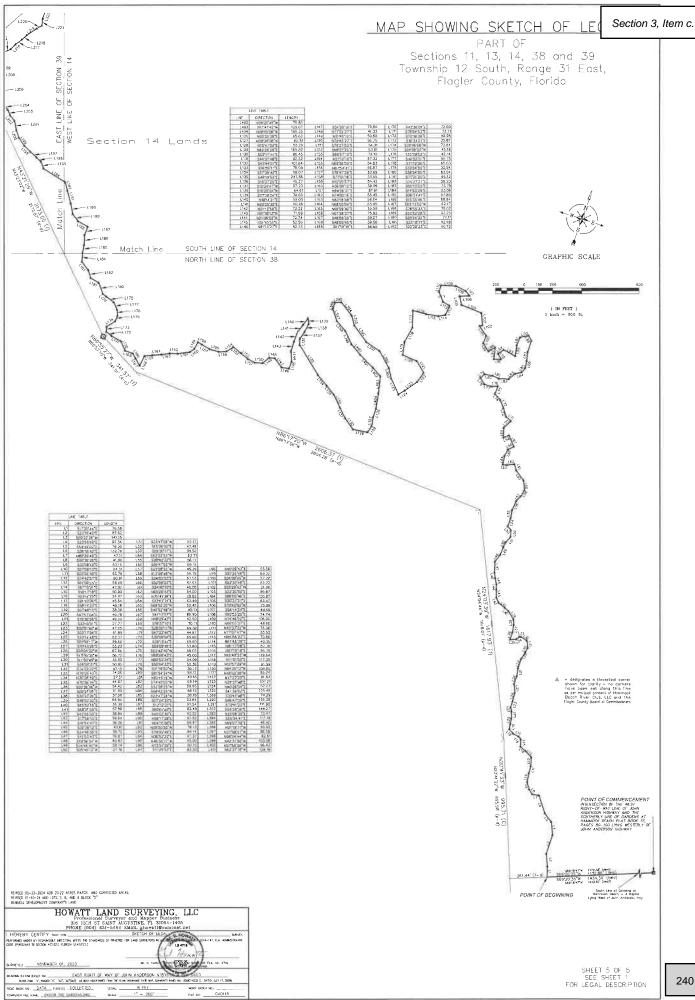
COLDAL, NOTES THIS IS NOT A BOUNDART SHIVEY. THIS SPREAT WAR DOES NOT RETLET UNRESSIP. SHEET 1 OF 5

Section 3, Item c.









## EXHIBIT B

#### **SUBJECT PROPERTY**

A PORTION OF LOTS 1, 3, 7, 8 AND 9, AND ALL OF LOTS 4, 10, 11 AND 12, BLOCK C, BUNNELL DEVELOPMENT COMPANY'S LAND AS RECORDED IN PLAT BOOK 1, PAGE 1, IN THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA, TOGETHER WITH A PORTION OF GOVERNMENT SECTION 14, 38, AND 39, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, SITUATED IN GOVERNMENT SECTIONS 11, 14, 38 AND 39, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201) AND THE NORTH LINE OF SAID SECTION 38-12-31; THENCE SOUTH 71°47'17" WEST, A DISTANCE OF 100.00 FEET TO A POINT ON THE WEST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201), ALSO BEING THE POINT OF BEGINNING: THENCE ALONG SAID WEST RIGHT OF WAY LINE THE FOLLOWING THREE COURSES: SOUTH 18°10'26" EAST, A DISTANCE OF 3,184.36 FEET TO A POINT OF CURVATURE OF A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 1.196.28 FEET, A CENTRAL ANGLE OF 22°09'26" AND A CHORD DISTANCE OF 459.74 FEET WHICH BEARS SOUTH 29°14'21" EAST; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 462.62 FEET; THENCE SOUTH 40°21'41" EAST, A DISTANCE OF 776.28 FEET; THENCE DEPARTING SAID WEST RIGHT OF WAY LINE SOUTH 69°18'47" WEST, A DISTANCE OF 1,433.82 FEET, THENCE NORTH 20°41'22" WEST, A DISTANCE OF 995.98 FEET, THENCE NORTH 24°04'44" WEST, A DISTANCE OF 1,618.01 FEET; THENCE NORTH 86°17'06" WEST, A DISTANCE OF 2,604.28 FEET; THENCE NORTH 60°37'10" WEST, A DISTANCE OF 341.50 FEET; THENCE NORTH 43°23'02" WEST, A DISTANCE OF 2,172.87 FEET, THENCE NORTH 30°47'31" EAST, A DISTANCE OF 1,526.35 FEET; THENCE NORTH 45°31'15" EAST, A DISTANCE OF 902.38 FEET; THENCE NORTH 40°14'18" WEST, A DISTANCE OF 1,732.75 FEET: THENCE NORTH 06°10'40" WEST, A DISTANCE OF 189.68 FEET; THENCE NORTH 00°15'33" WEST, A DISTANCE OF 614.90 FEET; THENCE NORTH 88°32'16" EAST, A DISTANCE OF 257.93 FEET; THENCE NORTH 01°27'08" WEST, A DISTANCE OF 1,087.72 FEET TO A POINT ON THE SOUTH LINE OF STATE ROAD NO. 100; THENCE ALONG SAID SOUTH RIGHT OF WAY LINE SOUTH 89°29'03" EAST A DISTANCE OF 959.81 FEET; THENCE DEPARTING SAID SOUTH RIGHT OF WAY LINE SOUTH 00°30'57" WEST, A DISTANCE OF 210.00 FEET; THENCE SOUTH 89°29'03" EAST, A DISTANCE OF 210.00 FEET; THENCE SOUTH 00°30'57" WEST, A DISTANCE OF 389.92 FEET; THENCE SOUTH 89°28'38" EAST, A DISTANCE OF 822.42 FEET; THENCE SOUTH 00°06'48" EAST, A DISTANCE OF 1,704.61 FEET; THENCE NORTH 88°51'12"EAST, A DISTANCE OF 1,350.55 FEET; THENCE SOUTH 01°10'32" EAST, A DISTANCE OF 660.84 FEET; THENCE NORTH 88°37'17" EAST, A DISTANCE OF 158.75 FEET; THENCE SOUTH 18°14'40" EAST, A DISTANCE OF 330.09 FEET; THENCE NORTH 88°50'11" EAST, A DISTANCE OF 330.04 FEET TO A POINT ON THE WEST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201); THENCE ALONG SAID RIGHT OF WAY LINE SOUTH 18°15'00" EAST, A DISTANCE OF 1,788.60 FEET TO THE POINT OF BEGINNING.

#### **TOGETHER WITH:**

A PORTION OF SECTIONS 13, 14 AND 38, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201) AND THE NORTH LINE OF SAID SECTION 38-12-31; THENCE ALONG SAID EAST RIGHT-OF-WAY LINE NORTH 18°15'00" WEST, A DISTANCE OF 2,087.53

FEET; THENCE DEPARTING SAID EAST RIGHT OF WAY LINE NORTH 88°47'52" EAST, A DISTANCE OF 710.35 FEET TO A POINT ON THE WEST LINE OF SECTION 13-12-31; THENCE ALONG SAID WEST SECTION LINE NORTH 01°13'40" WEST, A DISTANCE OF 661.23 FEET TO A POINT ON THE NORTH LINE OF SECTION 13-21-31; THENCE ALONG SAID NORTH SECTION LINE NORTH 88°36'18" EAST, A DISTANCE OF 1,890.40 FEET TO THE POINT ON THE WEST RIGHT OF WAY LINE OF FLORIDA INTRACOASTAL WATERWAY; THENCE ALONG SAID WEST RIGHT OF WAY LINE THE FOLLOWING TWO COURSES: SOUTH 13°59'25" EAST, A DISTANCE OF 2,750.14 FEET; THENCE SOUTH 21°17'55" EAST, A DISTANCE OF 1,265.83 FEET; THENCE DEPARTING SAID WEST RIGHT OF WAY LINE AND ALONG A WESTERLY LINE OF THE HISTORIC CHANNEL OF HAW LOVER CREEK, SOUTH 03°54'35" WEST, A DISTANCE OF 148.38 FEET; THENCE SOUTH 19°27'08" EAST, A DISTANCE OF 643.95 FEET; THENCE SOUTH 68°38'53" EAST, A DISTANCE OF 113.53 FEET TO A POINT ON THE AFORESAID INTRACOASTAL RIGHT OF WAY, THENCE SOUTH 21°17'55" EAST, A DISTANCE OF 647.80 FEET; THENCE DEPARTING SAID RIGHT OF WAY SOUTH 69°10'09" WEST, A DISTANCE OF 2.520.12 FEET TO A POINT ON THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201); THENCE ALONG SAID EAST RIGHT OF WAY LINE THE FOLLOWING THREE COURSES: NORTH 40°21'41" WEST, A DISTANCE OF 74.31 FEET TO A POINT OF CURVATURE OF A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 1,095.28 FEET, A CENTRAL ANGLE OF 22°09'21" AND A CHORD DISTANCE OF 421.29 FEET WHICH BEARS NORTH 29°14'17" WEST; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 423.92 FEET; THENCE NORTH 18°10'26" WEST, A DISTANCE OF 3,184.44 FEET TO THE POINT OF BEGINNING.

FORMERLY KNOWN AS GARDENS AT HAMMOCK BEACH, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 35, PAGES 80 THROUGH 100, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA.

LESS AND EXCEPT: THE LAND CONTAINED IN THE QUIT CLAIM DEED TO EAST FLAGLER MOSQUITO CONTROL DISTRICT RECORDED IN OFFICIAL RECORDS BOOK 1620, PAGE 434, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA. CONTAINING 0.89 ACRES, MORE OR LESS.

LESS AND EXCEPT: THE LAND CONTAINED IN THE SPECIAL WARRANTY DEED TO FLAGLER COUNTY RECORDED IN OFFICIAL RECORDS BOOK 1636, PAGE 1694, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA. CONTAINING 81.32 ACRES, MORE OR LESS.

LESS AND EXCEPT: THE LAND CONTAINED IN THE SPECIAL WARRANTY DEED TO HIGHWAY 100 COMMERCIAL LLC RECORDED IN OFFICIAL RECORDS BOOK 1789, PAGE 750, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA. CONTAINING 18.94 ACRES, MORE OR LESS.

LESS AND EXCEPT: TRACTS PL-2 AND PL-3, OF THE VACATED PLAT OF GARDENS AT HAMMOCK BEACH, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 35, PAGES 80 THROUGH 100, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA. CONTAINING A TOTAL OF 13.17 ACRES, MORE OR LESS.

#### **TOGETHER WITH:**

A PORTION OF TRACT "FD2", GARDENS AT HAMMOCK BEACH, AS RECORDED IN MAP BOOK 35, PAGES 80 THROUGH 100 OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

FOR A POINT OF BEGINNING COMMENCE AT THE NORTHWESTERLY CORNER OF SAID TRACT "FD2", SAID POINT ALSO BEING ON THE SOUTHERLY RIGHT OF WAY LINE OF STATE ROAD 100 (A 200 FOOT RIGHT OF WAY AS ESTABLISHED); THENCE SOUTH 89 DEGREES 29 MINUTES 03 SECONDS EAST, ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 382.15 FEET TO THE INTERSECTION WITH SOUTHWESTERLY RIGHT OF WAY LINE OF VILLA DRIVE WEST (A VARIABLE WIDTH PRIVATE RIGHT OF WAY AS ESTABLISHED), SAID POINT BEING THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 35.00 FEET; THENCE ALONG SAID CURVE AND SAID SOUTHWESTERLY RIGHT OF WAY LINE AN ARC DISTANCE OF 51.49 FEET TO THE POINT OF TANGENCY OF SAID CURVE, SAID CURVE BEING SUBTENDED BY A CHORD BEARING OF SOUTH 41 DEGREES 37 MINUTES 50 SECONDS EAST, AND A CHORD DISTANCE OF 46.97 FEET; THENCE SOUTH 00 DEGREES 30 MINUTES 47 SECONDS WEST, A DISTANCE OF 29.81 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 470.00 FEET; THENCE ALONG SAID CURVE AN ARC DISTANCE OF 578.46 FEET TO THE POINT OF TANGENCY OF SAID CURVE, SAID CURVE BEING SUBTENDED BY A CHORD BEARING OF SOUTH 34 DEGREES 44 MINUTES 45 SECONDS EAST. AND A CHORD DISTANCE OF 542.64 FEET; THENCE SOUTH 70 DEGREES 00 MINUTES 17 SECONDS EAST, A DISTANCE OF 190.75 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 360.00 FEET; THENCE ALONG SAID CURVE AN ARC DISTANCE OF 364.42 FEET TO THE POINT OF TANGENCY OF SAID CURVE, SAID CURVE BEING SUBTENDED BY A CHORD BEARING OF SOUTH 41 DEGREES 00 MINUTES 17 SECONDS EAST, AND A CHORD DISTANCE OF 349.06 FEET; THENCE SOUTH 12 DEGREES 00 MINUTES 17 SECONDS EAST, A DISTANCE OF 170.79 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 260.00 FEET: THENCE ALONG SAID CURVE AN ARC DISTANCE OF 48.62 FEET, SAID CURVE BEING SUBTENDED BY A CHORD BEARING OF SOUTH 06 DEGREES 3B MINUTES 50 SECONDS EAST AND A CHORD DISTANCE OF 48.55 FEET; THENCE SOUTH 88 DEGREES 37 MINUTES 36 SECONDS WEST DEPARTING THE AFOREMENTIONED SOUTHWESTERLY RIGHT OF LINE OF VILLA DRIVE WEST, A DISTANCE OF 471.38 FEET; THENCE SOUTH 88 DEGREES 28 MINUTES 30 SECONDS WEST, A DISTANCE OF 589.08 FEET; THENCE NORTH 33 DEGREES 37 MINUTES 07 SECONDS WEST, A DISTANCE OF 50.65 FEET; THENCE NORTH 38 DEGREES 07 MINUTES 37 SECONDS WEST, A DISTANCE OF 95.67 FEET TO A POINT ON A WESTERLY LINE OF THE AFOREMENTIONED TRACT "FD2, GARDENS AT HAMMOCK BEACH"; THENCE NORTH 01 DEGREES 27 MINUTES 08 SECONDS WEST, A DISTANCE OF 968.01 FEET TO THE POINT OF BEGINNING.

ALSO, TOGETHER WITH: A PARCEL OF LAND IN THE SOUTH 1/2 OF SECTION 11, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

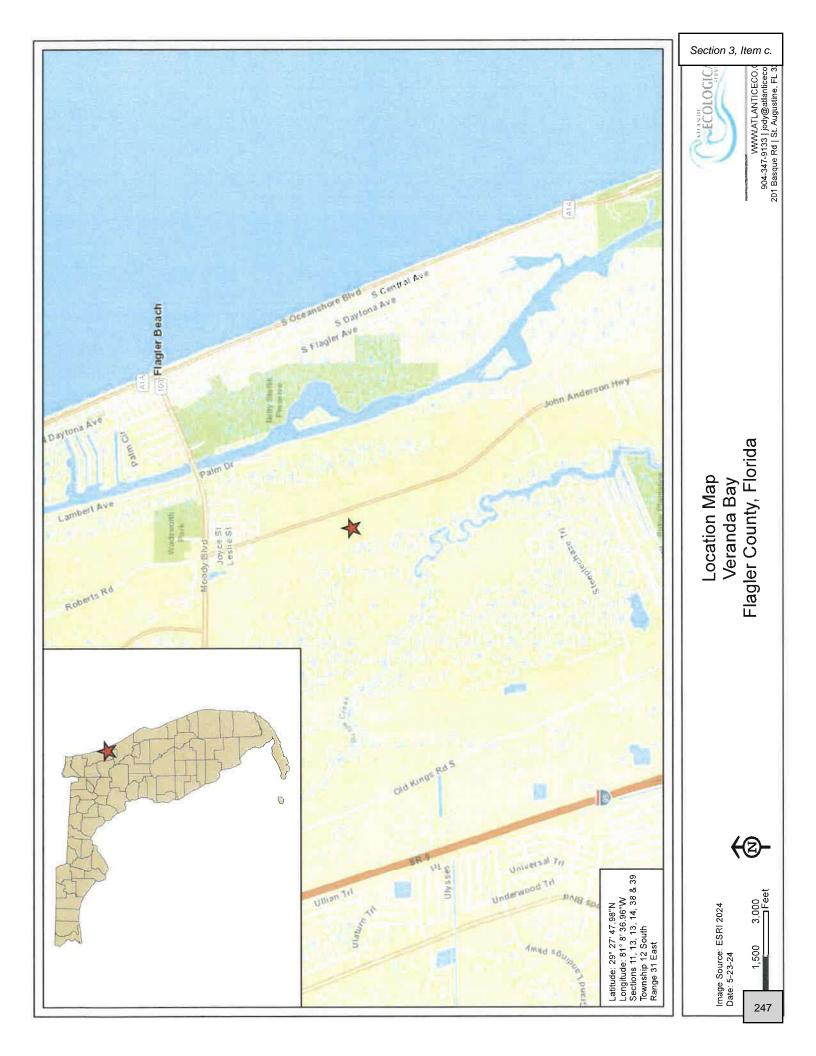
COMMENCE AT THE SOUTHWEST CORNER OF GOVERNMENT SECTION 11, TOWNSHIP 12 SOUTH, RANGE 31 EAST AS MONUMENTED BY A 4" X 4" CONCRETE MONUMENT INSCRIBED WITH A "T"; THENCE ALONG THE SOUTHERLY LINE OF SAID SECTION 11 NORTH 88°51'19" EAST A DISTANCE OF 2,591.75 FEET TO THE POINT OF BEGINNING; THENCE NORTH 00°06'41" EAST A DISTANCE OF 1,287.36 FEET; THENCE NORTH 88°28'36" EAST A DISTANCE OF 680.27 FEET; THENCE SOUTH 01°24'50" EAST, A DISTANCE OF 345.10 FEET; THENCE SOUTH 88°36'24" WEST, A DISTANCE OF 150.00 FEET; THENCE SOUTH 01°28'15" EAST, A DISTANCE OF 300.30 FEET; THENCE NORTH 88°36'24" EAST, A DISTANCE OF 150.00 FEET; THENCE SOUTH 01°08'43" EAST, A DISTANCE OF 24.77 FEET; THENCE NORTH 88°54'22" EAST, A DISTANCE OF 749.54 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY LINE OF STATE ROAD 201, (ALSO KNOWN AS JOHN ANDERSON HIGHWAY);

THENCE ALONG SAID WESTERLY RIGHT OF WAY LINE, SOUTH 18°11'55" EAST, A DISTANCE OF 401.46 FEET; THENCE DEPARTING SAID RIGHT OF WAY LINE, SOUTH 77°14'08" WEST, A DISTANCE OF 99.57 FEET; THENCE SOUTH 01°16'02" EAST, A DISTANCE OF 216.94 FEET; THENCE SOUTH 88°50'35" WEST, A DISTANCE OF 126.47 FEET TO A POINT ON THE SOUTHERLY LINE OF AFORESAID SECTION 11; THENCE ALONG SAID SOUTHERLY LINE SOUTH 88°51'19" WEST, A DISTANCE OF 1,350.55 FEET TO THE POINT OF BEGINNING.

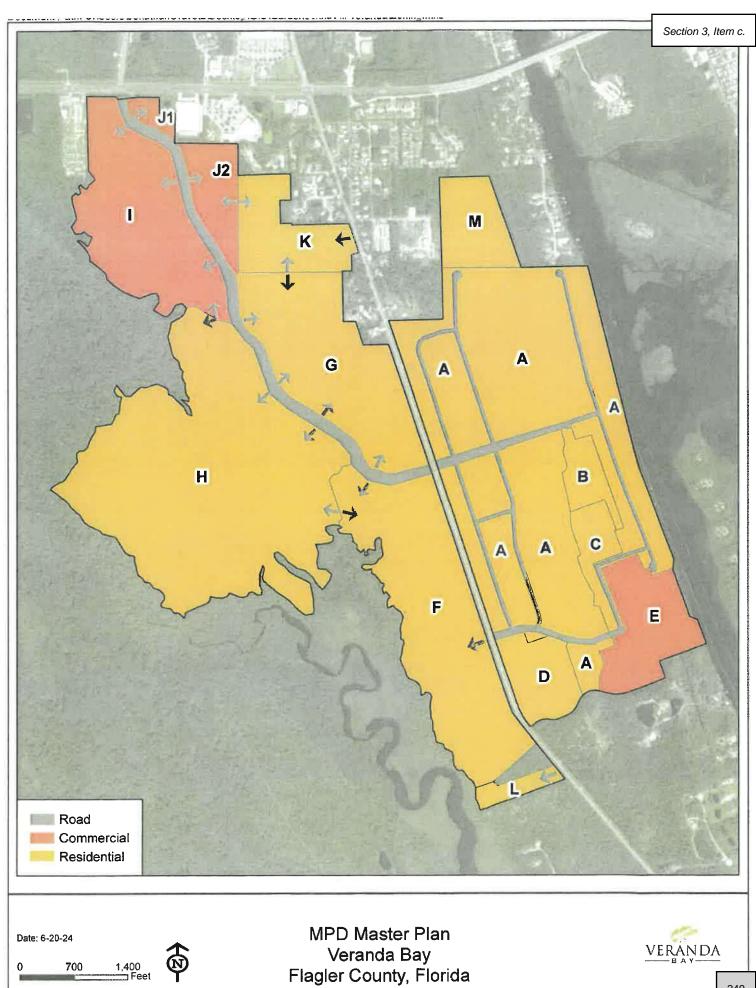
ALSO, TOGETHER WITH: A PARCEL OF LAND IN SECTION 12, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE SOUTHWEST CORNER OF SAID GOVERNMENT SECTION 12, THENCE DEPARTING SAID SOUTHERLY LINE NORTH 01°30'23" WEST A DISTANCE OF 1,203.23 FEET ALONG THE WESTERLY LINE OF SAID SECTION 12; THENCE NORTH 88°52'15" EAST, A DISTANCE OF 649.96 FEET; THENCE SOUTH 19°00'52" EAST, A DISTANCE OF 1,265.64 FEET; THENCE SOUTH 88°56'30" WEST, ALONG SAID SECTION LINE, A DISTANCE OF 1,030.73 FEET TO THE POINT OF BEGINNING.

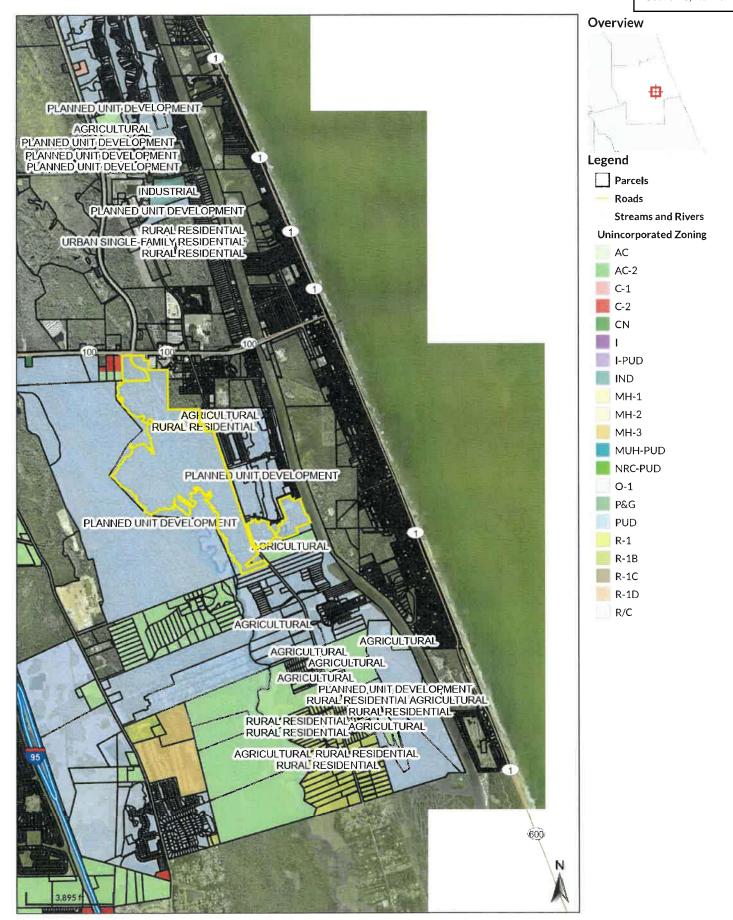
# **EXHIBIT C**

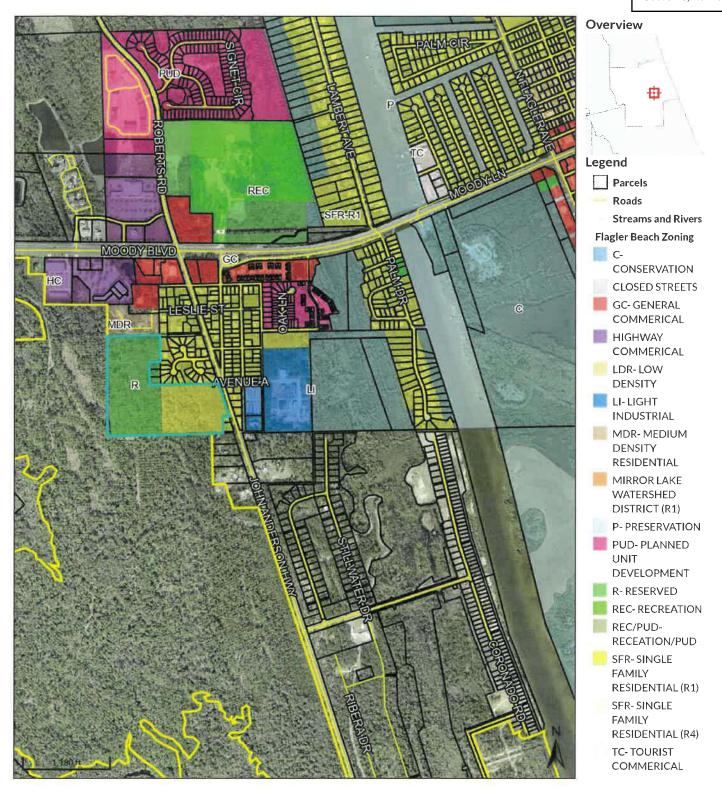


## EXHIBIT D

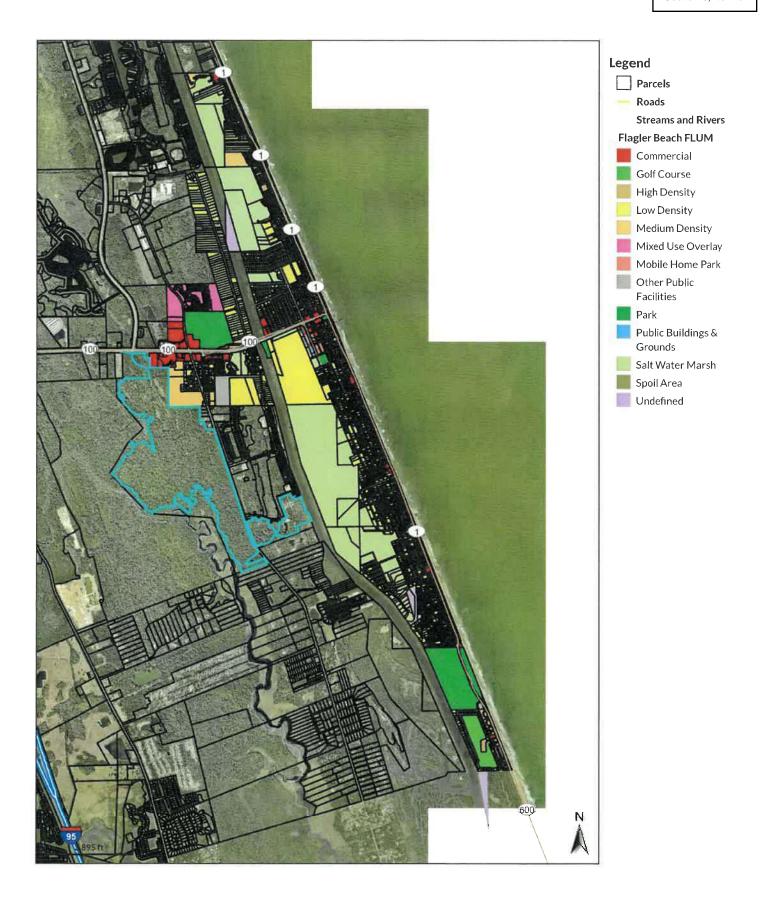


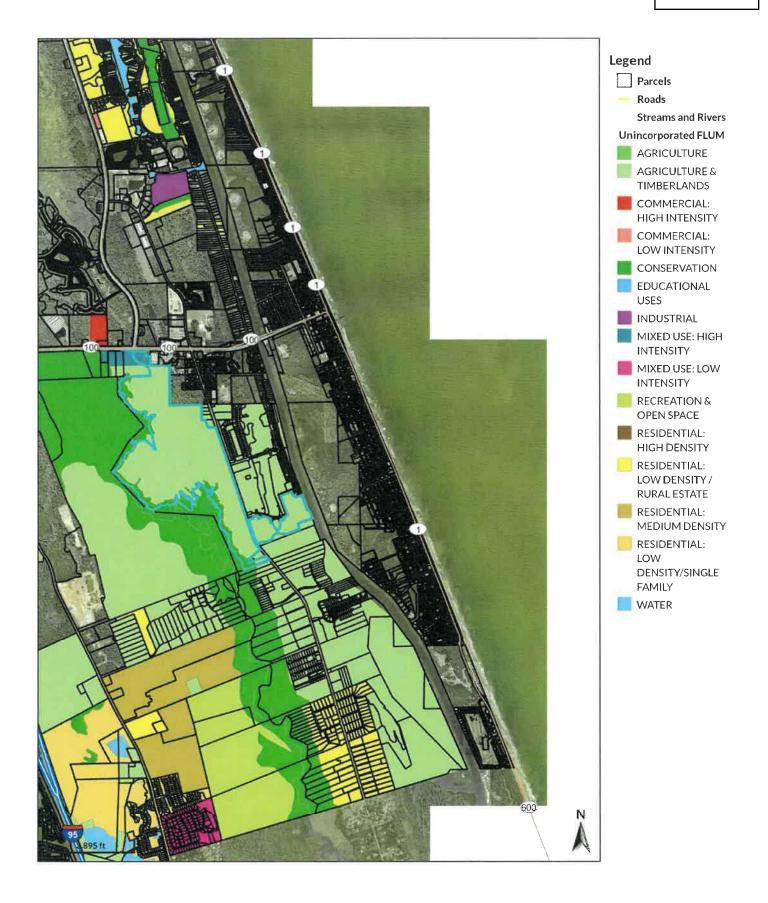
## EXHIBIT E





# **EXHIBIT F**





# EXHIBIT G

THIS INSTRUMENT PREPARED BY AND RETURN TO:

William C. Guthrie, Esq. Foley & Lardner LLP 111 N. Orange Avenue, Suite 1800 Orlando, FL 32801

### SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED is made effective as of the day of the constant of the day of the constant of the c

### WITNESSETH:

THAT Grantor, for consideration in the sum of Ten Dollars (\$10.00) to it in hand paid by said Grantee, the receipt and sufficiency of which is hereby acknowledged, does by these presents, grant, bargain and sell, convey and confirm unto said Grantee, its successors and assigns, that certain real estate situated in the County of Flagler, State of Florida, and legally described on **Exhibit A** attached hereto and incorporated herein by reference (the "**Property**").

**TOGETHER WITH** the improvements thereon and the rights, easements, privileges, tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

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

AND Grantor hereby covenants with Grantee that Grantor is lawfully seized of the Property in fee simple; that Grantor has good right and lawful authority to sell and convey the Property; that Grantor does hereby fully warrant title to the Property and will defend the same against the lawful claims of all persons claiming by, through or under Grantor, but against none other; and that the land is free of all encumbrances except for the matters listed on **Exhibit B** attached hereto and incorporated herein by reference (collectively, the "**Permitted Exceptions**") and that title to the Property is conveyed subject to the Permitted Exceptions (provided, however, that reference thereto shall not serve to re-impose any of the same).

IN WITNESS WHEREOF, the Grantor has caused these presents to be executed by its Manager, hereunto duly authorized, effective as of the day and year first above written.

### **GRANTOR:**

HAMMOCK BEACH RIVER CLUB, LLC, WITNESSES: a Georgia limited liability company By: LRA HB GARDENS, LLC, a Delaware limited liability company, its sole Member and sole Manager Smart A. Margulies, its Senior Managing Principal STATE OF  $\sqrt{\phantom{a}}$ COUNTY OF MILELANC The foregoing instrument was sworn to, subscribed and acknowledged before me this day of Muy, 2018, by Stuart A. Margulies who is the Senior Managing Principal of LRA HB Gardens, LLG, a Delaware limited liability company, on behalf of the Company, the sole Member and sole Manager of Hammock Beach River Club, LLC, a Georgia limited liability company. He [ Vis personally known to me or has [ ] produced a current Florida driver's license as identification or [ ] produced as identification. (NOTARY SEAL) Commission No. **COMMONWEALTH OF PENNSYLVANIA** 

NOTARIAL SEAL
JULIANNE WALSH
Notary Public
CITY OF PHILADELPHIA, PHILADELPHIA CNTY
My Commission Expires Feb 14, 2021

# EXHIBIT "A" – Page 1 of 3 Legal Description of Property

A portion of Lots 1, 3, 7, 8 and 9 and all of Lots 4, 10, 11 and 12, Block C, Bunnell Development Company's Land as recorded in Plat Book 1, Page 1, in the Public Records of Flagler County, Florida, together with a portion of Government Section 14, 38, and 39, Township 12 South, Range 31 East, Flagler County, Florida, situated in Government Sections 11, 14, 38 and 39, Township 12 South, Range 31 East, Flagler County, Florida, being more particularly described as follows:

Commence at the intersection of the East right of way line of John Anderson Highway (State Road 201) and the North line of said Section 38-12-31; thence South 71°47'17" West, a distance of 100.00 feet to a point on the West right of way line of John Anderson Highway (State Road 201), also being the Point of Beginning; thence along said West right of way line the following three courses: South 18°10'26" East, a distance of 3,184.36 feet to a point of curvature of a non-tangent curve concave Northeasterly having a radius of 1,196.28 feet, a central angle 22°09'26" and a chord distance of 459.74 feet which bears South 29°14'21 East; thence Southeasterly along the arc of said curve a distance of 462.62 feet; thence South 40°21'41" East, a distance of 776.28 feet; thence departing said West right of way line South 69°18'47" West, a distance of 1433.82 feet, thence North 20°41'22" West, a distance of 995.98, thence North 24°04'44" West, a distance of 1618.01 feet; thence North 86°17'06" West, a distance of 2,604.28 feet; thence North 60°37'10" West, a distance of 341.50 feet; thence North 43°23'02" West, a distance of 2,172.87 feet, thence North 30°47'31" East, a distance of 1,526.35 feet; thence North 45°31'15" East, a distance of 902.38 feet; thence North 40°14'18" West, a distance of 1,732.75 feet; thence North 06°10'40" West, a distance of 189.68 feet; thence North 00°15'33" West, a distance of 614.90 feet; thence North 88°32'16" East, a distance of 257.93 feet; thence North 01°27'08" West, a distance of 1,087.72 feet to a point on the South line of State Road No. 100: thence along said South right of way line South 89°29'03" East, a distance of 959.81 feet; thence departing said South right of way line South 00°30'57" West, a distance of 210.00 feet; thence South 89°29'03" East, a distance of 210.00 feet; thence South 00°30'57" West, a distance of 389.92 feet; thence South 89°28'38" East, a distance of 822.42 feet; thence South 00°06'48" East, a distance of 1,704.61 feet; thence North 88°51'12" East, a distance of 1350.55 feet; thence South 01°10'32" East, a distance of 660.84 feet; thence North 88°37'17" East, a distance of 158.75 feet; thence South 18°14'40" East, a distance of 330.09 feet; thence North 88°50'11" East, a distance of 330.04 feet to a point on the West right of way line of John Anderson Highway (State Road 201); thence along said right of way line South 18°15'00" East, a distance of 1,788.60 feet to the Point of Beginning.

# EXHIBIT "A" – Page 2 of 3 Legal Description of Property

### Together with

A portion of Sections 13, 14 and 38, Township 12 South, Range 31 East, Flagler County, Florida, being more particularly described as follows:

Beginning at the intersection of the East right of way line of John Anderson Highway (State Road 201) and the North line of said Section 38-12-31; thence along said East right-of-way line North 18°15'00" West, a distance of 2,087.53 feet; thence departing said East right of way line North 88°47'52" East, a distance of 710.35 feet to a point on the West line of Section 13-12-31; thence along said West Section line North 01°13'40" West, a distance of 661.23 feet to a point on the North line of Section 13-12-31; thence along said North Section line North 88°36'18" East, a distance of 1,890.40 feet to the point on the West right-of-way line of Florida Intracoastal Waterway; thence along said West right of way line the following two courses: South 13°59'25" East, a distance of 2,750.14 feet; thence South 21°17'55" East, a distance of 1265.83 feet; thence departing said West right of way line and along a Westerly line of the Historic Channel of Haw Lover Creek, South 03°54'35" West, a distance of 148.38 feet; thence South 19°27'08" East, a distance of 643.95 feet, thence South 68°38'53" East, a distance of 113.53 feet to a point on the aforesaid Intracoastal right-of-way, thence South 21°17'55" East, a distance of 647.80 feet; thence departing said right-of-way South 69°10'09" West, a distance of 2520.12 feet to a point on the East right of way line of John Anderson Highway (State Road 201); thence along said East right-of-way line the following three courses: North 40°21'41" West, a distance of 74.31 feet to a point of curvature of a non-tangent curve concave Northeasterly having a radius of 1,095.28 feet, a central angle of 22°09'21" and a chord distance of 421.29 feet which bears North 29°14'17" West; thence Northwesterly along the arc of said curve a distance of 423.92 feet; thence North 18°10'26" West, a distance of 3,184.44 feet to the Point of Beginning.

Formerly known as GARDENS AT HAMMOCK BEACH, according to the plat thereof as recorded in Plat Book 35, Pages 80 through 100, Public Records of Flagler County, Florida.

LESS AND EXCEPT: The land contained in the Quit Claim Deed recorded in Official Records Book 1620, Page 434, Public Records of Flagler County, Florida.

LESS AND EXCEPT: The land contained in the Special Warranty Deed recorded in Official Records Book 1636, Page 1694, Public Records of Flagler County, Florida.

LESS AND EXCEPT: The land contained in the Special Warranty Deed recorded in Official Records Book 1789, Page 750, Public Records of Flagler County, Florida.

LESS AND EXCEPT: Tracts PL-2 and PL-3, GARDENS AT HAMMOCK BEACH, according to the plat thereof as recorded in Plat Book 35, Pages 80 through 100, Public Records of Flagler County, Florida.

BK: 2281 PG: 1647

## EXHIBIT "A" – Page 3 of 3 Legal Description of Property

#### TOGETHER WITH

A parcel of land in the South 1/2 of Section 11, Township 12 South, Range 31 East, Flagler County, Florida more particularly described as follows:

Commence at the Southwest corner of Government Section 11, Township 12 South, Range 31 East as monumented by a 4" x 4" concrete monument inscribed with a "t"; thence along the Southerly line of said Section 11 North 88°51'19" East a distance of 2591.75 feet to the Point of Beginning; thence North 00°06'41" East a distance of 1287.36 feet; thence North 88°28'36" East, a distance of 680.27 feet; thence South 01°24'50" East, a distance of 345.10 feet; thence South 88°36'24" West, a distance of 150.00 feet; thence South 01°28'15" East, a distance of 300.30 feet; thence North 88°36'24" East, a distance of 150.00 feet; thence South 01°08'43" East, a distance of 24.77 feet; thence North 88°54'22" East, a distance of 749.54 feet to a point on the Westerly right of way line of State Road 201, (also known as John Anderson Highway); thence along said Westerly right of way line, South 18°11'55" East, a distance of 401.46 feet; thence departing said right of way line, South 77°14'08" West, a distance of 99.57 feet; thence South 01°16'02" East, a distance of 216.94 feet; thence South 88°50'35" West, a distance of 126.47 feet to a point on the Southerly line of aforesaid Section 11; thence along said Southerly line South 88°51'19" West, a distance of 1,350.55 feet to the Point of Beginning.

### TOGETHER WITH

A parcel of land in Section 12, Township 12 South, Range 31 East, Flagler County, Florida more particularly described as follows:

Begin at the Southwest corner of said Government Section 12, thence departing said Southerly line North 01°30′23″ West a distance of 1203.23 feet along the Westerly line of said Section 12; thence North 88°52′15″ East, a distance of 649.96 feet; thence South 19°00′52″ East, a distance of 1,265.64 feet; thence South 88°56′30″ West, along said Section line, a distance of 1,030.73 feet to the Point of Beginning.

BK: 2281 PG: 1648

# Exhibit "B" Permitted Exceptions

- 1. The Gardens at Hammock Beach Community Development District established by Ordinance No. 2006-21 of Flagler County, Florida.
- 2. Ad valorem and non-ad valorem real estate taxes for the year 2018 and subsequent years, not yet due and payable.
- 3. All existing and applicable zoning ordinances, laws, codes, statutes and subdivision regulations and other governmental laws, rules, codes, statutes and regulations, in each case whether existing as of the date of this Special Warranty Deed or at any time thereafter.
- 4. Notice Regarding Intracoastal Waterway Right of Way Recorded April 16, 1998 in Official Records Book 611, Page 1739.
- 5. Ordinance No. 2005-22 recorded May 3, 2006 in Official Records Book 1429, Page 19.
- 6. Settlement Agreement between City of Flagler Beach, a municipal corporation of the State of Florida; Flagler County, a political subdivision of the State of Florida; The Gardens at Hammock Beach Property Owners' Association, İnc., a Florida not for profit corporation; and the City of Palm Coast, a municipal corporation of the State of Florida recorded April 11, 2007 in Official Records Book 1560, Page 471.
- 7. Interlocal Agreement Water and Wastewater Service Area John Anderson Corridor recorded May 19, 2016 in Official Records Book 2129, Page 1549.
- 8. Notice of Establishment of The Gardens at Hammock Beach Community Development District recorded November 21, 2006 in Official Records Book 1508, Page 754.
- Conservation Easement to St. Johns River Water Management District (SJRWMD), a public body existing under Chapter 373, Florida Statutes recorded April 13, 2007 in Official Records Book 1561, Page 765.
- 10. Conservation Easement to St. Johns River Water Management District (SJRWMD), a public body existing under Chapter 373, Florida Statutes recorded April 13, 2007 in Official Records Book 1561, Page 775 and Amendment recorded in Official Records Book 1859, Page 1057.
- 11. Flagler County Planning and Development Board Order No. 2987 recorded August 20, 2015 in Official Records Book 2081, Page 1056.
- 12. Restrictions, covenants, conditions, easements and other matters as contained on the Plat of BUNNELL DEVELOPMENT COMPANY'S LAND OF BUNNELL FLORIDA, recorded in Plat Book 1, Page 1.
- 13. Any and all rights of the United States of America over artificially filled lands in what were formerly navigable waters, arising by reason of the United States of America's control over navigable waters in the interest of navigation and commerce, and any conditions contained in any permit authorizing the filling in of such areas.

BK: 2281 PG: 1649

- 14. Rights of upper and lower stream owners in and to the use of the waters of Florida Intracoastal Waterway and to the continued uninterrupted flow thereof.
- 15. Rights of upper and lower stream owners in and to the use of the waters of Bulow Creek and to the continued uninterrupted flow thereof.
- 16. The nature, extent or existence of riparian rights is not insured.



PREPARED BY AND RETURN TO: Michael D. Chiumento III, Esquire Chiumento Law, PLLC 145 City Place, Suite 301 Palm Coast, FL 32164 Attn: Kelly DeVore

**Property Appraisers Parcel** Identification Numbers / portion of 111231-0650-000D0-0011 121231-0000-04020-0020 131231-0000-01010-0000

NOTE TO RECORDING CLERK: The Consideration for documentary stamp purposes is \$2,500,000.00.

# SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED is made this 15th day of SEPTEMBER, 2022 by PALM COAST INTRACOASTAL, LLC, a Florida limited liability company ("Grantor"), whose address is 3129 Springbank Lane #201, Charlotte, NC 28226, to VERANDA BAY INVESTMENTS, LLC, a Florida limited liability company ("Grantee"), whose address is 3129 Springbank Lane #201, Charlotte, NC 28226.

### WITNESSETH:

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

# All that certain land legally described in the attached Exhibit A (the "Real Property");

TOGETHER with all rights, privileges, easements, tenements, hereditaments, and appurtenances thereto belonging or in anywise appertaining to the Property.

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

AND the Grantor hereby covenants with the Grantee that Grantor is lawfully seized of said Property in fee simple; that the Grantor has good right and lawful authority to sell and convey said Property, and hereby warrants the title to said and will and defend the Property against the lawful claims of all persons claiming by, through or under said Grantor but against none other.

IN WITNESS WHEREOF, Grantor has caused this instrument to be signed and sealed the day and year first above written.

**GRANTOR:** 

Witnessed by:

PALM COAST INTRACOASTAL LLC, A Florida limited liability company

Wicciam G. Auen
Printed/typed name of above witness

Printed Name William G. Allen, Jr.

Its: Manager

Tracey Benauldes

Printed/typed name of above witness

COUNTY OF COLLIER

(SEAL)

Notary Public
Print/type name of notary:

TRACEY A. BENAUIDES

My commission expires: 01/02/26



#### **EXHIBIT A**

# VERANDA BAY LEGAL DESCRIPTION

# WEST SIDE OF JOHN ANDERSON HIGHWAY

A PORTION OF LOTS 1, 3, 7, 8 AND 9, AND ALL OF LOTS 4, 10, 11 AND 12, BLOCK C, BUNNELL DEVELOPMENT COMPANY'S LAND AS RECORDED IN PLAT BOOK 1, PAGE 1, IN THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA, TOGETHER WITH A PORTION OF GOVERNMENT SECTION 14, 38, AND 39, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, SITUATED IN GOVERNMENT SECTIONS 11, 14, 38 AND 39, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201) AND THE NORTH LINE OF SAID SECTION 38-12-31; THENCE SOUTH 71°47'17" WEST, A DISTANCE OF 100.00 FEET TO A POINT ON THE WEST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201), ALSO BEING THE POINT OF BEGINNING; THENCE ALONG SAID WEST RIGHT OF WAY LINE THE FOLLOWING THREE COURSES: SOUTH 18°10'26" EAST, A DISTANCE OF 3,184.36 FEET TO A POINT OF CURVATURE OF A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 1,196.28 FEET, A CENTRAL ANGLE OF 22°09'26" AND A CHORD DISTANCE OF 459.74 FEET WHICH BEARS SOUTH 29°14'21" EAST; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 462.62 FEET: THENCE SOUTH 40°21'41" EAST, A DISTANCE OF 776.28 FEET; THENCE DEPARTING SAID WEST RIGHT OF WAY LINE SOUTH 69°18'47" WEST, A DISTANCE OF 1,433.82 FEET, THENCE NORTH 20°41'22" WEST, A DISTANCE OF 995.98 FEET, THENCE NORTH 24°04'44" WEST, A DISTANCE OF 1,618.01 FEET; THENCE NORTH 86°17'06" WEST, A DISTANCE OF 2,604.28 FEET; THENCE NORTH 60°37'10" WEST, A DISTANCE OF 341.50 FEET; THENCE NORTH 43°23'02" WEST, A DISTANCE OF 2,172.87 FEET, THENCE NORTH 30°47'31" EAST, A DISTANCE OF 1,526.35 FEET; THENCE NORTH 45°31'15" EAST, A DISTANCE OF 902.38 FEET; THENCE NORTH 40°14'18" WEST, A DISTANCE OF 1,732.75 FEET; THENCE NORTH 06°10'40" WEST, A DISTANCE OF 189.68 FEET; THENCE NORTH 00°15'33" WEST, A DISTANCE OF 614.90 FEET; THENCE NORTH 88°32'16" EAST, A DISTANCE OF 257.93 FEET; THENCE NORTH 01°27'08" WEST, A DISTANCE OF 1,087.72 FEET TO A POINT ON THE SOUTH LINE OF STATE ROAD NO. 100; THENCE ALONG SAID SOUTH RIGHT OF WAY LINE SOUTH 89°29'03" EAST A DISTANCE OF 959.81 FEET; THENCE DEPARTING SAID SOUTH RIGHT OF WAY LINE SOUTH 00°30'57" WEST, A DISTANCE OF 210.00 FEET; THENCE SOUTH 89°29'03" EAST, A DISTANCE OF 210.00 FEET; THENCE SOUTH 00°30'57" WEST, A DISTANCE OF 389.92 FEET; THENCE SOUTH 89°28'38" EAST, A DISTANCE OF 822.42 FEET; THENCE SOUTH 00°06'48" EAST, A DISTANCE OF 1,704.61 FEET; THENCE NORTH 88°51'12"EAST, A DISTANCE OF 1,350.55 FEET; THENCE SOUTH 01°10'32" EAST, A DISTANCE OF 660.84 FEET; THENCE NORTH 88°37'17" EAST, A DISTANCE OF 158.75 FEET; THENCE SOUTH 18°14'40" EAST, A DISTANCE OF 330.09 FEET; THENCE NORTH 88°50'11" EAST, A DISTANCE OF 330.04 FEET TO A POINT ON THE WEST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201); THENCE ALONG SAID RIGHT OF WAY LINE SOUTH 18°15'00" EAST, A DISTANCE OF 1,788.60 FEET TO THE POINT OF BEGINNING.

### **TOGETHER WITH:**

### EAST SIDE OF JOHN ANDERSON HIGHWAY

A PORTION OF SECTIONS 13, 14 AND 38, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201) AND THE NORTH LINE OF SAID SECTION 38-12-31; THENCE ALONG SAID EAST RIGHT-OF-WAY LINE NORTH 18°15'00" WEST, A DISTANCE OF 2,087.53 FEET; THENCE DEPARTING SAID EAST RIGHT OF WAY LINE NORTH 88°47'52" EAST, A DISTANCE OF 710.35 FEET TO A POINT ON THE WEST LINE OF SECTION 13-12-31; THENCE ALONG SAID WEST SECTION LINE NORTH 01°13'40" WEST, A DISTANCE OF 661.23 FEET TO A POINT ON THE NORTH LINE OF SECTION 13-21-31; THENCE ALONG SAID NORTH SECTION LINE NORTH 88°36'18" EAST, A DISTANCE OF 1,890.40 FEET TO THE POINT ON THE WEST RIGHT OF WAY LINE OF FLORIDA INTRACOASTAL WATERWAY: THENCE ALONG SAID WEST RIGHT OF WAY LINE THE FOLLOWING TWO COURSES: SOUTH 13°59'25" EAST, A DISTANCE OF 2,750.14 FEET; THENCE SOUTH 21°17'55" EAST, A DISTANCE OF 1,265.83 FEET; THENCE DEPARTING SAID WEST RIGHT OF WAY LINE AND ALONG A WESTERLY LINE OF THE HISTORIC CHANNEL OF HAW LOVER CREEK, SOUTH 03°54'35" WEST, A DISTANCE OF 148.38 FEET; THENCE SOUTH 19°27'08" EAST, A DISTANCE OF 643.95 FEET; THENCE SOUTH 68°38'53" EAST, A DISTANCE OF 113.53 FEET TO A POINT ON THE AFORESAID INTRACOASTAL RIGHT OF WAY, THENCE SOUTH 21°17'55" EAST, A DISTANCE OF 647.80 FEET; THENCE DEPARTING SAID RIGHT OF WAY SOUTH 69°10'09" WEST, A DISTANCE OF 2,520.12 FEET TO A POINT ON THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201); THENCE ALONG SAID EAST RIGHT OF WAY LINE THE FOLLOWING THREE COURSES: NORTH 40°21'41" WEST, A DISTANCE OF 74.31 FEET TO A POINT OF CURVATURE OF A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 1,095.28 FEET, A CENTRAL ANGLE OF 22°09'21" AND A CHORD DISTANCE OF 421.29 FEET WHICH BEARS NORTH 29°14'17" WEST; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 423.92 FEET; THENCE NORTH 18°10'26" WEST, A DISTANCE OF 3,184.44 FEET TO THE POINT OF BEGINNING.

FORMERLY KNOWN AS GARDENS AT HAMMOCK BEACH, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 35, PAGES 80 THROUGH 100, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA.

### **ALSO, TOGETHER WITH:**

TRACT 1C-2 (IDENTIFIED AS FUTURE DEVELOPMENT TRACT) OF PHASE 1C – PRELIMINARY PLAT OF VERANDA BAY, DESCRIBED AS FOLLOWS:

A PORTION OF SECTION 13, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201 AND 100 FOOT RIGHT OF WAY) AND THE SOUTH LINE OF SECTION 14 OF SAID TOWNSHIP 12 SOUTH AND RANGE 31 EAST; THENCE NORTH 18°15'20" WEST ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 297.84 FEET; THENCE NORTH 71°44'40" EAST, DEPARTING FROM SAID RIGHT OF WAY LINE, A DISTANCE OF 275.00 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE NORTH 71°44'40" EAST, A DISTANCE OF 355.00 FEET; THENCE SOUTH 18°15'20" EAST,

A DISTANCE OF 179.99 FEET; THENCE SOUTH 71°49'46" WEST, A DISTANCE OF 330.04 FEET TO THE POINT OF CURVE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 89°55'04"; THENCE NORTHWESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 39.23 FEET AND SUBTENDED BY A CHORD BEARING OF NORTH 63°12'41" WEST AND A CHORD DISTANCE OF 35.33 FEET TO THE POINT OF CURVE; THENCE NORTH 18°15'20" WEST, A DISTANCE OF 155.04 TO THE POINT OF BEGINNING. CONTAINING 1.46 ACRES, MORE OR LESS.

### ALSO, TOGETHER WITH:

TRACT 1C-5 (IDENTIFIED AS FUTURE DEVELOPMENT TRACT) OF PHASE 1C - PRELIMINARY PLAT OF VERANDA BAY, DESCRIBED AS FOLLOWS:

A PORTION OF SECTIONS 13 AND 14, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201 AND 100 FOOT RIGHT OF WAY) AND THE SOUTH LINE OF SAID SECTION 14; THENCE NORTH 18°15'20" WEST ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 1458.37 FEET; THENCE NORTH 71°44'40" EAST, DEPARTING FROM SAID RIGHT OF WAY LINE, A DISTANCE OF 275.00 FEET TO THE POINT OF BEGINNING; THENCE NORTH 18°15'20" WEST, A DISTANCE OF 80.86 FEET TO THE POINT OF CURVE OF A CURVE CONCAVE TO THE SOUTHEAST AND HAVING A RADIUS OF 150.00 FEET AND A CENTRAL ANGLE OF 89°59'59"; THENCE NORTHEASTERLY ALONG SAID CURVE AN ARC DISTANCE OF 235.62 FEET AND BEING SUBTENDED BY A CHORD BEARING OF NORTH 26°44'39" EAST AND A CHORD DISTANCE OF 212.13 FEET TO THE POINT OF TANGENCY OF SAID CURVE; THENCE NORTH 71°44'40" EAST, A DISTANCE OF 172.72 FEET TO THE POINT OF CURVE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 275.00 FEET AND A CENTRAL ANGLE OF 06°44'32"; THENCE EASTERLY ALONG SAID CURVE AN ARC DISTANCE OF 32.36 FEET AND SUBTENDED BY A CHORD BEARING OF NORTH 75°06'56" EAST AND A CHORD DISTANCE OF 32.34 FEET TO A POINT ON SAID CURVE; THENCE SOUTH 18°15'20" EAST, A DISTANCE OF 228.96 FEET; THENCE SOUTH 71°44'40" WEST, A DISTANCE OF 355.00 FEET TO THE POINT OF BEGINNING. CONTAINING 1.77 ACRES, MORE OR LESS.

### ALSO, TOGETHER WITH:

TRACT 2A-A (FUTURE DEVELOPMENT TRACT) OF THE SUBDIVISION PLAT OF VERANDA BAY PHASE 2A, AS RECORDED IN PLAT BOOK 40, PAGES 65 THROUGH 70, OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA. CONTAINING 22.64 ACRES, MORE OR LESS.

### ALSO, TOGETHER WITH:

TRACT 2B-5 (IDENTIFIED AS FUTURE DEVELOPMENT TRACT) OF PHASE 2B – PRELIMINARY PLAT OF VERANDA BAY, DESCRIBED AS FOLLOWS:

A PORTION OF SECTION 38, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201 AND 100 FOOT RIGHT OF WAY) AND THE NORTH LINE OF SAID SECTION 38; THENCE SOUTH 18°10'14" EAST ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 633.41 FEET; THENCE NORTH 71°49'46" EAST, DEPARTING FROM SAID RIGHT OF WAY LINE, A DISTANCE OF 440.39 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE NORTH 71°49'46" EAST, A DISTANCE OF 199.61 FEET; THENCE SOUTH 18°10'14" EAST, A DISTANCE OF 137.81 FEET; THENCE SOUTH 71°49'46" WEST, A DISTANCE OF

137.82 FEET TO THE POINT OF BEGINNING. CONTAINING 0.63 ACRES, MORE OR LESS.

LESS AND EXCEPT: THE LAND CONTAINED IN THE QUIT CLAIM DEED RECORDED IN OFFICIAL RECORDS BOOK 1620, PAGE 434, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA.

LESS AND EXCEPT: THE LAND CONTAINED IN THE SPECIAL WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 1636, PAGE 1694, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA.

**LESS AND EXCEPT**: THE LAND CONTAINED IN THE SPECIAL WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 1789, PAGE 750, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA.

LESS AND EXCEPT: TRACTS PL-2 and PL-3, OF THE VACATED PLAT OF GARDENS AT HAMMOCK BEACH, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 35, PAGES 80 THROUGH 100, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA.

LESS AND EXCEPT: THOSE LANDS DESCRIBED IN THE SUBDIVISION PLAT OF VERANDA BAY PHASE 1A, AS RECORDED IN PLAT BOOK 40, PAGES 59 THROUGH 64, OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA;

LESS AND EXCEPT: THOSE LANDS DESCRIBED IN THE SUBDIVISION PLAT OF VERANDA BAY PHASE 2A, AS RECORDED IN PLAT BOOK 40, PAGES 65 THROUGH 70, OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA;

LESS AND EXCEPT: PHASE 1B - PRELIMINARY PLAT OF VERANDA BAY, DESCRIBED AS FOLLOWS:

A PORTION OF SECTIONS 13, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201 AND 100 FOOT RIGHT OF WAY) AND THE SOUTH LINE OF SECTION 14 OF SAID TOWNSHIP 12 SOUTH, RANGE 31 EAST,; THENCE NORTH 18°15'20" WEST ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 228.50 FEET; THENCE NORTH 71°44'40" EAST, DEPARTING FROM SAID RIGHT OF WAY LINE, A DISTANCE OF 225.00 FEET; THENCE SOUTH 18°15'20" EAST, A DISTANCE OF 85.01 FEET; THENCE NORTH 71°54'56" EAST, A DISTANCE OF 50.00 FEET TO A POINT ON A CURVE OF A CURVE CONCAVE TO THE NORTHEAST AND HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 89°54'30"; THENCE SOUTHEASTERLY ALONG SAID CURVE AN ARC DISTANCE OF 39.23 FEET AND SUBTENDED BY A CHORD BEARING OF SOUTH 63°12'59" EAST AND A CHORD DISTANCE OF 35.33 FEET TO THE POINT OF TANGENCY OF SAID CURVE; THENCE NORTH 71°49'46" EAST, A DISTANCE OF 330.04 FEET TO THE POINT OF BEGINNING: THENCE NORTH 18°15'20" WEST, A DISTANCE OF 259.99 FEET; THENCE NORTH 71°44'40" EAST, A DISTANCE OF 140.00 FEET; THENCE NORTH 18°15'20" WEST, A DISTANCE OF 20.00 FEET; THENCE SOUTH 71°44'40" WEST, A DISTANCE OF 140.00 FEET; THENCE NORTH 18°15'20" WEST, A DISTANCE OF 960.00 FEET; THENCE NORTH 71°44'40" EAST, A DISTANCE OF 140.00 FEET; THENCE NORTH 18°15'20" WEST, A DISTANCE 20.00 FEET; THENCE SOUTH 71°44'40" WEST, A DISTANCE OF 140.00 FEET; THENCE NORTH 18°15'20" WEST, A DISTANCE OF 309.49 FEET; THENCE NORTH 11°30'49" WEST, A DISTANCE OF 50.00 FEET TO A POINT ON A CURVE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 325.00 FEET AND A CENTRAL ANGLE OF 02°07'45";

THENCE EASTERLY ALONG SAID CURVE AN ARC DISTANCE OF 12,08 FEET AND SUBTENDED BY A CHORD BEARING OF NORTH 79°33'04" EAST AND A CHORD DISTANCE OF 12.08 FEET TO A POINT ON SAID CURVE; THENCE NORTH 06°55'48"WEST, A DISTANCE OF 122.14 FEET; THENCE NORTH 01°09'12" WEST, ALONG THE EASTERLY LINE AND IT'S SOUTHERLY PROLONGATION OF SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 927, PAGE 1938 OF THE PUBLIC RECORDS OF SAID COUNTY AND ALSO ALONG THE EASTERLY LINE OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 801, PAGE 1414 OF SAID PUBLIC RECORDS, A DISTANCE OF 685.12 FEET TO THE NORTHEAST CORNER OF SAID LANDS AND SAID POINT ALSO BEING THE NORTHWEST CORNER OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 2281, PAGE 1643 OF SAID PUBLIC RECORDS AND SAID POINT ALSO BEING ON THE NORTH LINE OF SAID SECTION 13; THENCE NORTH 88°54'24" EAST, ALONG SAID NORTHERLY LINE OF SAID SECTION 13 AND ALSO ALONG THE NORTHERLY LINE OF SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 2281, PAGE 1643, A DISTANCE OF 585.86 FEET; THENCE SOUTH 13°13'08" WEST, DEPARTING FROM SAID SECTION 13, A DISTANCE OF 0.37 FEET; THENCE SOUTH 11°52'10" WEST, A DISTANCE OF 25.29 FEET; THENCE SOUTH 88°54'24" WEST, A DISTANCE OF 176.36 FEET; THENCE SOUTH 01°07'10" EAST, A DISTANCE OF 161.55 FEET; THENCE SOUTH 88°50'48" WEST, A DISTANCE OF 63.62 FEET; THENCE SOUTH 01°09'12" EAST, A DISTANCE OF 568.36 FEET; THENCE SOUTH 86°59'44" WEST, A DISTANCE OF 140.07 FEET TO A POINT ON A CURVE OF A CURVE CONCAVE TO THE EAST AND HAVING A RADIUS OF 475.00 FEET AND HAVING A CENTRAL ANGLE OF 10°47'20"; THENCE SOUTHWESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 89.44 FEET AND SUBTENDED BY A CHORD BEARING OF SOUTH 06°32'52" EAST AND A CHORD DISTANCE OF 89.31 FEET TO A POINT ON SAID CURVE; THENCE NORTH 78°03'28" EAST, A DISTANCE OF 137.95 FEET; THENCE SOUTH 18°15'20" EAST, A DISTANCE OF 244.38 FEET; THENCE SOUTH 71°44'40' WEST, A DISTANCE OF 140.00 FEET; THENCE SOUTH 18°15'20" EAST, A DISTANCE OF 20.00 FEET; THENCE NORTH 71°44'40" EAST, A DISTANCE OF 140.00 FEET; THENCE SOUTH 18°15'20" EAST, A DISTANCE OF 960.00 FEET; THENCE SOUTH 71°44'40" WEST, A DISTANCE OF 140.00 FEET; THENCE SOUTH 18°15'20" EAST, A DISTANCE OF 20.00 FEET; THENCE NORTH 71°44'40" EAST, A DISTANCE OF 140.00 FEET; THENCE SOUTH 18°15'20" EAST, A DISTANCE OF 260.48 FEET; THENCE SOUTH 71°49'46" WEST, A DISTANCE OF 139.50 FEET TO THE POINT OF CURVE OF A CURVE CONCAVE TO THE EAST AND HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 11°26'00"; THENCE NORTHERLY ALONG SAID CURVE AN ARC DISTANCE OF 4.99 FEET AND SUBTENDED BY A CHORD BEARING OF NORTH 23°59'27" WEST AND A CHORD DISTANCE OF 4.98 FEET TO THE POINT OF TANGENCY OF SAID CURVE; THENCE NORTH 18°15'20" WEST, A DISTANCE OF 20.15 FEET; THENCE SOUTH 71°44'40" WEST, A DISTANCE OF 50.00 FEET TO A POINT ON A CURVE OF A CURVE CONCAVE TO THE NORTHWEST AND HAVING A RADIUS OF 25.00 FEET AND HAVING A CENTRAL ANGLE OF 90°04'06"; THENCE SOUTHWESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 39.30 FEET AND BEING SUBTENDED BY A CHORD BEARING OF SOUTH 26°47'43" WEST AND A CHORD DISTANCE OF 35.38 FEET TO THE POINT OF TANGENCY OF SAID CURVE; THENCE SOUTH 71°49'46" WEST, A DISTANCE OF 114.96 FEET TO THE POINT OF BEGINNING. CONTAINING 18.02 ACRES, MORE OR LESS.

# LESS AND EXCEPT: PHASE 1C - PRELIMINARY PLAT OF VERANDA BAY, DESCRIBED AS FOLLOWS:

A PORTION OF SECTIONS 13, AND 14, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE

INTERSECTION OF THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201 AND 100 FOOT RIGHT OF WAY) AND THE SOUTH LINE OF SAID SECTION 14; THENCE NORTH 18°15'20" WEST ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 228.50 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE NORTH 18°15'20" WEST ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 1858.74 FEET TO THE SOUTHWEST CORNER OF THOSE LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 927, PAGE 1938 OF THE PUBLIC RECORDS OF SAID COUNTY AND SAID POINT ALSO BEING A NORTHWEST CORNER OF THOSE LANDS IN OFFICIAL RECORDS BOOK 2281, PAGE 1643 OF SAID PUBLIC RECORDS; THENCE NORTH 88°47'24" EAST, ALONG THE SOUTHERLY LINE OF SAID LANDS AS DESCRIBED IN OFFICIAL RECORDS BOOK 927, PAGE 1938 AND ALSO ALONG A NORTHERLY LINE OF SAID LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 2281, PAGE 1643, A DISTANCE OF 710.39 FEET TO THE SOUTHEAST CORNER OF SAID LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 927, PAGE 1938; THENCE SOUTH 01°09'12" EAST, A DISTANCE OF 25.00 FEET; THENCE SOUTH 06°55'48" EAST, A DISTANCE OF 122.14 FEET TO A POINT ON A CURVE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 325.00 FEET AND A CENTRAL ANGLE OF 02°07'45"; THENCE WESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 12.08 FEET AND SUBTENDED BY A CHORD BEARING OF SOUTH 79°33'04" WEST AND A CHORD DISTANCE OF 12.08 FEET TO A POINT ON SAID CURVE; THENCE SOUTH 11°30'49° EAST, A DISTANCE OF 50.00 FEET; THENCE SOUTH 18°15'20" EAST, A DISTANCE OF 309.49 FEET; THENCE NORTH 71°44'40" EAST, A DISTANCE OF 140.00 FEET; THENCE SOUTH 18°15'20" EAST, A DISTANCE OF 20.00 FEET; THENCE SOUTH 71°44'40' WEST, A DISTANCE OF 140.00 FEET; THENCE SOUTH 18°15'20" EAST, A DISTANCE OF 960.00 FEET; THENCE NORTH 71°44'40" EAST, A DISTANCE OF 140.00 FEET; THENCE SOUTH 18°15'20" EAST, A DISTANCE OF 20.00 FEET: THENCE SOUTH 71°44'40" WEST, A DISTANCE OF 140.00 FEET; THENCE SOUTH 18°15'20" EAST, A DISTANCE OF 259.99 FEET; THENCE SOUTH 71°49'44" WEST, A DISTANCE OF 330.04 FEET TO THE POINT OF CURVE OF A CURVE CONCAVE TO THE NORTHEAST AND HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 89°55'04"; THENCE NORTHWESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 39.23 FEET AND BEING SUBTENDED BY A CHORD BEARING OF NORTH 63°12'41" WEST AND A CHORD DISTANCE OF 35.33 FEET TO A POINT ON SAID CURVE: THENCE SOUTH 71°54'56" WEST, A DISTANCE OF 50.00 FEET; THENCE NORTH 18°15'20" WEST, A DISTANCE OF 85.01FEET; THENCE SOUTH 71°44'40" WEST, A DISTANCE OF 225.00 FEET TO THE POINT OF BEGINNING. CONTAINING 26.73 ACRES, MORE OR LESS

## LESS AND EXCEPT: PHASE 2B - PRELIMINARY PLAT OF VERANDA BAY, DESCRIBED AS FOLLOWS:

A PORTION OF SECTIONS 13 AND 38, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201 AND A 100 FOOT RIGHT OF WAY) AND THE NORTH LINE OF SAID SECTION 38; THENCE SOUTH 18°10′14" EAST ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 331.23 FEET; THENCE NORTH 71°49′46" EAST, DEPARTING FROM SAID RIGHT OF WAY LINE, A DISTANCE OF 400.00 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE NORTH 71°49′46" EAST, A DISTANCE OF 370.00 FEET; THENCE NORTH 18°10′14" WEST, A DISTANCE OF 325.00 FEET; THENCE NORTH 71°49′46" EAST, A DISTANCE OF 50.00 FEET; THENCE NORTH 18°10′14" WEST, A DISTANCE OF 20.01 FEET TO THE POINT OF CURVE OF A CURVE CONCAVE TO THE EAST AND HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 11°32′14"; THENCE NORTHERLY ALONG SAID CURVE AN ARC DISTANCE OF 5.03 FEET AND SUBTENDED BY A CHORD BEARING OF NORTH 12°24′08" WEST AND A CHORD DISTANCE OF 5.03 FEET TO A POINT ON SAID CURVE; THENCE

NORTH 71°49'46" EAST, A DISTANCE OF 119.51 FEET; THENCE SOUTH 18°10'14" EAST, A DISTANCE OF 809.38 FEET; THENCE SOUTH 01°32'26" EAST, A DISTANCE OF 49.29 FEET; THENCE SOUTH 88°27'34" WEST, A DISTANCE OF 140.00 FEET; THENCE SOUTH 01°32'26" EAST, A DISTANCE OF 20.00 FEET; THENCE NORTH 88°27'34" EAST, A DISTANCE 140.00 FEET; THENCE SOUTH 01°32'26" EAST, A DISTANCE OF 384.95 FEET; SOUTH 18°10'14" EAST, A DISTANCE OF 935.73 FEET; THENCE SOUTH 71°49'46" WEST, A DISTANCE OF 140.00 FEET; THENCE SOUTH 18°10'14" EAST, A DISTANCE OF 20.00 FEET; THENCE NORTH 71°49'46" EAST, A DISTANCE OF 140.00 FEET; THENCE SOUTH 18°10'14" EAST, A DISTANCE OF 24.44 FEET TO THE POINT OF CURVE OF A CURVE CONCAVE TO THE WEST AND HAVING A RADIUS OF 365.00 FEET AND A CENTRAL ANGLE OF 34°46'50"; THENCE SOUTHERLY ALONG SAID CURVE AN ARC DISTANCE OF 221.57 FEET AND SUBTENDED BY CHORD BEARING OF SOUTH 00°46'49" EAST AND A CHORD DISTANCE OF 218.18 FEET TO A POINT ON SAID CURVE; THENCE S 16°36'36" W, A DISTANCE OF 18.72 FEET: THENCE NORTH 73°23'24" WEST, A DISTANCE OF 139.49 FEET TO A POINT ON A CURVE OF A CURVE CONCAVE TO THE EAST AND HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 11°32'13"; THENCE NORTHERLY ALONG SAID CURVE AN ARC DISTANCE OF 5.03 FEET AND SUBTENDED BY A CHORD BEARING OF NORTH 10°50'29" EAST AND A CHORD DISTANCE OF 5.03 FEET TO A POINT ON SAID CURVE; THENCE NORTH 73°28'41" WEST, A DISTANCE OF 50.00 FEET TO A POINT ON A CURVE OF A CURVE CONCAVE TO THE NORTHWEST AND HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 12°16'44"; THENCE SOUTHWESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 5.36 FEET AND SUBTENDED BY A CHORD BEARING OF SOUTH 22°44'58" WEST AND A CHORD DISTANCE OF 5.35 FEET TO A POINT ON A CURVE OF A CURVE CONCAVE TO THE SOUTH AND HAVING A RADIUS OF 495.00 AND A CENTRAL ANGLE OF 16°23'29"; THENCE WESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 141.61 FEET AND SUBTENDED BY A CHORD BEARING OF NORTH 79°46'17" WEST AND A CHORD DISTANCE OF 141.13 FEET TO A POINT ON SAID CURVE; THENCE NORTH 02°02'07" EAST, A DISTANCE OF 77.22 FEET; THENCE NORTH 18°10'14" WEST, A DISTANCE OF 50.30 FEET; THENCE SOUTH 71°49'46" WEST, A DISTANCE OF 80.00 FEET; THENCE NORTH 18°10'14" WEST, A DISTANCE OF 1800.00 FEET TO THE POINT OF BEGINNING. CONTAINING 21.82 ACRES, MORE OR LESS.

## LESS AND EXCEPT: PHASE 2C - PRELIMINARY PLAT OF VERANDA BAY, DESCRIBED AS FOLLOWS:

A PORTION OF SECTION 38, TOWNSHIP 12 SOUTH, RANGE 31 EAST, FLAGLER COUNTY, FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY (STATE ROAD 201 AND A 100 FOOT RIGHT OF WAY) AND THE NORTH LINE OF SAID SECTION 38; THENCE SOUTH 18°10'14" EAST ALONG SAID EAST RIGHT OF WAY LINE, A DISTANCE OF 331.23 FEET TO THE POINT OF BEGINNING; THENCE NORTH 71°49'46" EAST, DEPARTING FROM SAID RIGHT OF WAY LINE, A DISTANCE OF 400.00 FEET; THENCE SOUTH 18°10'14" EAST, A DISTANCE OF 1906.48 FEET TO A POINT ON A CURVE OF A CURVE CONCAVE TO THE SOUTH AND HAVING A RADIUS OF 495.00 FEET AND A CENTRAL ANGLE OF 14°32′52"; THENCE WESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 125.68 FEET AND SUBTENDED BY A CHORD BEARING OF SOUTH 78°18'07" WEST AND A CHORD DISTANCE OF 125.35 FEET TO A POINT OF A CURVE OF A CURVE CONCAVE TO THE NORTHEAST AND HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 10°55'26"; THENCE NORTHWESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 4.77 FEET AND SUBTENDED BY A CHORD BEARING OF NORTH 23°37'58" WEST AND A CHORD DISTANCE OF 4.76 FEET; THENCE; THENCE SOUTH 72°11'12" WEST, A DISTANCE OF 50.00 FEET; THENCE NORTH 18°10'14' WEST, A DISTANCE OF 87.31 FEET; THENCE SOUTH 71°49'46" WEST, A DISTANCE OF 225.00 FEET TO THE INTERSECTION WITH THE AFOREMENTIONED EAST RIGHT OF WAY LINE OF JOHN ANDERSON HIGHWAY; THENCE NORTH 18°10'14" WEST, ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 1800.00 FEET TO THE POINT OF BEGINNING. CONTAINING 16.91 ACRES, MORE **OR LESS** 

This Instrument Prepared by and Return to: Meredith H. Pickens, Esq. One Hammock Beach Parkway Palm Coast, Florida 32137

RETURN TO:
FIRST AMERICAN TITLE
JIM DYER
2233 Lee Road, Suite 101
Winter Park, FL 32789

Property Appraisers Parcel I.D. (Folio) Number(s):

### SPECIAL WARRANTY DEED

This Special Warranty Deed is made the day of October, 2010, by Hammock Beach River Club, LLC, a Georgia limited liability company, having its place of business at One Hammock Beach Parkway, Palm Coast, Florida 32137, hereinafter called the Grantor, to Highway 100 Commercial, LLC, a Florida limited liability company, hereinafter called Grantee.

WITNESSETH: That Grantor, for and in consideration of the sum of Ten Dollars (\$10.00) and other good and valuable consideration, receipt whereof is hereby acknowledged by these presents does grant, bargain, sell, alien, remise, release, convey and confirm unto Grantee, all that certain land situate in Flagler County, Florida, as more particularly set forth on Exhibit "A", attached hereto and incorporated herein by this reference. This conveyance is subject to conditions, restrictions, limitations and easements of record, applicable zoning regulations and ordinances, and real property taxes for the year 2010 and subsequent years.

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

To Have and to Hold, the same in fee simple forever.

AND THE GRANTOR hereby covenants to Grantee that Grantor is lawfully seized of said land in fee simple; that Grantor has good right and lawful authority to sell and convey said land; and Grantor will warrant and forever defend the right and title to the above-described real property unto Grantee against the claims of all persons, claiming by, through or under Grantor, but not otherwise.

(Wherever used herein the terms "Grantor" and "Grantee" included all the parties to this instrument, and the heirs, legal representatives and assigns of individuals, and the successors and assigns of corporations, companies, trusts and trustees.)

IN WITNESS WHEREOF, Grantor has caused these presents to be executed in its name, and its corporate seal to be hereunto affixed, by its proper officers thereunto duly authorized, the day and year first above written.

Signed, sealed and delivered in our presence:

Hammock Beach River Club, LLC, a Georgia limited liability company

Witness Signature
Printed Name: Maxine Stefanik McChesney
BY:

Witness Signature Printed Name: ///

Edward R. Ginn, III, Manager

STATE OF Florida **COUNTY OF Flagler** 

The foregoing instrument was acknowledged before me this 11 day of October, 2010, by Edward R. Ginn, III as Manager of Hammock Beach River Club, LLC, a Georgia limited liability company. He is personally known to me or who has produced driver license(s) as identification.

My Commission expi

FROMINIS, DOIA TAMMY HOTALING
MY COMMISSION # DIO 758368
EXPIRES: February 13, 2012
Bonded Thru Notary Public Codernman

**Notary Public** Serial Number DD 758 368

# EXHIBIT "A" LEGAL DESCRIPTION OF PROPERTY



# Map Showing Sketch and Description of

(SEE SHEET 2 OF 2 FOR SKETCH)

LEGAL DESCRIPTION

A PORTION OF TRACT "FD2", GARDENS AT HAMMOCK BEACH, AS RECORDED IN MAP BOOK 35, PAGES 80 THROUGH 100 OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
FOR A POINT OF BEGINNING COMMENCE AT THE NORTHWESTERLY CORNER OF SAID TRACT "FD2", SAID POINT ALSO BEING ON THE SOUTHERLY RIGHT OF WAY LINE OF STATE ROAD 100 (A 200 FOOT RIGHT OF WAY AS ESTABLISHED); THENCE SOUTH 89 DEGREES 29 MINUTES 03 SECONDS EAST, ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 382.15 FEET TO THE INTERSECTION WITH SOUTHWESTERLY RIGHT OF WAY LINE OF VILLA DRIVF WEST (A VARIABLE WIDTH PRIVATE RIGHT OF WAY AS ESTABLISHED), SAID POINT 382.15 FEET TO THE INTERSECTION WITH SOUTHWESTERLY RIGHT OF WAY LINE OF VILLA DRIVE WEST (A VARIABLE WIDTH PRIVATE RIGHT OF WAY AS ESTABLISHED), SAID POINT BEING THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 35.00 FEET; THENCE ALONG SAID CURVE AND SAID SOUTHWESTERLY RIGHT OF WAY LINE AN ARC DISTANCE OF 51.49 FEET TO THE POINT OF TANGENCY OF SAID CURVE, SAID CURVE BEING SUBTENDED BY A CHORD BEARING OF SOUTH 41 DEGREES 37 MINUTES 50 SECONDS EAST, AND A CHORD DISTANCE OF 46.97 FEET; THENCE SOUTH 00 DEGRESS 30 MINUTES 47 SECONDS WEST, A DISTANCE OF 29.81 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 470.00 FEET; THENCE ALONG SAID CURVE AN ARC DISTANCE OF 578.46 FEET TO THE POINT OF TANGENCY OF SAID CURVE, SAID CURVE BEING SUBTENDED BY A CHORD BEARING OF SOUTH 34 DEGREES 44 MINUTES 45 SECONDS EAST, AND A CHORD DISTANCE OF 542.64 FEET; THENCE SOUTH 70 DEGREES 00 MINUTES 17 SECONDS EAST, A DISTANCE OF 190.75 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 360.00 FEET; THENCE ALONG SAID CURVE AN ARC DISTANCE OF 364.42 FEET TO THE POINT OF TANGENCY OF SAID CURVE, SAID CURVE BEING SUBTENDED BY A CHORD BEARING OF SOUTH 41 DEGREES 00 MINUTES 17 SECONDS EAST, AND A CHORD DISTANCE OF 349.06 FEET; THENCE SOUTH 12 DEGREES 00 MINUTES 17 SECONDS EAST, A DISTANCE OF 170.79 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 260.00 FEET; THENCE ALONG SAID CURVE AN ARC DISTANCE OF 48.62 FEET, SAID CURVE BEING SUBTENDED BY A CHORD BEARING OF SOUTH 06 DEGREES 38 MINUTES 50 SECONDS EAST AND A CHORD DISTANCE OF 48.55 FEET; THENCE SOUTH 88 DEGREES 37 MINUTES 36 SECONDS WEST DEPARTING THE AFOREMENTIONED SOUTHWESTERLY RIGHT OF LINE OF SECONDS WEST DEPARTING THE AFOREMENTIONED SOUTHWESTERLY RIGHT OF LINE OF WILLA DRIVE WEST, A DISTANCE OF 471.38 FEET; THENCE SOUTH BB DEGREES 28 MINUTES 30 SECONDS WEST, A DISTANCE OF 589.08 FEET; THENCE NORTH 33 DEGREES 37 MINUTES 07 SECONDS WEST, A DISTANCE OF 50.65 FEET; THENCE NORTH 38 DEGREES 07 MINUTES 37 SECONDS WEST, A DISTANCE OF 95.67 FEET TO A POINT ON A WESTERLY LINE OF THE AFOREMENTIONED TRACT "FD2, GARDENS AT HAMMOCK BEACH; THENCE NORTH 01 DEGREES 27 MINUTES 08 SECONDS WEST, A DISTANCE OF 968.01 FEET TO THE PROJECT OF THE PROJ THE POINT OF BEGINNING. THE LANDS THUS DESCRIBED CONTAINNING 824951 SQUARE FEET OR 18.94 ACRES MORE OR LESS.

THIS IS TO CERTIFY TO:

- THIS IS A SKETCH ONLY AND DOES NOT PURPORT TO BE A BOUNDARY SURVEY.
- 2. SEE SHEET 2 FOR SKETCH OF THIS DESCRIPTION.

  3. THIS MAP, DRAWING, SKETCH OF THIS DESCRIPTION.

  3. THIS MAP, DRAWING, SKETCH OR PLAT IS NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

  4. THIS MAP, DRAWING, SKETCH OR PLAT IS NOT VALID UNLESS ACCOMPANIED BY SHEET 2.

  5. BEARINGS SHOWN HEREON ARE BASED ON THE NORTHERLY LINE OF MAP BOOK 35, PAGES 80 THROUGH 100 AS BEING S. 89'29'03" E.

SHEET 1 OF 2 FILE NO. BH-105

NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER. THIS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WHITTEN CONSENT OF THE

SURVEYOR'S CERTIFICATION:

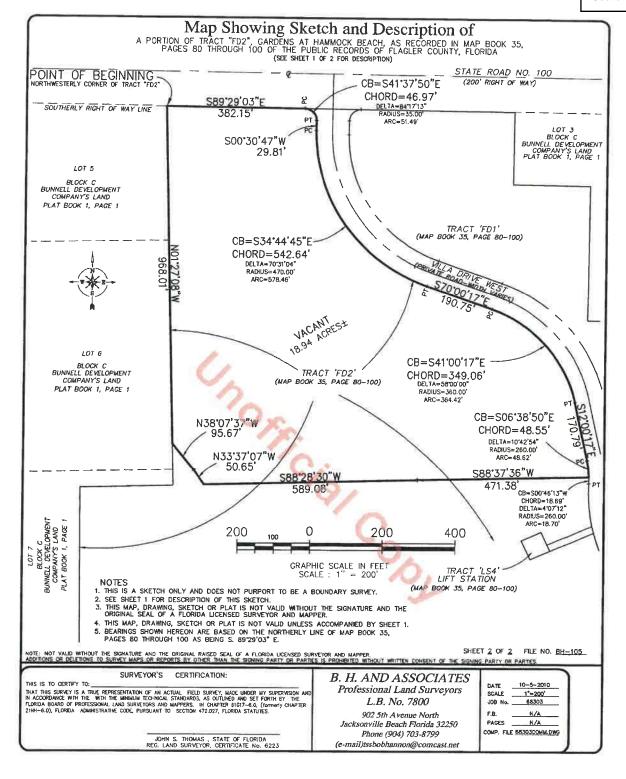
THAT THIS SUMPLY IS A TRUE REPRESENTATION OF AN ACTUAL FIELD SURVEY, MADE UNDER MY SUPERMISON AN IN ACCORDANCE WITH THE MITH THE MINHUM TECHNICAL STANDARDS, AS QUITURED AND SET FORTH BY THE LORDIA BROAD OF PROFESSIONAL LAND SURVEYINGS AND MAPPERS, BY CHAPTER SIGTA-50, (Formerly CHAPTER RIHH-6.0), FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472-027, FLORIDA STATUTES.

JOHN S. THOMAS , STATE OF FLORIDA REG. LAND SURVEYOR, CERTIFICATE No. 6223

B. H. AND ASSOCIATES Professional Land Surveyors

L.B. No. 7800 902 5th Avenue North Jacksonville Beach Florida 32250 Phone (904) 703-8799 (e-mail)tssbobhannon@comcast.net

10-5-2010 SCALE 1"=200" JOB No. 68303 F.B. N/A \_\_\_\_N/A COMP. FILE 68303COMM.DWG



# EXHIBIT H



# **Traffic Impact Analysis (TIA)**

# Veranda Bay Multi-Use Development

City of Flagler Beach, Florida

Project No.: 1188-230-043

Date: July 25, 2024





Chindalur Traffic Solutions, Inc. 8833 Perimeter Park Boulevard, Suite 103 Jacksonville, Florida 32216 (904) 619-3368

# **Prepared for:**

Palm Coast Intracoastal, LLC Veranda Bay Investments, LLC Highway 100 Commercial, LLC



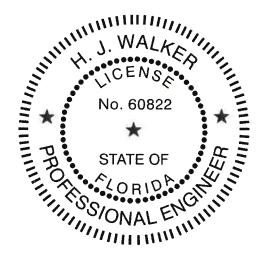


### PROFESSIONAL ENGINEER CERTIFICATE

I, Holly J. Walker, PE #60822, certify that I currently hold an active license in the state of Florida and am competent through education or experience to provide engineering services in the civil discipline contained in this plan, print, specification, or report.

PROJECT:	Veranda Bay Multi-Use Development
	والمتناف والمتناف والمراب والمتناف والم
LOCATION:	City of Flagler Beach, Florida
CLIENTS:	Palm Coast Intracoastal, LLC
	Veranda Bay Investments, LLC
	Highway 100 Commercial, LLC

I further certify that this plan, print, specification, or report was prepared by me or under my responsible charge as defined in Chapter 61G15-18.001 F.A.C. Moreover, if offered by a corporation, partnership, or through a fictitious name, I certify that the company offering the engineering services, Chindalur Traffic Solutions, Inc., 8833 Perimeter Park Boulevard, Suite 103, Jacksonville, Florida 32216, holds an active certificate of authorization #30806 to provide engineering service.



THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

# Holly J Walker 2024.07.25 14:14:40 -04'00'

ON THE DATE ADJACENT TO THE SEAL.

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

CHINDALUR TRAFFIC SOLUTIONS, INC. 8833 PERIMETER PARK BOULEVARD, SUITE 103 JACKSONVILLE, FL 32216 CERTIFICATE OF AUTHORIZATION #30806 HOLLY J. WALKER, P.E. NO. 60822

THE ABOVE NAMED PROFESSIONAL ENGINEER SHALL BE RESPONSIBLE FOR THIS DOCUMENT IN ACCORDANCE WITH RULE 61G15-23.004, F.A.C.

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### **Attachments**

Attachment A Methodology Statement

Attachment B Traffic Counts and Peak Season Factor (PSF)

Attachment C Existing Year 2023 Synchro Worksheets

Attachment D FDOT SR A1A Project Information Sheet

Attachment E Trend Analysis

Attachment F Background Year 2035 Synchro Worksheets

Attachment G Master Development Plan

Attachment H Model Plots

Attachment I ITE Information

Attachment J Right Turn Warrant Sheets and Criteria

Attachment K Buildout Year 2035 Synchro Worksheets

### 1.0 Introduction

A Traffic Impact Analysis (TIA) was conducted to assess the impact of the proposed development in accordance with the River to Sea TPO Transportation Impact Analysis Guidelines, City of Flagler Beach, Flagler County, and/or Florida Department of Transportation (FDOT) requirements. The 900.00 +/- acre site consisting of 16 parcels proposes a mixed-use development with an anticipated 2035 full buildout. The development is divided into the West Side and East Side separated by CR 201 (John Anderson Highway). Access will be provided via full access on John Anderson Highway and via SR 100 (Moody Boulevard) at Colbert Lane as the new fourth leg approach of the signalized intersection. The analysis was conducted in accordance with the methodology statement included in **Attachment A** with the following modifications:

- Master Development Plan updated as shown in Attachment G
- Addition of intersection of SR 100 (Moody Boulevard) at Wadsworth Park/Connecticut Avenue
- Clarification that the developments were verified or included in the transportation model:
  - Preserve at Flagler Beach apartments (aka Roberts Road Multi-Family Apartments Development
  - Beach Park Village subdivision (aka Beach Village Park Multi-Family Apartments)
- Identification that the City of Flagler Beach is the approving entity for the Traffic Impact Analysis

**Figure 01** shows the site location and study area. The roadway segments and intersections within the study area are listed below:

### 1.1 Study Segments

- SR 100 (Moody Boulevard) from SR A1A to CR 201 (John Anderson Highway)
- SR 100 (Moody Boulevard) from CR 201 (John Anderson Highway) to Colbert Lane
- Roberts Road from SR 100 (Moody Boulevard) to Colbert Lane
- CR 201 (John Anderson Highway) from Walter Boardman Lane to SR 100 (Moody Boulevard)

# 1.2 Study Intersections

- SR 100 (Moody Boulevard) at Colbert Lane/Project Access 03
- SR 100 (Moody Boulevard) at Roberts Road/CR 201 (John Anderson Highway)
- SR 100 (Moody Boulevard) at Wadsworth Park/Connecticut Avenue
- SR 100 (Moody Boulevard) at SR A1A
- CR 201 (John Anderson Highway) at Project Access 01
- CR 201 (John Anderson Highway) at Project Access 02

### 2.0 Other Considerations

### 2.1 Intersection Capacity Analysis

Intersection capacity analysis was performed for the AM and PM peak hour using Synchro software and the methods of the Highway Capacity Manual, 6<sup>th</sup> Edition (HCM).

### Signal Timings

The existing signal timings were obtained from City of Palm Coast, Flagler County and/or Florida Department of Transportation for signalized study intersections. No adjustments are made to the timings for Existing Year 2023 Conditions. The timing was optimized and/or configuration modified for future year conditions.

### Measures of Effectiveness

The measures of effectiveness (MOEs) are delay, level of service (LOS) and 85<sup>th</sup> percentile queue. The results are presented by approach and movement as appropriate.

### 2.2 Intersection Control Evaluation

A fourth-leg south approach is proposed at the signalized intersection of SR 100 (Moody Boulevard) and Colbert Lane. Per the Florida Department of Transportation (FDOT) 2024 Intersection Control Evaluation (ICE) procedure, an ICE is required when major reconstruction of an existing signalized intersection is proposed (e.g., adding a left-turn lane to an approach, adding an intersection leg, and converting to a roundabout).

Through discussion with FDOT, District 5, a Stage 1 and Stage 2 ICE is required. These will be provided under separate covers to FDOT for review and approval. The City of Flagler Beach will be provided with the results of the findings. The following three (3) viable control strategies were identified for evaluation:

- Control Strategy 01: Traffic Signal
  - Evaluate existing turn lane lengths and new turn lane lengths.
  - Signal timing update
- Control Strategy 02: Signalized Thru Cut
  - No thru from Colbert Lane
  - No thru from new approach
  - Evaluate existing turn lane lengths and new turn lane lengths.
  - Signal timing update
  - Adjacent median openings (east and west of intersection) modification considerations:
    - Evaluate existing turn lane length sufficiency.
    - Directionalize (one or both)
    - Remove (one or both)
    - Signalize U-Turn (none, one or both)

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- Control Strategy 03: Signalized RCUT
  - No thru from Colbert Lane
  - No thru from new approach
  - Evaluate existing turn lane lengths and new turn lane lengths.
  - Signal timing update
  - Adjacent median openings (east and west of intersection) modification considerations:
    - Evaluate existing turn lane length sufficiency.
    - Directionalize (one or both)
    - Remove (one or both)
    - Signalize U-Turn (none, one or both)

### 2.3 Access Management

The access management spacing requirements will be evaluated for SR 100 (Moody Boulevard) between median opening west of Colbert Lane and Roberts Road/CR 201 (John Anderson Highway) and documented in the ICE.

### 2.4 Mitigation Strategies/Proportionate Share

Impacts of a development project on the multimodal transportation network should be based on the applicable City/County adopted comprehensive plan. If a major roadway segment is below its adopted LOS standard, then the developer shall propose a solution to mitigate the transportation impacts of the proposed site.

Proportionate share mitigation is not anticipated to be required for the following reasons:

- As discussed in Section 5.0, the development buildout conditions do not adversely impact traffic on SR 100 (Moody Boulevard) and CR 201 (John Anderson Highway) beyond the accepted roadway segment LOS.
- FDOT has been a continued partner in discussions about the ongoing increase in developments in Flagler County in the vicinity of SR 100 between Colbert Lane and Roberts Road/CR 201 (John Anderson Highway). FDOT has an interest in the operations and safety of these two (2) intersections.
- The recommended improvements identified in this analysis, in particular those at the intersection of SR 100 (Moody Boulevard) at Colbert Lane as well as improvements on CR 201 (John Anderson Highway) at the project access points will maintain acceptable level of service on the mainline approaches.
- The provision of an internal roadway connecting CR 201 (John Anderson Highway) to Colbert Lane is anticipated to redirect traffic from the intersection of SR 100 (Moody Boulevard) at CR 201 (John Anderson Highway) minimizing and facilitating enhanced traffic flow.
- The pending ICE analysis may identify additional improvements on SR 100 (Moody Boulevard) between Colbert Lane and Roberts Road/CR 201 (John Anderson Highway) that may be undertaken by the developer, FDOT, and/or other agency for implementation if deemed necessary.

### 3.0 Existing Year 2023 Conditions

Existing conditions in the vicinity of the site were analyzed to establish a baseline for the traffic conditions prevailing in the vicinity of the proposed development. The analysis included a review of existing roadway segment capacity and an analysis of the intersection operations at the study intersections. **Figures 02** through **06** show the existing conditions in the vicinity of the project site and study intersections.

### 3.1 Roadway Segment Analysis

Existing roadway conditions were analyzed by comparing the existing traffic volumes within the study area with Growth Rates obtained from Florida Traffic Online (FTO) and level of service (LOS) volumes for the roadway segments obtained from the 2020 FDOT Quality/Level of Service Handbook. The FDOT 2023 Multimodal Quality/Level of Service Handbook was not utilized as the City of Flagler Beach has not categorized the roadways by context classification. The analysis was based on annual average daily traffic as PM peak hour data was not available for all segments.

**Table 01** summarizes the roadway segment capacity analysis. The analysis reveals that the roadway segments currently operate adequately, LOS C and less than fifty percent (50%) of the maximum service volume.

#### 3.2 Data Collection

AM and PM Peak turning movement counts were collected on May 9, 2023, and September 7, 2023. The traffic counts were adjusted by applying a season factor to account for seasonal variations. The FDOT season factor was obtained from the FDOT Florida Traffic Online (FTO) website. **Attachment B** includes the traffic counts and FDOT season factors.

### 3.3 Existing Year 2023 Traffic Volumes

**Figure 07** shows the Existing Year 2023 AM peak hour and PM peak hour traffic volumes including peak season factor.

### 3.4 Existing Year 2023 Intersection Capacity Analysis

Detailed Synchro analysis worksheets are included in **Attachment C**. The intersections were evaluated under Signal Control using the signal timings provided by the City of Palm Coast. No optimization applied. Results of the analysis presented in **Table 02** are summarized below:

### SR 100 (Moody Boulevard) at Colbert Lane

- Intersection currently operates at LOS B in the AM peak and PM peak.
- All approaches currently operate at LOS C or better in the AM peak and PM peak.

### SR 100 (Moody Boulevard) at Roberts Road/CR 201 (John Anderson Highway)

- Intersection currently operates at LOS B in the AM peak and LOS C in the PM peak.
- All approaches currently operate at LOS C or better in the AM peak and PM peak.

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# SR 100 (Moody Boulevard) at Wadsworth Park/Connecticut Avenue

All approaches operate at a LOS C or better in the AM and PM peak.

Note, the northbound approach has an alternative access to the intersection of SR 100 (Moody Boulevard) at CR 201 (John Anderson Highway) to make a signalized left turn.

## SR 100 (Moody Boulevard) at SR A1A

- Intersection currently operates at LOS B in the AM peak and PM peak.
- All approaches currently operate at LOS C or better in the AM peak and PM peak.

## 4.0 Background Year 2035 Conditions

#### 4.1 Transportation Model

At the time of the methodology (a snapshot at the time) that was originally developed with City of Palm Coast and agreed upon by City of Flagler Beach, the following pertinent developments were identified to be verified or included in the transportation model:

- Coquina Shores Phase 1 Single Family Residential Subdivision: 233 Units
- Ocean Village Apartments: 416 Units
- Colbert Landings Single Family Residential Subdivision: 482 Units
- Lighthouse Harbor Luxury Apartments: 240 Units
- Lighthouse Harbor Mixed Use Development
  - Commercial: 160,000 SFMarina: 80 wet / 200 dry
  - Single Family / Townhomes / Apartments: 663 Units
- Barnes Office Building: 11,200 SF
- The Reserve East Single-Family Residential Subdivision: 217 Units
- Roberts Road Multi-Family Apartments Development (aka Flagler Beach apartments):
   240 Units
- Beach Village Park Multi-Family Apartments (aka Beach Park Village subdivision): 110
   Units

## 4.2 Planned and Programmed Projects

The following project has been identified by FDOT:

■ FPID 448795-1, SR A1A Resurfacing from S 8th Street to N 18th Street. This project plans to resurface State Road (S.R.) A1A from South 8th Street to North 18th Street in Flagler Beach to extend the life of the existing roadway. Pedestrian improvements are planned, including the potential for upgrading some existing midblock crossings to have Pedestrian Hybrid Beacons (PHBs). Reconstruction of pedestrian curb ramps to comply with current Americans with Disabilities Act (ADA) standards is included. Letting is scheduled for September 4, 2024. The project information handout is included in Attachment D.

#### 4.3 Background Year 2035 Traffic Volumes

Background Year traffic volumes were obtained by applying growth factors to the Existing Year 2023 traffic volumes. The annual growth rate (AGR) was obtained from the City of Palm Coast Transportation Facility Status Report or by conducting a trends analysis on the roadway segments using the FDOT trends analysis spreadsheet. A minimum 2.0% growth rate was applied. Per the R2CTPO guidelines, the growth factor accounts for increases in existing traffic due to other approved and pending, but not-yet-built, developments. Therefore, no other project traffic were included as background traffic.

**Table 03** shows the growth rates used and trend analysis method (if applicable). **Attachment E** includes the traffic trends analyses. **Figure 08** shows the Background Year 2035 AM peak and PM peak traffic volume.

#### 4.4 Roadway Segment Analysis

**Table 04** summarizes the Background Year 2035 (without development trips) roadway segment capacity analysis. The analysis reveals that the roadway segments are anticipated to continue to operate adequately, LOS C and less than sixty percent (60%) of the maximum service volume.

#### 4.5 Background Year 2035 Intersection Capacity Analysis

Detailed Synchro analysis worksheets are included in **Attachment F**. Results of the analysis presented in **Table 05** are summarized below:

## SR 100 (Moody Boulevard) at Colbert Lane

- Intersection is anticipated to operate at LOS B in the AM peak and PM peak.
- All approaches anticipated to operate at LOS D or better in the AM peak and PM peak.

## SR 100 (Moody Boulevard) at Roberts Road/CR 201 (John Anderson Highway)

- Intersection anticipated to operate at LOS B in AM peak and LOS D in the PM peak.
- All approaches anticipated to operate at LOS D or better in the AM peak and PM peak.

#### SR 100 (Moody Boulevard) at Wadsworth Park/Connecticut Avenue

- EB and WB approaches anticipated to operate at LOS B or better in the AM peak and PM peak.
- NB approach anticipated to operate at LOS D in the AM peak and at LOS E in the PM peak.
- SB approach anticipated to operate at LOS B in the AM peak and at LOS C in the PM peak.

**Northbound failure is not contributable to the development.** As previously noted, there is an alternative access to the intersection of SR 100 (Moody Boulevard) at CR 201 (John Anderson Highway) to make a signalized left turn.

#### SR 100 (Moody Boulevard) at SR A1A

- Intersection anticipated to operate at LOS C in the AM peak and at LOS E in the PM peak.
- All approaches anticipated to operate at LOS D or better in the AM peak and PM peak with the exception of NB in the PM with a LOS of F.

Intersection and approach failure is not contributable to the development.

#### 5.0 Buildout Year 2035 Conditions

Buildout Year 2035 conditions is based on the full development shown in the Master Development Plan included in **Attachment G**. A spine road connection from SR 100 (Moody Avenue) at Colbert Lane to CR 201 (John Anderson Highway) is planned.

#### 5.1 Traffic Forecasting

The analysis was performed using the adopted Central Florida Regional Planning Model (CFRPM) Version 7.0. The transportation network was checked to ensure that programmed and planned improvements are accurately reflected. The socioeconomic data included in the CFRPM model was checked to ensure that major developments in the area are reasonably reflected in the model, as identified in Section 4.1. Separate transportation models were developed based on commercial and residential. The model plots are included in **Attachment H**.

### 5.2 Project Traffic Distribution

The project traffic distribution is based on the Central Florida Regional Planning Model (CFRPM) Version 7.0 and manually adjusted based on engineering judgement. **Figures 09 through 11** show the project traffic distribution.

#### 5.3 Trip Generation

The analysis was performed for the development using the trip generation information from the Institute of Transportation Engineers (ITE) Trip Generation Handbook, 11<sup>th</sup> Edition. Internal capture (not to exceed 20%) and pass-by trips (for commercial development only) were calculated and used to determine net total trips. ITE trip generation sheets, pass-by sheets, and internal capture calculations are included in **Attachment I**.

- Internal capture: 3.1% in AM peak, 30.8% in PM peak (20% max used)
- Pass-by: 19% for LUC 820 and 40% for LUC 821 in PM peak (20% max used for both)

**Tables 06 through 08** show the Daily, AM peak and PM peak trip generation, respectively for the proposed development. **Table 09** shows a summarized trip generation. Internal capture and pass-by rate was applied to the AM peak and PM peak. The proposed development is anticipated to generate 41,589 daily gross, 2,004 AM peak net external and 2,879 PM peak net external trips.

#### 5.4 Project Traffic Assignment

The project traffic distribution percentages were applied to the trip generation to obtain the project traffic assignment. **Figures 12 through 13** show the AM peak hour and PM peak hour project traffic assignment, respectively.

#### 5.5 Buildout Year 2035 Traffic Volumes

Figure 14 shows the AM peak hour and PM peak hour traffic volumes.

# 5.6 Roadway Segment Analysis

**Table 10** reveals that the roadway segments are anticipated to continue operating adequately, LOS C and less than seventy-two percent (72%) of the maximum service volume.

The proposed internal connector roadway configuration is 4-lane divided in the commercial area and 2-lane divided in the residential area with left turn lanes. The anticipated internal connector roadway segment is anticipated to operate as follows:

- Commercial Segment: LOS C and 64% of maximum service volume.
- Residential Segment: LOS C and 55% of maximum service volume.

#### 5.7 Access Review

The need for turn lanes was evaluated for Project Access 01 and Project Access 02 using the following guidance, criteria and worksheets included in **Attachment J** (if applicable):

- Highway Research Record 211, Volume Warrants for Left-Turn Storage Lanes at Unsignalized Grade Intersections, Harmelink Curves
- National Cooperative Highway Research Program (NCHRP) Report 457- Evaluating Intersection Improvements: An Engineering Study Guide Worksheets
- Flagler County Public Works Manual, Section 5 Design Criteria
- 2023 Multimodal FDOT Access Management Guidebook (FAMG)
- Florida Design Manual (FDM) Exhibit 212-1

#### CR 201 (John Anderson Highway) at Project Access 01

The need for left turn lanes on CR 201 (John Anderson Highway) was evaluated using the Harmelink curves criteria and guidance.

## Southbound Left Turn Deceleration Lane

As shown in **Figure 15**, a southbound left turn lane is anticipated to be warranted under the PM peak hour Buildout Year 2035 conditions. The posted speed limit on CR 201 (John Anderson Highway) is 35 mph. Assuming a design speed of 40 mph and extrapolating the table shown on page B-27, section 5C, from the Interim Public Works Manual, the required lengths are as follows:

- Total length of full length lane = 340 feet
- Length of taper = 175 feet
- Effective Length of Deceleration Section = 165 feet

#### Northbound Left Turn Deceleration Lane

As shown in **Figure 15**, a northbound left turn lane is anticipated to be warranted under the AM peak and PM peak hour Buildout Year 2035 conditions. The posted speed limit on CR 201 (John Anderson Highway) is 35 mph. Assuming a design speed of 40 mph, the required lengths are as follows:

- Total length of full length lane = 340 feet
- Length of taper = 175 feet
- Effective Length of Deceleration Section = 165 feet

The need for right turn lanes were evaluated using the 2023 Multimodal FDOT Access Management Guidebook (FAMG) based on the NCHRP Report 457, Evaluating Intersection Improvements: An Engineering Study Guide, Chapter 2 — Add a Right-Turn Bay on the Major Road.

- Southbound Right Turn Deceleration Lane
  - As shown in **Figure 16**, a southbound right turn lane is anticipated to not be warranted under the Buildout Year 2035 conditions. However, the volume is nearing the requirements for warranting; therefore, it is recommended that a southbound right turn lane be considered for implementation, but not required. The posted speed limit on CR 201 (John Anderson Highway) is 35 mph. Assuming a design speed of 40 mph, if implemented, the required lengths are as follows:
  - Total length of full length lane = 340 feet
  - Length of taper = 175 feet
  - Effective Length of Deceleration Section = 165 feet
- Northbound Right Turn Deceleration Lane

As shown in **Figure 16**, a northbound right turn lane is anticipated to be warranted under the PM peak hour Buildout Year 2035 conditions. The posted speed limit on CR 201 (John Anderson Highway) is 35 mph. Assuming a design speed of 40 mph, the required lengths are as follows:

- Total length of full length lane = 340 feet
- Length of taper = 175 feet
- Effective Length of Deceleration Section = 165 feet

Per the Interim Public Works Manual, "When right turn peak hour traffic from the driveway exceeds 75 vehicles per hour a right turn acceleration lane is required that meets the criteria for the appropriate posted speed on that through road." As shown in **Figure 14**, both the eastbound and westbound right turns exceed 75 vehicles per hour in the AM peak and PM peak. However, with a posted speed of 35 mph and extrapolating the table shown on page B-27, section 5B, from the Interim Public Works Manual, the calculations indicate a negative total length of full length lane and length of taper. Therefore, based on engineering judgement, an acceleration lane is not required for a roadway with a posted speed limit lower than 45 mph.

Separate Left-Turn Exit Lanes for Driveways at Project Access 01 Per the 2023 Multimodal FDOT Access Management Guidebook (FAMG), "Separate left- and right-turn lanes should be provided on major commercial driveways (Class C or higher driveways with volumes of 600 vpd or more, or 60 vph or more) where both left turns and right turns are permitted to exit. Even a small number of left turns may cause a substantial delay to right turns out of the driveway with a single exit-lane. Separate left- and right-turn lanes may also be considered at driveways with lower volumes based on the expected exiting left turn volume, delay, and area context." As shown in **Figure 14**, both the eastbound and westbound exceed 60 vehicles per hour in the AM peak. It is recommended that separate left and right turn exit lanes be provided on each approach.

## CR 201 (John Anderson Highway) at Project Access 02

The need for left turn lanes on CR 201 (John Anderson Highway) was evaluated using the Harmelink curves criteria and guidance.

#### Southbound Left Turn Deceleration Lane

As shown in **Figure 17**, a southbound left turn lane is anticipated to be warranted under the AM peak and PM peak hour Buildout Year 2035 conditions. The posted speed limit on CR 201 (John Anderson Highway) is 35 mph. Assuming a design speed of 40 mph and extrapolating the table shown on page B-27, section 5C, from the Interim Public Works Manual, the required lengths are as follows:

- Total length of full length lane = 340 feet
- Length of taper = 175 feet
- Effective Length of Deceleration Section = 165 feet

# Northbound Right Turn Deceleration Lane

As shown in **Figure 18**, a northbound right turn lane is anticipated to not be warranted under the Buildout Year 2035 conditions. However, the volume is nearing the requirements for warranting; therefore, it is recommended that a northbound right turn lane be considered for implementation, but not required. The posted speed limit on CR 201 (John Anderson Highway) is 35 mph. Assuming a design speed of 40 mph, if implemented, the required lengths are as follows:

- Total length of full length lane = 340 feet
- Length of taper = 175 feet
- Effective Length of Deceleration Section = 165 feet

Per the Interim Public Works Manual, "When right turn peak hour traffic from the driveway exceeds 75 vehicles per hour a right turn acceleration lane is required that meets the criteria for the appropriate posted speed on that through road." As shown in **Figure 14**, the westbound right turns does not exceed 75 vehicles per hour in the AM peak and PM peak, therefore an acceleration lane is not required.

Separate Left-Turn Exit Lanes for Driveways at Project Access 02 Per the 2023 Multimodal FDOT Access Management Guidebook (FAMG), "Separate left- and right-turn lanes should be provided on major commercial driveways (Class C or higher driveways with volumes of 600 vpd or more, or 60 vph or more) where both left turns and right turns are permitted to exit. Even a small number of left turns may cause a substantial delay to right turns out of the driveway with a single exit-lane. Separate left- and right-turn lanes may also be considered at driveways with lower volumes based on the expected exiting left turn volume, delay, and area context." As shown in **Figure 14**, the westbound approach exceeds 60 vehicles per hour in the AM peak and PM peak. It is recommended that separate left and right exit lanes be provided.

#### SR 100 (Moody Boulevard) at Project Access 03

The posted speed limit on SR 100 (Moody Boulevard) is 55 mph. Assuming a design speed of 60 mph, using FDM Exhibit 2-12, the required lengths are as follows:

- Length of taper = 50 feet
- Clearance Length = 145 feet
- Brake to Stop Distance = 260 feet
- Total Deceleration Length = 405 feet

#### 5.8 Buildout Intersection Capacity Analysis

Detailed Synchro analysis worksheets are included in **Attachment K**. Results of the analysis presented in **Table 11** are summarized below:

# SR 100 (Moody Boulevard) at Colbert Lane/Project Access 03

- Intersection anticipated to operate at LOS F in the AM peak and at LOS D in the PM peak.
- All approaches are anticipated to operate at LOS D or better in the AM peak and PM peak with the exception of the north approach at LOS F in the AM peak and at LOS E in the PM peak.

To minimize the impact to the existing approaches and to keep them within acceptable LOS, the following modifications/implementations to the intersection were incorporated in the analysis:

- General
  - The north and southbound approach under split control.
  - Signal timing and splits optimized.
- Eastbound Approach
  - 405 feet right turn lane under yield condition.
- Northbound Approach
  - Separate lanes for left turns, through movement, and right turns.
  - Dual left turn lanes, with a minimum of 1,000 feet storage in each lane.
  - Channelized right turn lane under yield condition.
  - Two inbound lanes.
- Southbound Approach
  - Update the approach and signal head to reflect shared thru/left turn

Note: The final control strategy to be implemented will be determined during the Intersection Control Evaluation process. Traffic signal timings will be coordinated with the maintaining agencies.

## SR 100 (Moody Boulevard) at Roberts Road/CR 201 (John Anderson Highway)

- Intersection anticipated to operate at LOS C in AM peak and LOS E in the PM peak.
- All approaches anticipated to operate at LOS D or better in the AM peak and PM peak with the exception of northbound and westbound approaches in the PM peak at LOS F.

To minimize the impact to the existing approaches and to keep them within acceptable LOS it is recommended that the signal timing be updated and coordinated with maintaining agencies. Additionally, a mitigation was evaluated for FDOT to consider for implementation in the future. It considers changing the northbound and southbound approaches to protected/permissive and adding a southbound right turn lane. This was evaluated under PM peak conditions. The preliminary results indicate that the intersection is anticipated to operate at LOS D with all approaches operating at LOS D except for the northbound approach at LOS E. However, its delay is 0.5 seconds more than the southbound approach at a LOS D.

The following considerations were eliminated for consideration and implementation:

- The existing northbound left turn lane is at the maximum length without the City of Flagler Beach and/or Flagler County conducted an analysis to determine the need and ability to widen CR 201 (John Anderson Highway) to 4-lanes.
- The existing embankment on the northeast corner and recent addition of a car wash restricts the implementation of a northbound right turn lane.

# SR 100 (Moody Boulevard) at Wadsworth Park/Connecticut Avenue

- EB and WB approaches anticipated to operate at LOS B or better in the AM peak and PM peak.
- NB approach anticipated to operate at LOS E in the AM peak and PM peak.
- SB approach anticipated to operate at LOS B in the AM peak and at LOS C in the PM peak.

#### Northbound approach failures are not contributable to the development.

## SR 100 (Moody Boulevard) at SR A1A

- Intersection is anticipated to operate at LOS D in the AM peak and at LOS F in the PM peak.
- All approaches anticipated to operate at LOS D or better in the AM peak and PM peak with the exception of NB in the PM with a LOS of F.

This intersection and the surrounding area is under review and improvement by FDOT. There is limited right of way to provide a southbound right turn lane which would improve the southbound approach. The intersection is anticipated to be continually monitored by FDOT.

## The intersection is anticipated to continue to fail with or without the development traffic.

#### CR 201 (John Anderson Highway) at Project Access 01

- EB approach anticipated to operate at LOS D in the AM peak and LOS F in the PM peak.
- WB approach anticipated to operate at LOS C in the AM peak and LOS F in the PM peak.

 NB and SB approaches anticipated to operate at LOS B or better in the AM peak and PM peak.

EB and WB approach queues to be maintained within the project development.

To minimize the impact to CR 201 (John Anderson Highway), the following implementations to the intersection are recommended:

- Eastbound and Westbound Approaches
  - Install a separate left turn and right turn lanes

The westbound approach will be under gated conditions, creating an inherent internal delay and queuing condition that is handled on property. A two (2) lane exit may be sufficient with a shared left/thru turn lane and a separate right turn lane.

- Northbound Approach
  - Install 340 feet left turn lane.
  - Install 340 feet right turn lane.
- Southbound Approach
  - Install 340 feet left turn lane.
  - Install 340 feet right turn lane.

#### CR 201 (John Anderson Highway) at Project Access 02

- WB approach anticipated to operate at LOS B in the AM peak and LOS C in the PM peak.
- NB and SB approaches anticipated to operate at LOS C or better in the AM peak and PM peak.

To minimize the impact to CR 201 (John Anderson Highway), the following implementations to the intersection are recommended:

- Westbound Approach
  - Install separate left turn and right turn lanes.
- Northbound Approach
  - Install 340 feet right turn lane.
- Southbound Approach
  - Install 340 feet left turn lane.
- 5.9 Existing Turn Lane Sufficiency Evaluation

FDOT requested that the sufficiency of the turn lanes be evaluated for the existing signalized intersections due to the project trips for the intersections discussed below and summarized in **Table 12**:

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## SR 100 (Moody Boulevard) at Colbert Lane/Project Access 03

Westbound Left Turn Lane is anticipated to be sufficient. The existing turn lane length is
 570 feet and the maximum anticipated queue is 175 feet (7 vehicles).

### SR 100 (Moody Boulevard) at CR 201 (John Anderson Highway)

- Eastbound Right Turn Lane is anticipated to be sufficient. The existing turn lane length is 710 feet and the maximum anticipated queue is 50 feet (2 vehicles).
- Westbound Left Turn Lane is anticipated to be sufficient. The existing turn lane length is 345 feet and the maximum anticipated queue is 300 feet (12 vehicles).

#### 6.0 Alternative Mode Analysis

## 6.1 Bicycle Facilities

Within the vicinity of the project site there are designated bicycle facilities with marked shoulders (helmeted bicyclist symbol) on SR 100 (Moody Boulevard) and CR 201 (John Anderson Highway) that will be maintained.

#### 6.2 Pedestrian Accommodations

There are no sidewalk facilities on SR 100 (Moody Boulevard) and CR 201 (John Anderson Highway) within the vicinity of the project site. Sidewalks will be provided within the development.

#### 6.3 Transit

There are no designated transit (bus) stops on SR 100 (Moody Boulevard) and CR 201 (John Anderson Highway). Flagler County Public Transportation (FCPT) is a pre-scheduled, demand-response transportation system that is shared-ride and door-to-door. Demand for services includes transportation for employment, education, non-emergency medical transportation, and quality of life trips. Specialized services include general passenger assistance and wheelchair assistance.

## 7.0 Proportionate Share/Mitigation Strategies

The development buildout conditions do not adversely impact traffic on SR 100 (Moody Boulevard) and CR 201 (John Anderson Highway) beyond the accepted LOS. Proportionate share mitigation is not anticipated to be required due to proposed improvements, pending determination of improvements by FDOT (if deemed necessary), and following reasons:

- The Buildout Year 2035 roadway segments conditions are not anticipated to adversely impact traffic. The anticipated maximum service volume and level of service on the roadway segments including the development traffic are as follows:
  - SR 100 (Moody Boulevard): 72% (maximum), LOS C
  - CR 201 (John Anderson Highway): 51%, LOS C
  - Internal connector roadway (commercial segment): 64%, LOS C
  - Internal connector roadway (residential segment): 55%, LOS C
- SR 100 (Moody Boulevard) between Colbert Lane and Roberts Road/CR 201 (John Anderson Highway)
  - The access management spacing requirements will be evaluated for SR 100 (Moody Avenue) between median opening west of Colbert Lane and Roberts Road/CR 201 (John Anderson Highway) and documented in the ICE.
  - Any improvements to existing median openings and/or turn lanes will be determined during the ICE process and at the discretion of FDOT. The purpose would be to facilitate operations and safety for the approved traffic control at the intersection of SR 100 (Moody Boulevard) at Colbert Lane that would be the responsibility of the developer if deemed necessary by FDOT.
- SR 100 (Moody Boulevard) at Colbert Lane Improvements Through discussion with FDOT, District 5, a Stage 1 and Stage 2 ICE is required. These will be provided under separate covers to FDOT for review and approval. The recommended control strategy is to maintain the existing traffic signal and add a fourth approach to the development. To minimize the impact to the existing approaches and to keep them within acceptable LOS, the following modifications/implementations are proposed:
  - The north and southbound approach of the traffic signal under split control.
  - Add 405 feet eastbound right turn lane under yield condition.
  - Northbound Approach (development side)
    - Separate lanes for left turns, through movement, and right turns.
    - O Dual left turn lanes, with a minimum of 1,000 feet storage in each lane.
    - Channelized right turn lane under yield condition.
    - Two inbound lanes.
  - Southbound Approach (Colbert Lane)
    - Update the approach and signal head to reflect shared thru/left turn
- SR 100 (Moody Boulevard) at Roberts Road/CR 201 (John Anderson Highway)
   Mitigation was evaluated for FDOT to consider for implementation in the future. It considers changing the northbound and southbound approaches to protected/permissive and adding a

southbound right turn lane. The preliminary results indicate that the intersection is anticipated to operate at LOS D with all approaches operating at LOS D except for the northbound approach at LOS E. However, its delay is 0.5 seconds more than the southbound approach at a LOS D.

## SR 100 (Moody Boulevard) at SR A1A

This intersection and the surrounding area is under review and improvement by FDOT. There is limited right of way to provide a southbound right turn lane which would improve the southbound approach. The intersection is anticipated to be continually monitored by FDOT.

- CR 201 (John Anderson Highway) at Project Access 01
   Eastbound and westbound approach queues are to be maintained within the project development. To minimize the impact to CR 201 (John Anderson Highway), the following implementations to the intersection are recommended:
  - Eastbound install separate left, through, and right turn lanes.
  - The westbound approach will be under gated conditions, creating an inherent internal delay and queuing condition that is handled on property. A two (2) lane exit may be sufficient with a shared left/thru turn lane and a separate right turn lane.
  - Add 340 feet northbound left and right turn lanes.
  - Add 340 feet southbound left and right turn lanes.
- CR 201 (John Anderson Highway) at Project Access 02

Westbound approach queues are to be maintained within the project development. To minimize the impact to CR 201 (John Anderson Highway), the following implementations to the intersection are recommended:

- Westbound install separate left turn and right turn lanes.
- Add 340 feet northbound right turn lane.
- Add 340 feet southbound left turn lane.
- Internal roadway connecting CR 201 (John Anderson Highway) to Colbert Lane
   Anticipated to redirect traffic from the intersection of SR 100 (Moody Boulevard) at CR 201 (John Anderson Highway) minimizing and facilitating enhanced traffic flow.

## 8.0 Summary and Conclusions

The 900.00 +/- acre site consisting of 16 parcels proposes a mixed-use development with an anticipated 2035 full buildout. The development is divided into the West Side and East Side separated by CR 201 (John Anderson Highway). Access will be provided via full access on John Anderson Highway and via SR 100 (Moody Boulevard) at Colbert Lane as the new fourth leg approach of the signalized intersection. The following summarizes the findings of the analysis:

#### Existing Year 2023 Conditions

- Roadway segments currently operate adequately, LOS C and less than fifty percent (50%) of the maximum service volume.
- SR 100 (Moody Boulevard) at Colbert Lane
  - Intersection currently operates at LOS B in the AM peak and PM peak.
  - All approaches currently operate at LOS C or better in the AM peak and PM peak.
- SR 100 (Moody Boulevard) at Roberts Road/CR 201 (John Anderson Highway)
  - Intersection currently operates at LOS B in the AM peak and LOS C in the PM peak.
  - All approaches currently operate at LOS C or better in the AM peak and PM peak.
- SR 100 (Moody Boulevard) at Wadsworth Park/Connecticut Avenue
  - All approaches operate at a LOS C or better in the AM and PM peak.
  - The south approach has an alternative access to the intersection of SR 100 (Moody Boulevard) at CR 201 (John Anderson Highway) to make a signalized left turn.
- SR 100 (Moody Boulevard) at SR A1A
  - Intersection currently operates at LOS B in the AM peak and PM peak.
  - All approaches currently operate at LOS C or better in the AM peak and PM peak.

#### **Background Year 2035 Conditions**

- Roadway segments are anticipated to continue to operate adequately, LOS C and less than sixty percent (60%) of the maximum service volume.
- SR 100 (Moody Boulevard) at Colbert Lane
  - Intersection is anticipated to operate at LOS B in the AM peak and PM peak.
  - All approaches anticipated to operate at LOS D or better in the AM peak and PM peak.
- SR 100 (Moody Boulevard) at Roberts Road/CR 201 (John Anderson Highway)
  - Intersection anticipated to operate at LOS B in AM peak and LOS D in the PM peak.
  - All approaches anticipated to operate at LOS D or better in the AM peak and PM peak.
- SR 100 (Moody Boulevard) at Wadsworth Park/Connecticut Avenue
  - EB and WB approaches anticipated to operate at LOS B or better in the AM peak and PM peak.
  - NB approach anticipated to operate at LOS D in the AM peak and at LOS E in the PM peak.

SB approach anticipated to operate at LOS B in the AM peak and at LOS C in the PM peak.

Northbound failure is not contributable to the development. There is an alternative access to the intersection of SR 100 (Moody Boulevard) at CR 201 (John Anderson Highway) to make a signalized left turn.

- SR 100 (Moody Boulevard) at SR A1A
  - Intersection anticipated to operate at LOS C in the AM peak and at LOS E in the PM peak.
  - All approaches anticipated to operate at LOS D or better in the AM peak and PM peak except for NB in the PM with a LOS of F.

Intersection and approach failure is not contributable to the development.

#### **Buildout Year 2035 Conditions**

- Internal capture (not to exceed 20%) and pass-by trips (for commercial development only)
   were calculated and used to determine net external trips.
  - Internal capture: 3.1% in AM peak, 30.8% in PM peak (20% max used)
  - Pass-by: 19% for LUC 820 and 40% for LUC 821 in PM peak (20% max used for both)
- The proposed development is anticipated to generate 41,589 daily gross, 2,004 AM peak net external and 2,879 PM peak net external trips.
- Roadway segments are anticipated to continue operating adequately, LOS C and less than seventy-two percent (72%) of the maximum service volume.
- The anticipated internal connector roadway segment is anticipated to operate as follows:
  - Commercial Segment: LOS C and 64% of maximum service volume.
  - Residential Segment: LOS C and 55% of maximum service volume.
  - The proposed internal connector roadway configuration is 4-lane divided in the commercial area and 2-lane divided in the residential area with left turn lanes.
- SR 100 (Moody Boulevard) at Colbert Lane/Project Access 03
  - Intersection anticipated to operate at LOS F in the AM peak and at LOS D in the PM peak.
  - All approaches are anticipated to operate at LOS D or better in the AM peak and PM peak with the exception of the north approach at LOS F in the AM peak and at LOS E in the PM peak.

The analysis focused on minimizing impacts on SR 100 (Moody Boulevard) and conducted under the preferred control strategy of a traffic signal. The final control strategy to be implemented will be determined during the Intersection Control Evaluation process. Traffic signal timings will be coordinated with the maintaining agencies.

- SR 100 (Moody Boulevard) at Roberts Road/CR 201 (John Anderson Highway)
  - Intersection anticipated to operate at LOS C in AM peak and LOS E in the PM peak.

 All approaches anticipated to operate at LOS D or better in the AM peak and PM peak with the exception of northbound and westbound approaches in the PM peak at LOS F.

A mitigation was evaluated for FDOT to consider for implementation in the future. It considers changing the northbound and southbound approaches to protected/permissive and adding a southbound right turn lane. This was evaluated under PM peak conditions. The preliminary results indicate that the intersection is anticipated to operate at LOS D with all approaches operating at LOS D except for the northbound approach at LOS E. However, its delay is 0.5 seconds more than the southbound approach at a LOS D.

- SR 100 (Moody Boulevard) at Wadsworth Park/Connecticut Avenue
  - EB and WB approaches anticipated to operate at LOS B or better in the AM peak and PM peak.
  - NB approach anticipated to operate at LOS E in the AM peak and PM peak.
  - SB approach anticipated to operate at LOS B in the AM peak and at LOS C in the PM peak.

Northbound failure is not contributable to the development. There is an alternative access to the intersection of SR 100 (Moody Boulevard) at CR 201 (John Anderson Highway) to make a signalized left turn.

- SR 100 (Moody Boulevard) at SR A1A
  - Intersection is anticipated to operate at LOS D in the AM peak and at LOS F in the PM peak.
  - All approaches anticipated to operate at LOS D or better in the AM peak and PM peak with the exception of NB in the PM with a LOS of F.

The intersection is anticipated to continue to fail with or without development traffic.

- CR 201 (John Anderson Highway) at Project Access 01
  - EB approach anticipated to operate at LOS D in the AM peak and LOS F in the PM peak.
  - WB approach anticipated to operate at LOS C in the AM peak and LOS F in the PM peak.
  - NB and SB approaches anticipated to operate at LOS B or better in the AM peak and PM peak.

The analysis focused on minimizing impacts to CR 201 (John Anderson Highway). Eastbound approach queues to be maintained within the project development. The westbound approach will be under gated conditions, creating an inherent internal delay and queuing condition that is handled on property.

- CR 201 (John Anderson Highway) at Project Access 02
  - WB approach anticipated to operate at LOS B in the AM peak and LOS C in the PM peak.
  - NB and SB approaches anticipated to operate at LOS C or better in the AM peak and PM peak.

The analysis focused on minimizing impacts to CR 201 (John Anderson Highway). Westbound approach queues to be maintained within the project development.

# Existing Turn Lane Sufficiency

FDOT requested that the sufficiency of the turn lanes be evaluated for the existing signalized intersections due to the project trips for the intersections.

- SR 100 (Moody Boulevard) at Colbert Lane/Project Access 03
  - Westbound Left Turn Lane is anticipated to be sufficient. The existing turn lane length is 570 feet and the maximum anticipated queue is 175 feet (7 vehicles).
- SR 100 (Moody Boulevard) at CR 201 (John Anderson Highway)
  - Eastbound Right Turn Lane is anticipated to be sufficient. The existing turn lane length is 710 feet and the maximum anticipated queue is 50 feet (2 vehicles).
  - Westbound Left Turn Lane is anticipated to be sufficient. The existing turn lane length is 345 feet and the maximum anticipated queue is 300 feet (12 vehicles).

#### **Alternative Modes**

Within the vicinity of the project site there are designated bicycle facilities with marked shoulders (helmeted bicyclist symbol) on SR 100 (Moody Boulevard) and CR 201 (John Anderson Highway) that will be maintained.

There are no sidewalk facilities on SR 100 (Moody Boulevard) and CR 201 (John Anderson Highway) within the vicinity of the project site. Sidewalks will be provided within the development.

There are no designated transit (bus) stops on SR 100 (Moody Boulevard) and CR 201 (John Anderson Highway). Flagler County Public Transportation (FCPT) is a pre-scheduled, demandresponse transportation system that is shared-ride and door-to-door. Demand for services includes transportation for employment, education, non-emergency medical transportation, and quality of life trips. Specialized services include general passenger assistance and wheelchair assistance.

#### Intersection Control Evaluation

A fourth-leg south approach is proposed at the signalized intersection of SR 100 (Moody Boulevard) and Colbert Lane/Project Access 03. Per the Florida Department of Transportation (FDOT) 2024 Intersection Control Evaluation (ICE) procedure, an ICE is required when major reconstruction of an existing signalized intersection is proposed (e.g., adding a left-turn lane to an approach, adding an intersection leg, and converting to a roundabout).

Through discussion with FDOT, District 5, a Stage 1 and Stage 2 ICE is required. These will be provided under separate covers to FDOT for review and approval. The City of Flagler Beach will be provided with the results of the findings. The following three (3) viable control strategies were identified for evaluation:

- Control Strategy 01: Traffic Signal
- Control Strategy 02: Signalized Thru Cut
- Control Strategy 03: Signalized RCUT

The access management spacing requirements will be evaluated for SR 100 (Moody Avenue) between Old Kings Road and Roberts Road/CR 201 (John Anderson Highway) and documented in the ICE. Any improvements to existing median openings and/or turn lanes will be determined during the ICE process and at the discretion of FDOT. The purpose would be to facilitate operations and safety for the approved traffic control at the intersection of SR 100 (Moody Boulevard) at Colbert Lane that would be the responsibility of the developer if deemed necessary by FDOT.

#### Development Improvements to the System

The traffic impact analysis has been rigorously conducted, with proposed improvements carefully addressing traffic requirements, operational needs, and safety considerations, while also integrating discussions about the ongoing increase in developments in Flagler County in the vicinity of SR 100 (Moody Boulevard) between Colbert Lane and Roberts Road/CR 201 (John Anderson Highway). FDOT and City of Flagler Beach have a vested interest in the operations and safety of SR 100 (Moody Boulevard), SR A1A, and CR 201 (John Anderson Highway). Throughout this process, we have collaborated closely with these agencies, reviewed concurrent projects, and implemented measures to ensure symbiotic relationships and consistency. Integral to the analysis was the balancing of traffic throughput, prioritization, use, and distribution, ensuring a comprehensive approach to enhancing the transportation network. This approach was designed not only to meet regulatory standards but also to foster a cohesive and responsive transportation strategy that aligns with varying needs and expectations.

The following modifications/implementations are proposed/recommended:

- SR 100 (Moody Boulevard) at Colbert Lane/Project Access 03 To minimize the impact to the existing approaches and to keep them within acceptable LOS, the following modifications/implementations are proposed:
  - The north and southbound approach of the traffic signal under split control.
  - Add 405 feet eastbound right turn lane under yield condition.
  - Northbound Approach (development side)
    - Separate lanes for left turns, through movement, and right turns.
    - Dual left turn lanes, with a minimum of 1,000 feet storage in each lane.
    - o Channelized right turn lane under yield condition.
    - Two inbound lanes.
  - Southbound Approach (Colbert Lane)
    - Updated the approach and signal head to reflect shared thru/left turn

The final control strategy to be implemented will be determined during the Intersection Control Evaluation process. Traffic signal timings will be coordinated with the maintaining agencies.

 SR 100 (Moody Boulevard) between Colbert Lane and Roberts Road/CR 201 (John Anderson Highway)

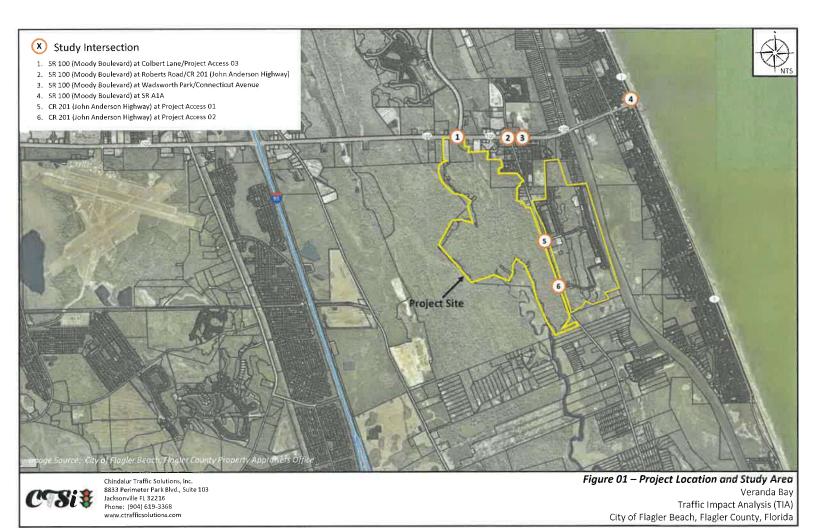
Any improvements to existing median openings and/or turn lanes will be determined during the ICE process and at the discretion of FDOT. The purpose would be to facilitate operations and safety for the approved traffic control at the intersection of SR 100 (Moody Boulevard) at Colbert Lane that would be the responsibility of the developer if deemed necessary by FDOT.

- CR 201 (John Anderson Highway) at Project Access 01
   To minimize the impact to CR 201 (John Anderson Highway), the following implementations to the intersection are recommended:
  - Eastbound install separate left, through, and right turn lanes.
  - The westbound approach will be under gated conditions, creating an inherent internal delay and queuing condition that is handled on property. A two (2) lane exit may be sufficient with a shared left/thru turn lane and a separate right turn lane.
  - Add 340 feet northbound left and right turn lanes.
  - Add 340 feet southbound left and right turn lanes.
- CR 201 (John Anderson Highway) at Project Access 02
   To minimize the impact to CR 201 (John Anderson Highway), the following implementations to the intersection are recommended:
  - Westbound approach queues are to be maintained within the project development.
  - Westbound install separate left turn and right turn lanes.
  - Add 340 feet northbound right turn lane.
  - Add 340 feet southbound left turn lane.
- Internal roadway connecting CR 201 (John Anderson Highway) to Colbert Lane
   Anticipated to redirect traffic from the intersection of SR 100 (Moody Boulevard) at CR 201 (John Anderson Highway) minimizing and facilitating enhanced traffic flow.

#### Proportionate Share Mitigation

The development buildout conditions do not adversely impact traffic on SR 100 (Moody Boulevard) and CR 201 (John Anderson Highway) beyond the accepted LOS. The recommended improvements identified as well as the pending ICE analysis may identify additional improvements on SR 100 (Moody Boulevard) to maintain an acceptable level of service to the mainline approaches. Additionally, the provision of an internal roadway connecting CR 201 (John Anderson Highway) to Colbert Lane is anticipated to minimize and facilitate enhanced traffic flow. Hence, proportionate share mitigation is not anticipated to be required.

**Figures** 





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Figure 03 – Existing Conditions: SR 100 at Roberts Road/CR 201 (John Anderson Highway)

Veranda Bay

Veranda Bay Traffic Impact Analysis (TIA) City of Flagler Beach, Flagler County, Florida



City of Flagler Beach, Flagler County, Florida



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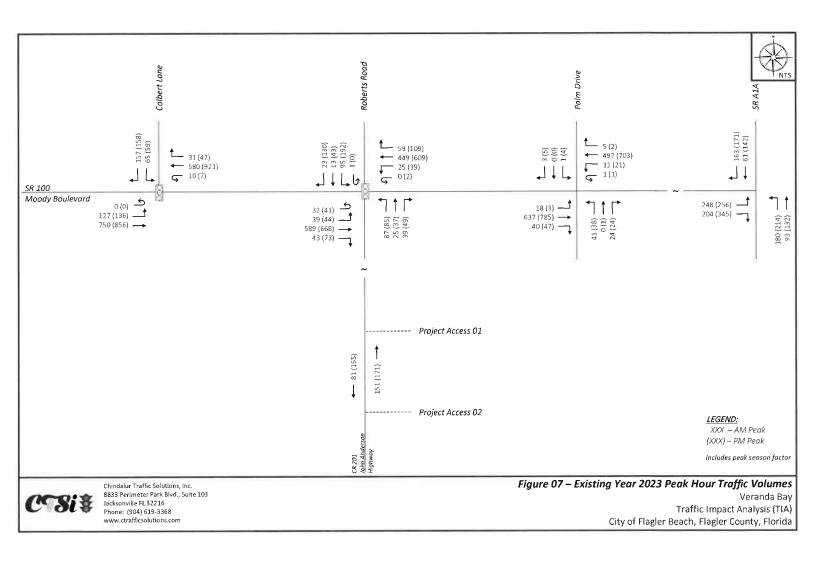
Figure 05 – Existing Conditions: SR 100 at SR A1A

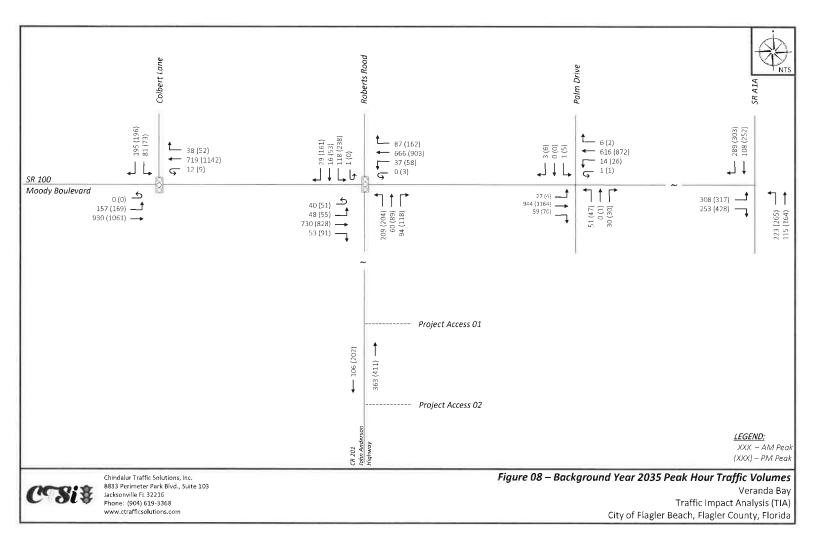
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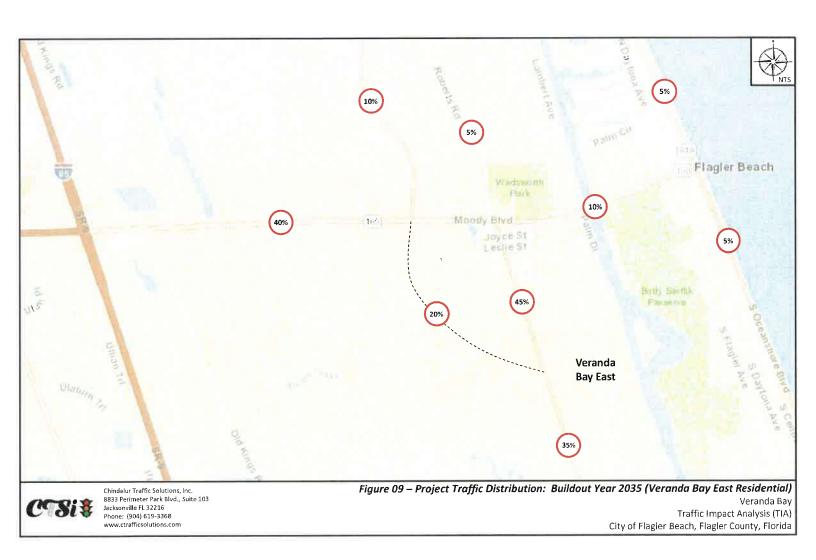
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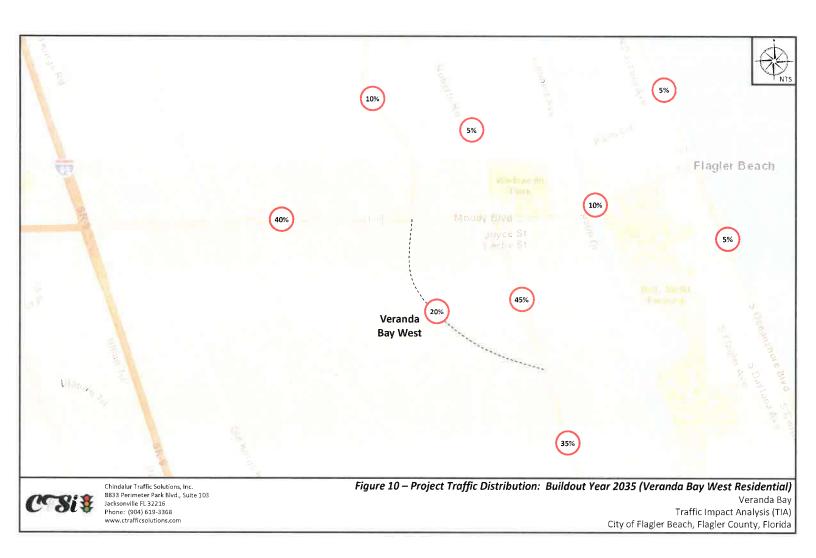
City of Flagler Beach, Flagler County, Florida

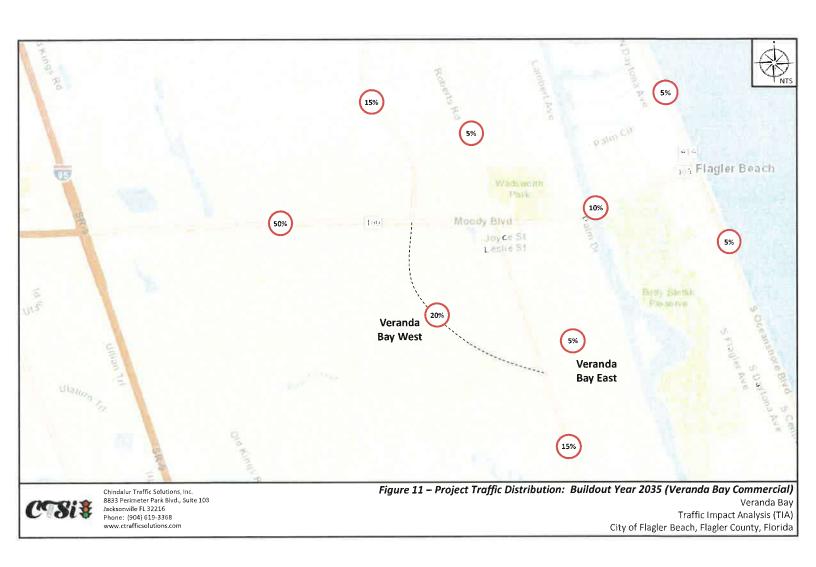


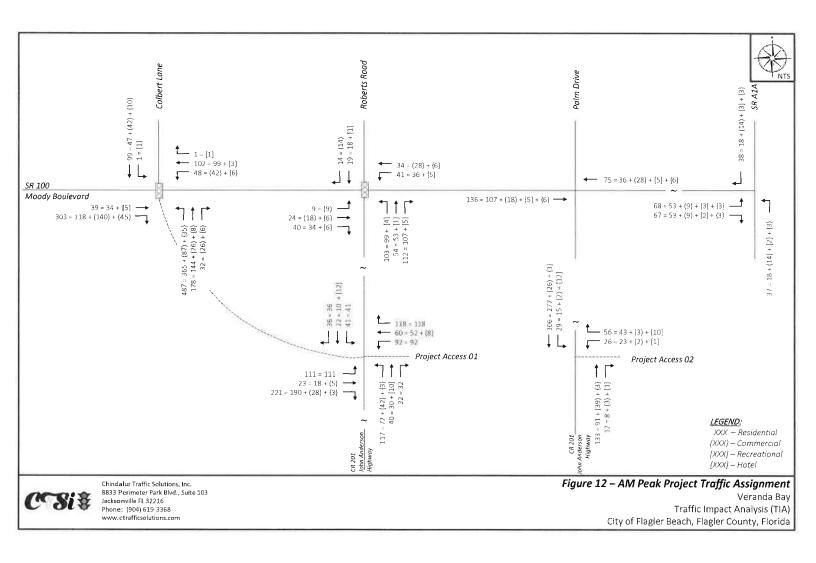


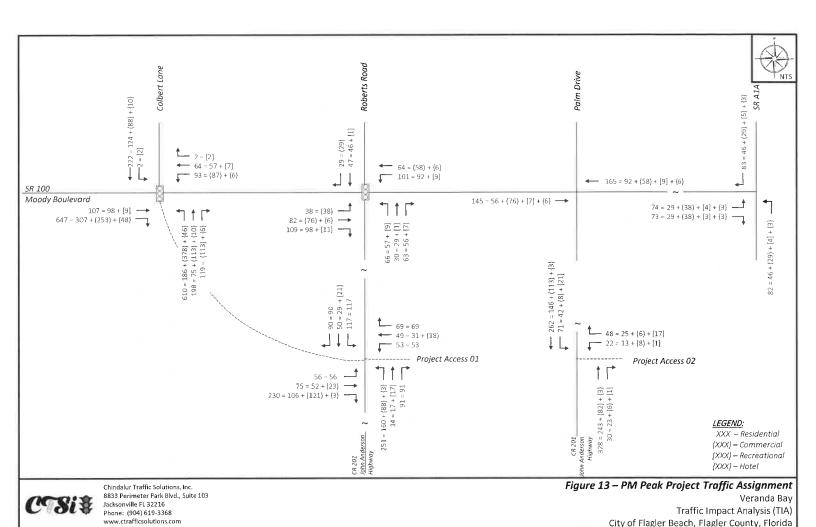




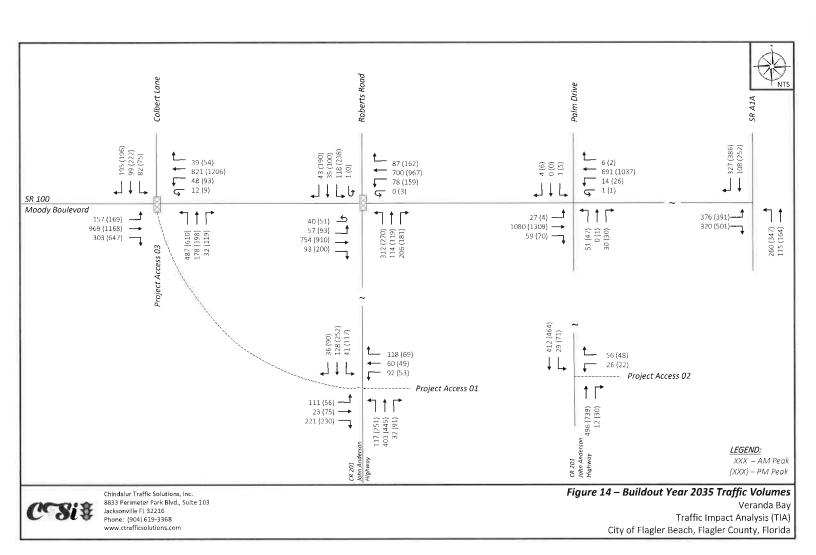








City of Flagler Beach, Flagler County, Florida



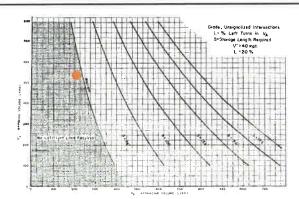


Figure 5. Warrant for left-turn storage lanes on two-lane highways

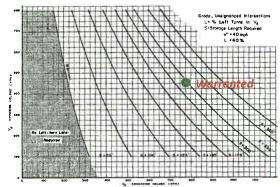


Figure 7. Warrant for left-turn storage fanes on two-lane highways.

Source: Harmelink, M., "Volume Warrants for Left-Turn Storage Lanes at Unsignalized Grade Intersections," in Highway Research Record 211, Figures 5, 6 and 7



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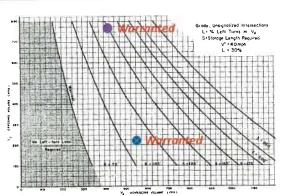
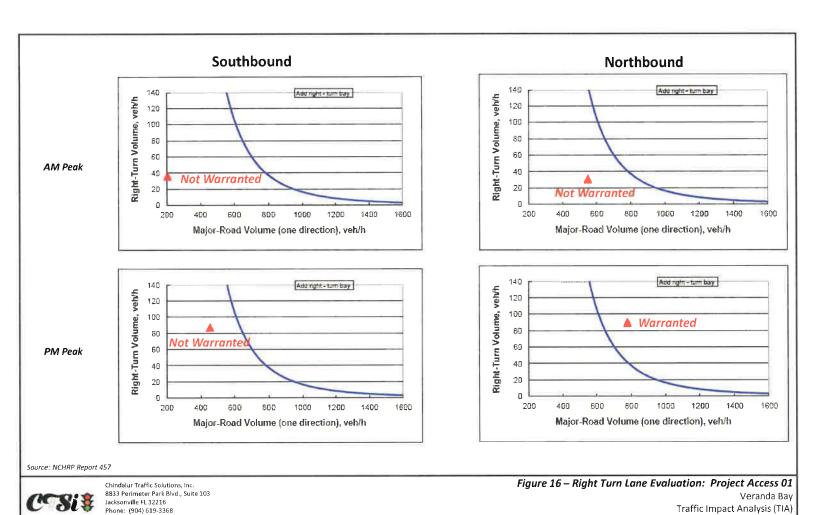


Figure 6. Warrant for left-turn storage lanes on two-lane highways.

	Southbound		Northbound	
	AM	PM	AM	PM
Left Turns:	41	117	117	251
Advancing Volumes, Va:	205	459	552	787
% Left Turns, L:	20%	25%	21%	32%
Opposing Volumes, Vo:	552	787	205	459

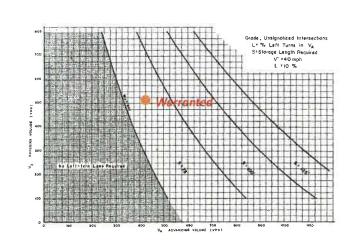
Figure 15 – Left Turn Lane Evaluation: Project Access 01

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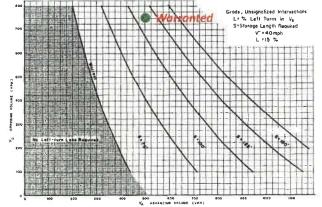


Figure 3. Warrant for left-turn storage lanes on two-lane highways.

Figure 4. Warrant for left-turn storage lones on two-lane highways.

#### Southbound

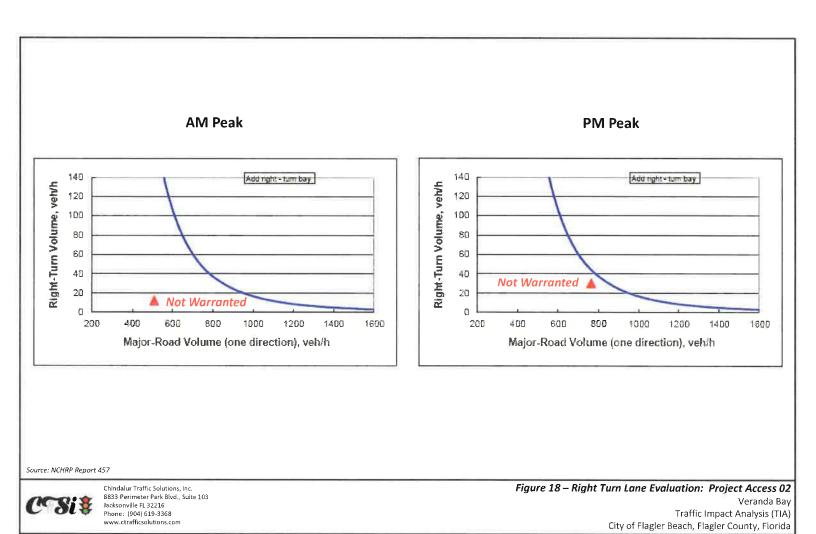
	AM	PM
Left Turns:	29	71
Advancing Volumes, Va:	441	535
% Left Turns, L:	7%	13%
Opposing Volumes, Vo:	508	769
	-	6

Source: Harmelink, M., "Volume Warrants for Left-Turn Storage Lanes at Unsignalized Grade Intersections," in Highway Research Record 211, Figure 6 and Figure 7



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Veranda Bay Traffic Impact Analysis (TIA) City of Flagler Beach, Flagler County, Florida



**Tables** 

Table 01 Roadway Segment Analysis: Existing Year 2023 Veranda Bay, City of Flagler Beach, Flagler County, Florida

					11000	1.7	2023	FDC	OT Current	Service V	olumes (2	020)	LO	S	1977
Link	Roadway	Section	La	nes	Area Ty	e Class	AADT	A	В	С	D	E	Adopted	Existing	MSV
3560	SR 100 (Moody Boulevard)	CR 201 (John Anderson Highway) to Colbert Lane	4	D	Urbanize	d Class I	17,500			37,900	39,800		D	С	44.0%
N/A	SR 100 (Moody Boulevard)	S Flagler to CR 201 (John Anderson Highway)	4	D	Urbanize	d Class I	17,500			37,900	39,800		D	С	44.0%
N/A	SR 100 (Moody Boulevard)	SR A1A to S Flagler	4	D	Urbanize	d Class II	16,100		14,500	32,400	33,800		D	С	47.6%
N/A	Roberts Road	SR 100 (Moody Boulevard) to Colbert Lane	. 2	U	Urbanize	d Class II	1,450			17,640	18,585		D	С	7.8%
N/A	CR 201 (John Anderson Highway)	Walter Boardman Lane to SR 100 (Moody Boulevard)	2	U	Urbanize	d Class II	1,450			16,800	17,700		D	С	8.2%

Source: Florida Traffic Online (FTO) 2020 FDOT Quality/Level of Service Handbook

Table 02 HCM Delay and LOS: Existing Year 2023 Veranda Bay, City of Flagler Beach, Flagler County, Florida

	Traffic	the state of the	AM P	eak	PM Pe	eak
Intersection	Control	Approach	Delay (sec)	LOS	Delay (sec)	LOS
		Intersection	13.00	В	15.50	В
SR 100 (Moody Boulevard)	Cimpal	EB	7.50	Α	8.60	Α
at Colbert Lane	Signal	WB	14.90	В	18.30	В
		SB	28.80	С	29.40	С
		Intersection	14.20	В	20.30	С
SR 100 (Moody Boulevard)		EB	11.40	В	18.10	В
at	Signal	WB	12.00	В	19.30	В
Roberts Road/CR 201 (John Anderson Highway)		NB	23.20	С	24.60	С
		SB	24.60	С	23.80	С
		EB	8.70	Α	9.40	Α
SR 100 (Moody Boulevard)	TIMES	WB	10.40	В	10.10	В
at Wadsworth Park/Connecticut Avenue	TWSC	NB	16.20	С	18.50	С
		SB	11.80	В	15.00	С
		Intersection	16.00	В	17.30	В
SR 100 (Moody Boulevard)	Cianal	EB	21.50	С	21.00	С
at SR A1A	Signal	NB	9.10	Α	12.40	В
		SB	14.40	В	16.40	В

Source: Attachment C

Table 03 Growth Rate Veranda Bay, City of Flagler Beach, Flagler County, Florida

								Annual G	owth Rate	
Source	Link No.	Facility	Limits	2018	2019	2020	2022	Calc./Prov.	Calc./Prov.	Method
FDOT	735012	SR 100 (Moody Boulevard)	W of SR A1A	14,800	16,200	15,800	15,300	0.33%	2.00%	Decaying Exponentia
FDOT	731000	SR 100 (Moody Boulevard)	E of CR 201 (John Anderson Highway)	16,100	16,300	18,000	18,400	4.02%	4.02%	Decaying Exponentia
FDOT	731002	SR A1A	N of SR 100 (Moody Boulevard)	6,200	6,200	7,600	7,600	6.44%	6.44%	Decaying Exponentia
FDOT	731001	SR A1A	S of SR 100 (Moody Boulevard)	9,100	9,100	9,200	9,200	0.27%	2.00%	Decaying Exponentia
FDOT	738030	CR 201 (John Anderson Highway)	N of Volusia County Line	1,000	1,000	1,000	1,350	11.68%	11.68%	Exponential
CoPC	2745	Old Kings Road	Town Center Boulevard to SR 100					2.60%	2.60%	
CoPC	2750	Old Kings Road	SR 100 to Palm Coast City Limit					4.40%	4.40%	
CoPC	3135	Colbert Lane	Roberts Road to SR 100					1.00%	2.00%	Assumed minimum
CoPC	2845 - 2875	Palm Coast Parkway (Eastbound)	Old Kings Road to Palm Harbor Parkway					1.00%	2.00%	Assumed minimum
CoPC	2870	Palm Coast Parkway (Westbound)	Palm Harbor Parkway to Colbert Lane					1.90%	2.00%	Assumed minimum
CoPC	2840 - 2860	Palm Coast Parkway (Westbound)	Colbert Lane to Old Kings Road					1.00%	2.00%	Assumed minimum
N/A	N/A	SR 100 (Moody Boulevard)	SR A1A to CR 201 (John Anderson Highway)					0.00%	2.00%	Assumed minimum
CoPC	3560	SR 100 (Moody Boulevard)	CR 201 (John Anderson Highway) to Colbert Lane					1.50%	2.00%	Assumed minimum
CoPC	3550	SR 100 (Moody Boulevard)	Colbert Lane to Tuscany Blvd.					1.00%	2.00%	Assumed minimum
CoPC	3540	SR 100 (Moody Boulevard)	Tuscany Blvd. to Old Kings Road					1.00%	2.00%	Assumed minimum
CoPC	3530	SR 100 (Moody Boulevard)	Old Kings Road to I-95					2.00%	2.00%	Assumed minimum
N/A	N/A	Roberts Road						2.00%	2.00%	Assumed minimum
N/A	N/A	Beach Village Drive						0.00%	2.00%	Assumed minimum
N/A	N/A	Palm Drive						0.00%	2.00%	Assumed minimum
N/A	N/A	Driveways						0.00%	2.00%	Assumed minimum
		•						Average	2.96%	

Source: Attachment E

City of Palm Coast Transportation Facility Status Report (February 11, 2022) with Growth Rates
Florida Traffic Online and Trends Analysis

Table 04 Roadway Segment Analysis: Background Year 2035 Veranda Bay, City of Flagler Beach, Flagler County, Florida

						Growth	2035	FDC	T Current	Service V	olumes (20	020)	LO	5	
Link	Roadway	Section	Lanes	Area Type	Class	Rate	AADT	Α	В	С	D	E	Adopte d	2035	MSV
3560	SR 100 (Moody Boulevard)	CR 201 (John Anderson Highway) to Colbert Lane	4 D	Urbanized	Class I	2.00%	21,700	0	0	37,900	39,800	0	D	С	54.5%
N/A	SR 100 (Moody Boulevard)	S Flagler to CR 201 (John Anderson Highway)	4 D	Urbanized	Class I	2.00%	21,700	0	0	37,900	39,800	0	D	С	54.5%
N/A	SR 100 (Moody Boulevard)	SR A1A to S Flauler	4 D	Urbanized	Class II	2.00%	19 964	0	14,500	32,400	33,800	0	D	С	59.1%
N/A	Roberts Road	SR 100 (Moody Boulevard) to Colbert Lane	2 U	Urbanized	Class II	2.00%	1,798	0	0	17,640	18,585	0	D	С	9.7%
N/A	CR 201 (John Anderson Highway)	Walter Boardman Lane to SR 100 (Moody Boulevard)	2 U	Urbanized	Class II	11.68%	3,482	. 0	0	16,800	17,700	0	D	С	19.7%

Source: Florida Traffic Online (FTO) 2020 FDOT Quality/Level of Service Handbook

Table 05
HCM Delay and LOS: Background Year 2035
Veranda Bay, City of Flagler Beach, Flagler County, Florida

	Traffic		AM F	Peak	PM P	eak	
Intersection	Control	Approach	Delay (sec)	LOS	Delay (sec)	LOS	
		Intersection	15.30	В	19.70	В	
SR 100 (Moody Boulevard)	Cianal	EB	9.40	Α	11.10	В	
at Colbert Lane	Signal	WB	18.20	В	21.70	С	
		SB	29.40	С	42.00	D	
		Intersection	19.80	В	41.20	D	
SR 100 (Moody Boulevard)		EB	17.20	В	37.90	D	
at	Signal	WB	18.70	В	50.20	D	
Roberts Road/CR 201 (John Anderson Highway)		NB	24.50	С	38.60	D	
		SB	26.70	С	30.90	С	
		EB	9.20	Α	10.30	В	
SR 100 (Moody Boulevard)	TWSC	WB	13.20	В	12.70	В	
at Wadsworth Park/Connecticut Avenue	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	NB	27.70	D	35.70	E	Anticipated to Fai
		SB	13.00	В	19.00	С	
		Intersection	28.00	С	59.20	E	Anticipated to Fai
SR 100 (Moody Boulevard)	Cianal	EB	24.90	С	32.50	С	
at SR A1A	Signal	NB	36.10	D	129.70	F	Anticipated to Fai
		SB	24.60	С	36.60	D	

Source: Attachment F

Table 06 Trip Generation: Daily Veranda Bay, City of Flagler Beach, Flagler County, Florida

								Direction	nal Splits		Trips	
Side	Phase	ITE Code	Land Use	Size	e	Equation	Rate	Enter %	Exit %	Total	Enter	Exit
	A1	210	Single-Family Detached Housing	122	DU	Ln(T) = 0.92 Ln(X) + 2.68		50%	50%	1,212	606	606
	A1	495	Recreational Community Center Clubhouse and Amenity Center	6.200	KSF	Average Rate Used	28.82	50%	50%	179	90	90
	A2	210	Single-Family Detached Housing	89	DU	Ln(T) = 0.92 Ln(X) + 2.68		50%	50%	906	453	45
	АЗ	210	Single-Family Detached Housing	124	DU	Ln(T) = 0.92 Ln(X) + 2.68		50%	50%	1,230	615	61
	В	210	Single-Family Detached Housing Low Density Residential Units, Townhomes, Condos or Single Family	58	DU	Ln(T) = 0.92 Ln(X) + 2.68		50%	50%	611	306	30
Veranda Bay East	С	210	Single-Family Detached Housing Low Density Residential Units, Townhomes, Condos or Single Family	45	DU	Ln(T) = 0.92 Ln(X) + 2.68		50%	50%	484	242	24
	D	210	Single-Family Detached Housing Low Density Residential Units, Townhomes, Condos or Single Family	75	DU	Ln(T) = 0.92 Ln(X) + 2.68		50%	50%	774	387	38
	E	220	Multifamily Housing (Low-Rise)	152	ÐU	T = 6.41(X) + 75.31		50%	50%	1,050	525	52
	E	822	Strip Retail Plaza (<40k) Yacht Club - Commercial	10.000	KSF	T = 42.20(X) + 229.68		50%	50%	652	326	32
	М	420	Marina	150.000	Berths	Average Rate Used	2.41	50%	50%	362	181	18
	F	210	Single-Family Detached Housing	300	DU	Ln(T) = 0.92 Ln(X) + 2.68		50%	50%	2,772	1,386	1,3
	G	210	Single-Family Detached Housing	240	DU	Ln(T) = 0.92 Ln(X) + 2.68		50%	50%	2,258	1,129	1,1
	Н	221	Multifamily Housing (Mid-Rise)	1,180	DU	T = 4.77(X) - 46.46		50%	50%	5,582	2,791	2,7
	1	820	Shopping Center (>150k) Town Center - Commercial/Retail/Office	396.291	KSF	T = 26.11(X) + 5863.73		50%	50%	16,211	8,106	8,1
/eranda Bay West	J1	821	Shopping Plaza (40-150k) Office / Retail / Commercial	40.000	KSF	Average Rate Used	67.52	50%	50%	2,701	1,351	1,3
	J2	310	Hotel	250	Rooms	T = 10.84(X) - 423.51		50%	50%	2,286	1,143	1,1
	К	220	Multifamily Housing (Low-Rise)	350	DU	T = 6.41(X) + 75.31		50%	50%	2,319	1,160	1,3
	L	151	Mini-Warehouse Private Boat and RV Storage (for residents only)			Not Applicab	le (internal Ti	raffic Only)				

#### Source: Attachment I

ITE Trip Generation, 11<sup>th</sup> Edition

Phases B, C, D: Worst Case Land Use was analyzed

Gross Daily Total	41,589	20,797	20,797
Veranda Bay East Residential	6,267	3,134	3,134
Veranda Bay West Residential	12,931	6,466	6,466
Veranda Bay East Commercial	652	326	326
Veranda Bay West Commercial	18,912	9,457	9,457
Veranda Bay East Recreational	541	271	271
Veranda Bay West Hotel	2,286	1,143	1,143

Table 07 Trip Generation: AM Peak Varanda Bay, City of Flagler Beach, Flagler County, Florida

				1				Directlo	nal Sydits		Trips	- 1	77	Inter	mal Cameure	Trips				Pass-by Trig	es.		Net	t External	Trian
Side	Phase	ITE Code	Land Use	Size		Equation	Rato	Enter %	Exit %	Total	Enter	Exit	Calculated	Used	Total	Entering	Exiting	Celculated	Used	Total	Emering	Exiting	Total	Entering	Exiti
	A1	210	Single-Family Detached Housing	122	DU	Ln(T) = 0.91 Ln(X) + 0.12		26%	74%	89	23	66	3.1%	3.1%	3	1	2						86	22	6
	A1	495	Recreational Community Center Clubhouse and Amerit - Center	6,200	KSF	Average Rate Used	1.91	66%	34%	12	8	4	3.1%	3.1%	0	0	0						12	8	4
	A2	210	Single-Family Detached Housing	89	DU	Ln(T) = 0.91 Ln(X) + 0.12		26%	74%	67	17	50	3.1%	3.1%	2	1	2						65	15	4
	A3	210	Single-Family Detached Housing	124	DU	Ln(T) = 0.911n(X) + 0.12		26%	74%	91	24	67	3.1%	3.1%	3	1	2						88	23	
eranda Bay East	В	210	Single-Family Detached Housing Low Density Residential Units, Townhorns, London or Final Family	58	DU	Ln(T) = 0.91 Ln(X) + 0.12		25%	74%	45	12	33	3.1%	3.1%	1	0	1						44	12	3
eranda bay cast	С	210	Single-Family Detached Housing Low Jersey Heritage Unit   Development   Single Family	45	DU	Ln(T) = 0.91 Ln(X) + 0.12		26%	74%	36	9	27	3.1%	3.1%	1	0	1						35	9	1
	D	210	Single-Family Detached Housing Low Densily Residential Units, Townhomes, Condos or Sin, le Family	75	DU	ln(1) = 0.91 ln(X) + 0.12		26%	74%	57	15	42	3.1%	3.1%	2	0	1						55	15	-
	E	220	Multifamily Housing (Low-Rise)	152	DU	T = 0.31(X) + 22.85		24%	76%	70	17	53	3.1%	3.1%	. 2	-3-	. 2						68	16	
	E	822	Strip Retail Flaza (<40k) Yacht Club - Commercial	10.000	KSF	Ln(T) = 0.65 Ln(X) + 1.84		60%	40%	29	17	12	3.1%	3.1%	1	1	0						28	16	
	М	420	Marina	150.000	Berths	Average Rate Used	0.07	33%	67%	11	4	7	3.1%	3.1%	0	0	0	1000					11	4	
	1	210	Single-Family Detached Housing	300	DU	In(T) = 0.91 In(X) + 0.12		26%	74%	202	53	149	3.1%	3.1%	6	2	5						196	51	١,
	G	210	Single-Family Detached Housing	240	DU	Ln(T) = 0.91 Ln(X) + 0.12		26%	74%	165	43	122	3.1%	3.1%	. 5	1	4						160	42	Į,
	н	221	Multifamily Housing (MId-Rise)	1,180	DU	T = 0.44(X) - 11.61		23%	77%	508	117	391	3.1%	3.1%	16	4	12						492	113	1
randa Bay West		820	Shapping Center (>150k) Turn Center - Commercia (Retail Office	396.291	KSF	T = 0.59(x) + 133.55		62%	38%	367	228	140	3.1%	3.1%	11	7	4	1	10				356	221	1
randa pay syest	J1	821	Shopping Plaza (40-150k)  Grice Retail Commercial	40.000	KSF	Average Rate Used	1.73	62%	38%	69	43	26	3.1%	3.1%	2	1	1						67	42	1
	J2	310	Hotel	250	Rooms	T = 0.50(X) - 7,45		56%	44%	118	66	52	3.1%	3.1%	4	2	2						114	64	
	К	220	Multifamily Housing (Low-Rise)	350	DU	T = 0.31(X) + 22.85		24%	75%	131	32	100	3.1%	3.1%	4	1	3						127	31	
	L	151	Mini-Warehouse			Ног Арріїс	able (inten	nal Traffic	Only)					Ų.											
								Grove AAA	Peak Total	2.067	728	1,341	6	ross IC Trips	63	23	42	Green P	see by Trips			0	Z.004	705	Т

: Attachment I TTE Trip Generation, 11<sup>th</sup> Edition Phases B. C, D: Worst Case Land Use was enalyzed

VB East Residential 14 4 11
VB West Residential 31 8 24
VB Sast Commercial 1 1 0
VB West Commercial 13 6 5
VB Sast Recreational 0 0 0 
 Verando Bay East Residental
 455
 117
 138

 Verando Bay West Residental
 1,006
 245
 722

 Verando Bay East Commercial
 29
 17
 12

 Verando Bay West Commercial
 436
 271
 165

 Verando Bay East Recresional
 23
 12
 11

14% Maximum Rate

 Verando Boy, Essi Residential
 441
 113
 327

 Verando Boy, West Residential
 975
 227
 788

 Verando Boy (set Commercial)
 28
 16
 12

 Verando Boy West Commercial
 42.3
 26.9
 161

 Verando Boy Essi Resinentianal
 28
 12
 11

Table 08
Trip Generation: PM Peak
Verands Bay, City of Flagler Beach, Flagler County, Florida

				1					nal Sylits		Trips			Inter	nal Capture					Past-by Trip				t External 1	
Side	Phase	ITE Code	Land Use	Size		Equation	Rate	Enter %	Exit %	Total	Enter	Exit	Calculated	Used	Total	Entering	Exiting	Calculated	Used	Total	Enturing	Eniting	Total	Entering	Exiti
	A1	210	Single-Family Detached Housing	122	DU	Ln(T) = 0.94 Ln(X) + 0.27		63%	37%	120	76	44	30.8%	14%	17	21	6						103	65	3
	A1	495	Recreational Community Center Clubhouse and Amenin, Center	6.200	KSF	Average Rate Used	2.50	47%	53%	16	8	8	30.8%	14%	2	1	1					- 0	14	7	
	A2	210	Single-Family Detached Housing	89	DU	Ln(T) = 0.94 Ln(X) + 0.27		63%	37%	89	56	33	30.8%	14%	12	8	5				1		77	48	L
	A3	210	Single-Family Detached Housing	124	DU	Ln(T) = 0.94 Ln(X) + 0.27		63%	37%	122	77	45	30.8%	14%	17	11	6			300			105	66	
renda Bay East	8	210	Single-Family Detached Housing Cow Density - High Units, Townhomes, Condos or Single Family	58	DU	Ln(T) = 0.94 Ln(X) + 0.27		63%	37%	60	38	22	30.8%	14%	8	5	3						52	33	L
renue bay cast	С	210	Single-Family Detached Housing Low Density Residential Units, The Human Company of Single Furnity	45	DU	Ln(T) = 0.94 Ln(X) + 0.27		63%	37%	47	30	17	30.8%	14%	7	4	2						40	26	
	D		Single-Family Detached Housing Low Density Residential Units, Townhomes, Condos or Sin Je Family	75	DU	Ln(T) = 0.94 Ln(X) + 0.27		63%	37%	76	48	28	30.8%	14%	11	7	۵	WIL					65	41	L
	E	220	Multifamily Housing (Low-Rise)	152	DU	T = 0.43(X) + 20.55		63%	37%	86	54	32	30.8%	14%	12	8	4			-		-	74	46	
	E	822	Strip Retail Plaza (<40k) Yacht Club - Commercial	10.000	KSF	Ln(T) = 0.71 Ln(X) + 2.72		50%	50%	78	39	39	30.8%	14%	11	5	5	19%	19%	15	7	7	52	27	L
	М	420	Marina	150.000	Bertha	Average Rate Used	0.21	60%	40%	32	19	13	30.8%	14%	4	3	2			-			28	16	┖
	F	210	Single Family Detached Housing	300	DU	in(1) = 0.94 in(X) + 0.27		63%	37%	279	176	103	30.8%	14%	39	25	14						240	151	L
	6	210	Single-Family Detached Housing	240	DU	Ln(T) = 0.94 Ln(X) + 0.27		63%	37%	226	142	84	30.8%	14%	32	20	12						194	122	
	н	221	Multifamily Housing (Mid-Rise)	1,180	DU	T = 0.39(X) + 0.34		61%	39%	461	281	180	30.8%	14%	64	39	25			T.			397	242	
	1	820	Shopping Center (>150k)	395,291	KSF	Ln(f) = 0.72 Ln(X) + 3.02		48%	52%	1,521	730	791	30.8%	14%	213	102	111	19%	19%	289	139	21	1,019	489	Ι
randa Bay West	J1	821	Shopping Piaza (40-150k) Thee Retail Commercial	40.030	XSF	Average Rate Used	5.19	49%	51%	208	102	106	30.8%	14%	29	14	15	40%	20%	42	20	21	137	68	L
	12	310	Hotel	250	Room	T = 0.74(X) - 27,89		51%	49%	157	80	77	30.8%	14%	22	11	11			Uman			135	69	L
	К	220	Multifamily Housing (Low-Rise)	350	DU	T = 0.43(X) + 20.55		63%	37%	171	108	63	30.8%	14%	24	15	9	To be					147	93	
	ı	151	Mini-Warehouse Erivate Boot and RV Storage   for residents only		77.	Not Applic	able (Inte.	nal Traffic	Only)				100												П

Source: Attachment I ITE Trip Generation, 11<sup>th</sup> Edition Phases 8, C, D: Worst Case Land Use was analyzed

14% Maximum Rate 20% Maximum Rate Used for Commercial Developments Only

 Veranda Birgi Fest Residencial
 600
 379
 221
 VB Leist Residencial
 84
 54
 30

 Veranda Birgi Fest Residencial
 1137
 707
 430
 VB West Residencial
 159
 99
 60

 Veranda βay East Residential
 516
 325
 191

 Veranda βay West Residential
 578
 608
 370

Table 09
Trip Generation: Summarized
Veranda Bay, City of Flagler Beach, Flagler County, Florida

							Daily			AM Peak			PM Peak	
Side	Phase	ITE Code	Land Use	Size		Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
	A1	210	Single-Family Detached Housing	56	DU	1,212	606	606	86	22	64	103	65	38
	A1	495	Recreational Community Center Clubhouse and Amenity Center	6.200	KSF	179	90	90	12	8	4	14	7	7
	A2	210	Single-Family Detached Housing	54	DU	906	453	453	65	16	48	77	48	28
	А3	210	Single-Family Detached Housing	35	DU	1,230	615	615	88	23	65	105	66	39
Veranda Bay East	В	210	Single-Family Detached Housing Low Density Residential Units, Townhomes, Condos or Single Family	66	DU	611	306	306	44	12	32	52	33	19
veranua day cast	С	210	Single-Family Detached Housing Low Density Residential Units, Townhomes, Condos or Single Family	65	DU	484	242	242	35	9	26	40	26	15
	D	210	Single-Family Detached Housing Low Density Residential Units, Townhomes, Condos or Single Family	59	DU	774	387	387	55	15	41	65	41	24
	E	220	Multifamily Housing (Low-Rise)	96	DU	1,050	525	525	68	16	51	74	46	28
	E	822	Strip Retail Plaza (<40k) Yacht Club - Commercial	352	DU	652	326	326	28	16	12	52	27	27
	М	420	Marina	10.000	KSF	362	181	181	11	4	7	28	16	11
	F	210	Single-Family Detached Housing	72	DU	2,772	1,386	1,386	196	51	144	240	151	89
	G	210	Single-Family Detached Housing	80	DU	2,258	1,129	1,129	160	42	118	194	122	7.
	н	221	Multifamily Housing (Mid-Rise)	160	DU	5,582	2,791	2,791	492	113	379	397	242	15
	1	820	Shopping Center (>150k) Town Center - Commercial/Retail/Office	120	DU	16,211	8,106	8,106	356	221	136	1,019	489	65
eranda Bay West	J1	821	Shopping Plaza (40-150k) Ollice / Retail / Commercial	300	DU	2,701	1,351	1,351	67	42	25	137	68	70
	J2	310	Hotel	6.200	KSF	2,286	1,143	1,143	114	64	50	135	69	61
	К	220	Multifamily Housing (Low-Rise)	800	DU	2,319	1,160	1,160	127	31	97	147	93	5
	L	151	Mini-Warehouse Private Boat and RV Storage (for residents only)	500	DU	Not Applic	able (Internal Tr	offic Only)	Not Applic	able (Internal T	raffic Only)	Not Applic	cable (internal T	raffic Onl
						41,589	20,797	20,797	2,004	705	1.299	2.879	1.609	1,4

Source: Attachment I ITE Trip Generation, 11<sup>th</sup> Edition Phases B, C, D: Worst Case Land Use was analyzed

Table 10 Roadway Segment Analysis: Buildout Year 2035 Veranda Bay, City of Flagler Beach, Flagler County, Florida

						2035	Project		FD	OT Current	Service V	olumes (2	020)	LOS	S	
Link	Roadway	Section	Lane	Area Type	Class	AADT	Trips	Total Trips	А	В	С	D	E	Adopted	2035	MSV
3560	SR 100 (Moody Boulevard)	CR 201 John Anderson Highway) to Colbert Lane	4 [	Urbanized	Class I	21,700	5,298	26,998	0	0	37,900	39,800	0	D	С	67.8%
N/A	SR 100 (Moody Boulevard)	S Flagler to CR 201 (John Anderson Highway)	4 [	Urbanized	Class 1	21,700	4,645	26,345	0	0	37,900	39,800	0	D	С	66.2%
N/A	SR 100 [Moody Boulevard]	SR A1A to S Flager	4 [	Urbanized	Class II	19,964	4,322	24,286	0	14,500	32,400	33,800	- 0	D	С	71.9%
N/A	Roberts Road	SR 100 (Moody Boulevard) to Colbert Lane	2 t	Urbanized	Class II	1,798	3,064	4,862	0	0	17,640	18,585	0	D	C	26.2%
N/A	CR 201 (John Anderson Highway)	Walter Boardman Lane to SR 100 (Moody Boulevard)	2 1	Urbanized	Class II	3,482	5,591	9,073	0	0	16,800	17,700	0	D	С	51.3%
N/A	Internal Connector Road - Commercial	SR 100 (Moody Boulevard) to CR 201 (John Anderson Highway)	4 (	Urbanized	Class I	N/A	26,834	26,834	0	0	39,795	41,790	0	D	С	64.2%
N/A	Internal Connector Road - Residential	SR 100 (Moody Boulevard) to CR 201 (John Anderson Highway)	2 1	Urbanized	Class I	N/A	10,158	10,158	0	0	17,640	18,585	0	D	С	54.7%

Source: Florida Traffic Online (FTO) 2020 FDOT Quality/Level of Service Handbook

Table 11 HCM Delay and LOS: Buildout Year 2035 Veranda Bay, City of Palm Coast, Flagler County, Florida

	Traffic		AM P	eak	PM P	eak	
Intersection	Control	Approach	Delay (sec)	LOS	Delay (sec)	LOS	
SR 100 (Moody Boulevard)		Intersection	>300	F	50.20	D	Anticipated to Fai
at Colbert Lane/Project Access 03		EB	17.50	В	30.50	С	
NEXT: FDOT ICE	Signal	WB	43.40	D	54.00	D	
		NB	>300	F	77.70	Е	Anticipated to Fai
Failure maintained within development		SB	48.50	D	72.80	E	Anticipated to Fai
SR 100 (Moody Boulevard)		Intersection	30.20	С	90.90	F	Anticipated to Fai
· · · · ·		EB	31.30	С	54.80	D	
at Delegate Decad (CD 201 (John Anderson Highway)	Signal	WB	32.40	С	98.00	F	Anticipated to Fai
Roberts Road/CR 201 (John Anderson Highway)  Intersection Restrictions		NB	26.20	С	181.10	F	Anticipated to Fai
intersection Restrictions		SB	30.20	С	54.60	D	
SR 100 (Moody Boulevard)		Intersection			53.60	D	
at		EB			52.10	D	
Roberts Road/CR 201 (John Anderson Highway)	Signal	WB			53.50	D	
WITH MITIGATION		NB			55.80	E	Anticipated to Fai
WITH WITIGATION		SB			54.30	D	
		EB	9.50	Α	11.30	В	
SR 100 (Moody Boulevard)	TWSC	WB	14.90	В	13.90	В	
at Wadsworth Park/Connecticut Avenue	TVVSC	NB	36.00	E	49.90	E	Anticipated to Fai
		SB	13.90	В	22.90	С	
		Intersection	48.40	D	111.50	F	Anticipated to Fai
SR 100 (Moody Boulevard)	Signal	EB	48.30	D	53.70	D	
at SR A1A	Signai	NB	47.50	D	53.70	D	
		SB	49.30	D	229.20	F	Anticipated to Fai
Roberts Road/CR 201 (John Anderson Highway) at		EB	27.70	D	182.90	F	Anticipated to Fai
Project Access 01	TWSC	WB	18.80	С	52.40	F	Anticipated to Fai
Failure maintained within development	10000	NB	7.80	Α	8.90	Α	
ғанағе таптатей жіліп йелеюртеті		SB	8.40	Α	12.10	В	
Roberts Road/CR 201 (John Anderson Highway) at		WB	12.80	В	16.20	С	
Project Access 02	TWSC	NB	13.60	В	16.90	С	
Failure maintained within development		SB	8.60	Α	10.00	Α	

Source: Attachment K

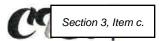
Table 12
Turn Lane Sufficiency Evaluation: 2035 Buildout Year
Veranda Bay, City of Palm Coast, Flagler County, Florida

			Len	gth		Queue	11111	
Intersection	Approach	Movement	Existing	Proposed	AM Peak	PM Peak	Maximum	Sufficient
SR 100 (Moody Boulevard) at Colbert Lane/Project Access 03	WB	Left	570	570	61	156	175	YES
SR 100 (Moody Boulevard) at	EB	Right	710	710	37	33	50	YES
Roberts Road/CR 201 (John Anderson Highway)	WB	Left	345	345	68	280	300	YES
SR 100 (Moody Boulevard) at	EB	Right	710	710		38	50	YES
Roberts Road/CR 201 (John Anderson Highway) WITH MITIGATION	WB	Left	345	345		184	200	YES

Source: Attachment K

## **Attachments**

## Attachment A Methodology Statement



8833 Perimeter Park Boulevard, Suite 103 | Jacksonville, Florida 32216 | (904) 619-3368

### Memorandum

April 10, 2024

#### **Veranda Bay Development**

Traffic Impact Analysis Methodology Flagler Beach, Florida

A TIA methodology was approved with the intention of annexing the development into the City of Palm Coast. A meeting was held with Flagler Beach City Manager on March 8, 2024, to review the current stage of the analysis and identify a course of action as the project shifted to annexation into Flagler Beach. The following presents the methodology for the Traffic Impact Analysis (TIA) for the proposed Veranda Bay Development in Flagler Beach, Florida utilizing the information that has already been collected for approval.

#### 1.0 **Project Description**

The 553.49 +/- acre site consisting of parcel 13-12-31-0000-01010-0000 (Flagler County) proposes a mixed-use development with an anticipated 2035 full buildout. Figure 01 shows the project location. The development is divided into the West Side and East Side separated by CR 201 (John Anderson Highway). Access will be provided via full access on John Anderson Highway and via SR 100 (Moody Boulevard) at Colbert Lane as the new fourth leg approach of the signalized intersection. The conceptual site plan is included in Attachment A. The development is anticipated to be constructed in multiple phases and will be evaluated in five (5) year phases as summarized below:

	Buildou	t Year				
Phase	Anticipated	Analyzed	Side	ID	Land Use	Size
				1A	Single-Family Residential (SFR) Units	56 DU
				1A	Clubhouse and Amenity Center	6,200 SF
				1B	Single-Family Residential (SFR) Units	54 DU
1	2026			1C	Single-Family Residential (SFR) Units	35 DU
			Voranda Pay Fact	2A	Single-Family Residential (SFR) Units	66 DU
			Veranda Bay East	2B	Single-Family Residential (SFR) Units	65 DU
				2C	Single-Family Residential (SFR) Units	59 DU
				3B	Yacht Club/ Clubhouse/Mixed Use	10,000 SF
2	2 2027	2030		3C	Single-Family Residential (SFR) Units	72 DU
2	2027			3D	Single-Family Residential (SFR) Units	80 DU
			Veranda Bay West	6F	Commercial Outparcel	32,670 SF
3	2028		Veranda Bay West	5A	Single-Family Residential (SFR) Units	300 DU
			Veranda Bay East	3A	Multi-Family Townhomes	96 DU
4	2029		Veranua bay cast	3B	Multifamily Condos/Apartments	352 DU
				5A	Clubhouse	6,200 SF
			Voranda Bay Most	6A	Town Center (Mixed Use)	58,806 SF
5	2030		Veranda Bay West	6C	Commercial Outparcel	98,010 SF
				6D	Apartments	180 DU
				4A	Single-Family Residential (SFR) Units	160 DU
6	6 2031			4B	Single-Family Residential (SFR) Units	120 DU
		2035	Veranda Bay West	6E	Town Center (Mixed Use)	10,890 SF
7	2032			5B	Multifamily Condos/Apartments	800 DU
	2033			6B	Town Center (Mixed Use)	255,915 SF



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#### 2.0 Trip Generation

A trip generation analysis was performed for the development using the trip generation information from the Institute of Transportation Engineers (ITE) Trip Generation Handbook, 11<sup>th</sup> Edition. **Table 01** summarizes the resulting pm peak trip generation analysis conducted. The proposed development is projected to generate 42,250 daily, 1,977 AM peak and 3,734 PM peak net trips. Internal capture, not to exceed 14% and pass-by trips, not to exceed 20% for commercial development only was calculated and used to determine net total trips.

#### 3.0 Study Area

During the discussion with the City Manager, the study area was reduced from the expanded requested by City of Palm Coast.

The following roadway segments are to be reviewed:

- N/A: SR 100 (Moody Boulevard) from SR A1A to CR 201 (John Anderson Drive)
- 3560: SR 100 (Moody Boulevard) from CR 201 (John Anderson Drive) to Colbert Lane
- N/A: Roberts Road from SR 100 (Moody Boulevard) to Colbert Lane
- N/A: CR 201 (John Anderson Highway) from Walter Boardman Lane to SR 100 (Moody Boulevard)

The following intersections are to be reviewed as shown in **Figure 01**:

- SR 100 (Moody Boulevard) at Colbert Lane/Project Access 01
- SR 100 (Moody Boulevard) at Roberts Road/CR 201 (John Anderson Highway)
- SR 100 (Moody Boulevard) at SR A1A
- CR 201 (John Anderson Highway) at Project Access 02

#### 4.0 Traffic Data Collection

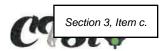
AM and PM Peak turning movement counts were collected on May 9, 2023, and September 7, 2023, for the following study intersections:

- SR 100 (Moody Boulevard) at Flagler Palm Coast Farmers Market
- SR 100 (Moody Boulevard) at Colbert Lane/Project Access 01
- SR 100 (Moody Boulevard) at Beach Village Drive
- SR 100 (Moody Boulevard) at Roberts Road/CR 201 (John Anderson Highway)
- SR 100 (Moody Boulevard) at Palm Drive
- SR 100 (Moody Boulevard) at SR A1A

24-hour bi-directional traffic volumes were collected on May 9, 2023, for CR 201 (John Anderson Highway) north of Project Access 02.

#### 5.0 Traffic Forecasting

Transportation needs were analyzed to determine the required transportation improvements to support the proposed development. The analysis was performed using the adopted *Central Florida Regional Planning Model* (CFRPM) *Version 7.0* to develop traffic projections for the Build and No-Build scenarios. A distribution pattern was developed and manually adjusted based on current TMC, if applicable. The model outputs are included in **Attachment B**.



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The transportation network was checked to ensure that programmed and planned improvements are accurately reflected. The socioeconomic data included in the CFRPM model was checked to ensure that major developments in the area are reasonably reflected in the model. The following developments were verified or included:

Coquina Shores Phase 1 Single Family Residential Subdivision: 233 Units

Ocean Village Apartments: 416 Units

Colbert Landings Single Family Residential Subdivision: 482 Units

Lighthouse Harbor Luxury Apartments: 240 Units

Lighthouse Harbor Mixed Use Development

Commercial: 160,000 SFMarina: 80 wet / 200 dry

Single Family / Townhomes / Apartments: 663 Units

Barnes Office Building: 11,200 SF

The Reserve East Single Family Residential Subdivision: 217 Units
 Roberts Road Multi-Family Apartments Development: 240 Units

Beach Village Park Multi-Family Apartments: 110 Units

The following model networks were created and analyzed consisting of the following:

#### Network 2030 (Veranda Bay East Only)

No spine road connection from SR 100 (Moody Avenue) at Colbert Lane to CR 201 (John Anderson Drive).

Side	Lot Identification	Land Use	Size
Veranda Bay East	1A	Single-Family Residential (SFR) Units	56 DU
Veranda Bay East	1A	Clubhouse and Amenity Center	6,200 SF
Veranda Bay East	1B	Single-Family Residential (SFR) Units	54 DU
Veranda Bay East	1C	Single-Family Residential (SFR) Units	35 DU
Veranda Bay East	2A	Single-Family Residential (SFR) Units	66 DU
Veranda Bay East	2B	Single-Family Residential (SFR) Units	65 DU
Veranda Bay East	2C	Single-Family Residential (SFR) Units	59 DU

#### Network 2030 (Veranda Bay East plus Veranda Bay West Commercial)

No spine road connection from SR 100 (Moody Avenue) at Colbert Lane to CR 201 (John Anderson Drive), however, a stub-out for the south approach on SR 100 (Moody Avenue).

Side	Lot Identification	Land Use	Size
Veranda Bay East	1A	Single-Family Residential (SFR) Units	56 DU
Veranda Bay East	1A	Clubhouse and Amenity Center	6,200 SF
Veranda Bay East	1B	Single-Family Residential (SFR) Units	54 DU
Veranda Bay East	1C	Single-Family Residential (SFR) Units	35 DU
Veranda Bay East	2A	Single-Family Residential (SFR) Units	66 DU
Veranda Bay East	2B	Single-Family Residential (SFR) Units	65 DU
Veranda Bay East	2C	Single-Family Residential (SFR) Units	59 DU
Veranda Bay West	6F	Commercial Outparcel	32,670 SF



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#### Network 2035 (Entire Development)

With spine road connection from SR 100 (Moody Avenue) at Colbert Lane to CR 201 (John Anderson Drive).

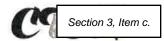
Side	Lot Identification	Land Use	Size
Veranda Bay East	1A	Single-Family Residential (SFR) Units	56 DU
Veranda Bay East	1A	Clubhouse and Amenity Center	6,200 SF
Veranda Bay East	1B	Single-Family Residential (SFR) Units	54 DU
Veranda Bay East	1C	Single-Family Residential (SFR) Units	35 DU
Veranda Bay East	2A	Single-Family Residential (SFR) Units	66 DU
Veranda Bay East	2B	Single-Family Residential (SFR) Units	65 DU
Veranda Bay East	2C	Single-Family Residential (SFR) Units	59 DU
Veranda Bay East	3A	Multi-Family Townhomes	96 DU
Veranda Bay East	3B	Multifamily Condos/Apartments	352 DU
Veranda Bay East	3B	Yacht Club/ Clubhouse/Mixed Use	10,000 SF
Veranda Bay East	3C	Single-Family Residential (SFR) Units	72 DU
Veranda Bay East	3D	Single-Family Residential (SFR) Units	80 DU
Veranda Bay West	4A	Single-Family Residential (SFR) Units	160 DU
Veranda Bay West	4B	Single-Family Residential (SFR) Units	120 DU
Veranda Bay West	5A	Single-Family Residential (SFR) Units	300 DU
Veranda Bay West	5A	Clubhouse	6,200 SF
Veranda Bay West	5B	Multifamily Condos/Apartments	800 DU
Veranda Bay West	6A	Town Center (Mixed Use)	58,806 SF
Veranda Bay West	6B	Town Center (Mixed Use)	255,915 SF
Veranda Bay West	6C	Commercial Outparcel	98,010 SF
Veranda Bay West	6D	Apartments	180 DU
Veranda Bay West	6E	Town Center (Mixed Use)	10,890 SF
Veranda Bay West	6F	Commercial Outparcel	32,670 SF

#### 6.0 **Roadway Segment Analysis**

A roadway segment analysis was conducted based on average annual daily traffic (AADT) volumes obtained from the River to the Sea Transportation Planning Organization (R2CTPO), City of Palm Coast, Flagler County, and/or the Florida Department of Transportation (FDOT). Growth rate and seasonal adjustment factors were applied to estimate traffic volumes. Growth rates were obtained from the City of Palm Coast Transportation Facility Status Report dated February 11, 2022. Other roadways were calculated using the FDOT trends analysis.

#### 7.0 **Traffic Operational Analysis**

Level of Service (LOS) analyses was performed at the study intersections using the latest version of the Synchro software package, which incorporates the Highway Capacity Manual (HCM), Version 6.0 methodologies. Signal timing data was obtained from City of Palm Coast, Flagler County and/or Florida Department of Transportation. When available, the peak hour factor (PHF) was utilized.



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#### Intersection Control Evaluation

Buildout Year 2035 will evaluate SR 100 (Moody Boulevard) at Colbert Lane as a four-leg signalized intersection. The proposed development will become the fourth approach leg for the existing signalized intersection of SR 100 (Moody Boulevard) at Colbert Lane. Per the 2024 FDOT Manual of Intersection Control Evaluation (ICE), an ICE is required. The goal of ICE is to determine if the traffic signal will remain, or if an alternative traffic control strategy should be implemented. The ICE will be developed as a separate document, reviewed, and approved by FDOT, with Flagler Beach informed of the

#### 8.0 **Access Review**

A review of existing turn lanes for the study intersections will be conducted to determine sufficiency of existing turn lane lengths. The need for turn lanes will be based on the City of Palm Coast Turn Lane Standards dated November 10, 2020, Flagler County, and/or FDOT criteria to determine turn lane requirements and turn lane lengths. Recommendations on adjacent driveways and connection spacing will be addressed based on access management criteria.

#### 9.0 **Alternative Mode Analysis**

A multimodal analysis will be conducted to determine the impact of the projected traffic excepted from the proposed development at full buildout on the multimodal transportation system, including transit, bicycle, and pedestrian facilities.

#### 10.0 Mitigation of Impacts

Impacts of a development project on the multimodal transportation network should be based on the applicable City/County adopted comprehensive plan. If a major roadway segment is below its adopted LOS standard, then the developer shall propose a solution to mitigate the transportation impacts of the proposed site. Mitigation strategies and proportionate share calculation will be conducted for study area roadway segment and intersections only if the adverse impact is due to the traffic from the proposed development.

#### 11.0 Report

A TIA report summarizing the above methodology and study findings will be prepared and submitted to Flagler Beach, Flagler County (for information only) and FDOT for approval.

## **Attachment B**

Traffic Counts and Peak Season Factor (PSF)



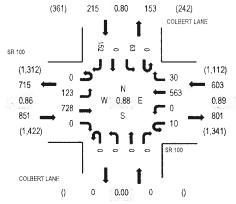
(303) 216-2439 www.alltrafficdata.net Location: 4 COLBERT LANE & SR 100 AM

Date: Tuesday, May 9, 2023

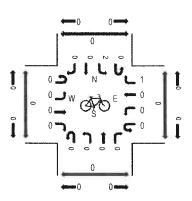
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

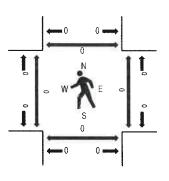
### Peak Hour - Motorized Vehicles



#### Peak Hour - Bicycles



#### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

#### **Traffic Counts - Motorized Vehicles**

	SR 100					SR 1	00		C	OLBER	T LAN	Ξ	С	OLBEF	RT LAN	E						
Interval		Eastb	ound			Westb	ound			Northb	ound			South	bound			Rolling	Ped	lestriar	n Cross	ings
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:00 AM	0	12	110	0	0	0	107	5	0	0	0	0	0	8	0	21	263	1,226	0	0	0	1
7:15 AM	0	20	122	0	1	0	119	2	0	0	0	0	0	8	0	21	293	1,348	0	0	0	0
7:30 AM	0	20	121	0	1	0	127	5	0	0	0	0	0	8	0	24	306	1,457	0	1	0	0
7:45 AM	0	21	145	0	2	0	136	4	0	0	0	0	0	14	0	42	364	1,561	0	0	0	1
8:00 AM	0	28	174	0	4	0	130	8	0	- 0	0	0	0	15	0	26	385	1,669	0	0	0	0
8:15 AM	0	34	189	0	1	0	123	8	0	0	0	0	0	12	0	35	402		0	0	0	0
8:30 AM	0	25	155	0	4	0	160	6	0	0	0	0	0	17	0	43	410		0	0	0	0
8 45 AM	0	36	210	0	1	0	150	8	0	0	0	0	0	19	0	48	472		0	0	0	0

#### Peak Rolling Hour Flow Rates

		East	bound			West	ound			North	oound			South	bound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	L.eft	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	8	0	0	0	7	0	0	0	0	0	0	0	0	1	16
Lights	0	116	696	0	10	0	536	29	0	0	0	0	0	63	0	147	1,597
Mediums	0	7	24	0	0	0	20	1	0	0	0	0	0	0	0	4	56
Total	0	123	728	0	10	0	563	30	0	0	0	0	0	63	0	152	1.669

		⊨astb	ouna			vvestbe	ouna			Northb	ound			South	ound		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		4.6	5%			4.6%	6			0.09	%			2.3	%		4.3%
Heavy Vehicle %	0.0%	5.7%	4.4%	0.0%	0.0%	0.0%	4.8%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	4.3%
Peak Hour Factor		0.0	36			0.89	}			0.0	0			0.8	0		0.88
Peak Hour Factor	0.00	0.85	0.87	0.00	0.69	0.00	0.88	0.94	0.00	0.00	0.00	0.00	0.00	0.83	0.00	0.79	0.88



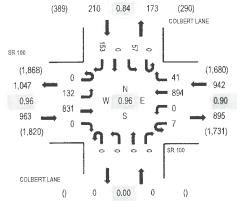
Location: 4 COLBERT LANE & SR 100 PM

Date: Tuesday, May 9, 2023

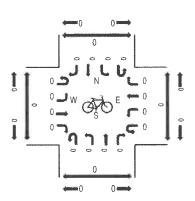
Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM

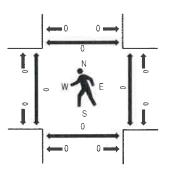
#### Peak Hour - Motorized Vehicles



#### Peak Hour - Bicycles



#### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

#### **Traffic Counts - Motorized Vehicles**

			SR	100			SR 1	00		C	OLBER	T LANE	Ē	С	OLBER	T LAN	E						
	Interval		Eastb	ound			Westb	ound			Northb	ound			South	oound			Rolling	Ped	lestriar	n Crossi	ings
	Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
	4:00 PM	0	30	187	0	0	0	206	14	0	0	0	0	0	11	0	41	489	2,071	0	0	0	0
2.1	4.15 PM	0	35	214	0	1	0	212	6	- 0	0	0	0	0	20	0	29	517	2,115	0	0	0	0
	4:30 PM	0	25	200	0	2	0	249	10	0	0	0	0	0	7	0	60	553	2,056	0	0	0	0.
	4:45 PM	- 0	32	207	0	2	0	208	7	0	0	0	0	0	19	0	37	512	1,925	0	0	0	0
	5:00 PM	0	40	210	0	2	0	225	18	0	0	0	0	0	11	0	27	533	1,818	0	0	0	0
	5:15 PM	0	20	206	0	2	0	177	7	0	0	0	0	0	16	0	30	458		0	0	0	0
	5:30 PM	0	22	192	0	1	0	164	5	0	0	0	0	0	12	0	26	422		0	0	0	0
	5:45 PM	0	13	187	0	2	0	154	6	0	0	0	0	0	20	0	23	405		0	0	0	0

#### Peak Rolling Hour Flow Rates

		East	bound			Westb	ound			North	ound			South	bound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	4
Lights	0	132	822	0	7	0	876	41	0	0	0	0	0	56	0	148	2,082
Mediums	0	0	6	0	0	0	18	0	0	0	0	0	0	1	0	4	29
Total	0	132	831	0	7	0	894	41	0	0	0	0	0	57	0	153	2,115

		Eastbound					ound			Northb	ound			South	oound		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehidle %		0.9% 1.9%								0.0	%			2.9	%		1.6%
Heavy Vehicle %	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	0.0%	3.3%	1.6%
Peak Hour Factor		96			0.9	0			0.0	0			0.0	34		0.96	
Peak Hour Factor	0.00	0.83	0.97	0.00	1.00	0.00	0.90	0.58	0.00	0.00	0.00	0.00	0.00	0.74	0.00	0.70	0.96



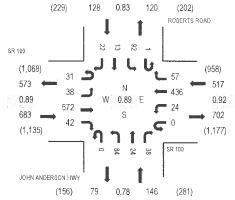
(303) 216-2439 www.alltrafficdata.net Location: 6 JOHN ANDERSON HWY & SR 100 AM

Date: Tuesday, May 9, 2023

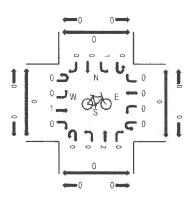
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

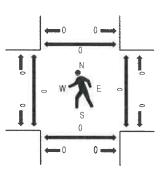
#### Peak Hour - Motorized Vehicles



#### Peak Hour - Bicycles



#### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

#### **Traffic Counts - Motorized Vehicles**

		SR	100			SR 1	00		JOHN	ANDE	RSON H	<b>WY</b>	R	DBERT	S ROA	.D						
Interval		Eastb	ound			Westb	ound			Northb	ound			Southl	oound			Rolling	Ped	lestriar	Crossi	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:00 AM	2	8	75	7	0	1	90	8	0	15	3	9	0	11	3	0	232	1,129	0	0	0	1
7:15 AM	0	7	93	13	0	2	91	6	0	18	8	6	0	16	2	1	263	1,250	0	0	0	1
7:30 AM	3	8	85	10	0	6	108	11	0	28	3	10	0	15	7	6	300	1,339	0	0	0	0
7:45 AM	2	7	121	11	0	4	105	9	0	23	4	8	0	26	11	3	334	1,393	0	0	0	0
8:00 AM	_ 8	13	137	12	0	5	101	12	0	21	6	8	0	18	5	7	353	1,474	0	0	0	0
8:15 AM	5	2	153	12	0	6	99	13	0	13	6	8	1	25	4	5	352		0	0	0	0
8:30 AM	8	11	120	10	0	5	122	14	0	21	8	8	0	20	1	6	354		0	0	0	0
8 45 AM	10	12	162	8	0	8	114	18	0	29	4	14	0	29	3	'4	415		0	0	0	0

#### Peak Rolling Hour Flow Rates

		East	bound			Westh	ound			North	oound			South	bound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	2	0	0	0	4	0	0	1	0	1	0	0	0	2	10
Lights	31	33	558	40	0	24	422	53	0	81	22	36	1	90	10	18	1,419
Mediums	0	5	12	2	0	0	10	4	0	2	2	1	0	2	3	2	45
Total	31	38	572	42	0	24	436	57	0	84	24	38	1	92	13	22	1,474

		East	ound			Westbe	ound			Northb	ound			South	bound		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		3.	1%			3.5%	6			4.89	%			7.0	%		3.7%
Heavy Vehicle %	0.0%	13.29	% 2.4%	4.8%	0.0%	0.0%	3.2%	7.0%	0.0%	3.6%	8.3%	5.3%	0.0%	2.2%	23.19	% 18.2%	6 3.7%
Peak Hour Factor		0.	89			0.92	2			0.7	8			0.8	33		0.89
Peak Hour Factor	0.78	0.73	0.88	0.88	0.00	0.75	0.89	0.79	0.00	0.80	0.75	0.68	0.25	0.79	0.61	0.79	0.89



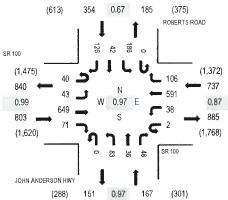
Location: 6 JOHN ANDERSON HWY & SR 100 PM

Date: Tuesday, May 9, 2023

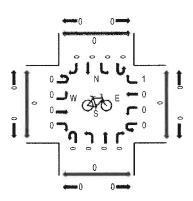
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM

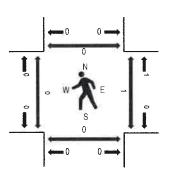
#### Peak Hour - Motorized Vehicles



#### Peak Hour - Bicycles



#### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

#### **Traffic Counts - Motorized Vehicles**

		SR	100			SR 1	00		JOHN	ANDE	RSON	HWY	R	OBERT	S ROA	.D						
Interval		Eastb	ound			Westb	ound			Northb	ound			South	bound			Rolling	Ped	destriar	n Cross	ings
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru I	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
4:00 PM	10	15	160	18	0	14	162	22	0	21	9	11	0	41	8	8	499	2,061	0	0	0	0
4:15 PM	4	13	170	15	0	7	171	35	0	18	14	9	0	46	8	20	530	2,056	0	0	0	0
4:30 PM	15	б	146	24	0	ê	124	23	0	18	8	17	0	56	16	70	532	2,006	0	1	0	0
4:45 PM	11	9	173	14	2	8	134	26	0	26	5	11	0	43	10	28	500	1,922	0	0	0	0
5:00 PM	7	9	167	22	0	7	135	25	0	19	10	11	0	49	16	17	494	1,845	0	0	0	0
5:15 PM	9	10	165	17	0	9	143	29	0	17	10	7	0	42	13	9	480		0	0	0	0
5:30 PM	9	9	178	11	1	5	117	31	0	12	13	5	0	34	9	14	448		0	0	0	0
5:45 PM	5	9	176	14	1	2	100	30	0	18	5	7	0	40	12	4	423		0	0	0	0

#### Peak Rolling Hour Flow Rates

		East	bound			West	ound			Northb	ound			South	bound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	1	2	1	0	0	0	0	0	1	0	1	0	0	0	0	6
Lights	40	40	637	70	2	37	573	105	0	81	36	47	0	184	41	126	2,019
Mediums	0	2	10	0	0	1	18	1	0	1	0	0	0	2	1	0	36
Total	40	43	649	71	2	38	591	106	0	83	36	48	0	186	42	126	2,061

		Eastb	ound			Westb	ound			Northb	ound			South	oound		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		2.0	)%			2.7%	6			1.89	%			0.8	%		2.0%
Heavy Vehicle %	0.0%	7.0%	1.8%	1.4%	0.0%	2.6%	3.0%	0.9%	0.0%	2.4%	0.0%	2.1%	0.0%	1.1%	2.4%	0.0%	2.0%
Peak Hour Factor		0.9	99			0.87	7			0.9	7			0.6	67		0.97
Peak Hour Factor	0.70	0.72	0.96	0.80	0.38	0.68	0.86	0.93	0.00	0.80	0.73	0.71	0.00	0.87	0.86	0.48	0.97



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SR 100 (968)

0.87

674

(1,145)

PALM DRIVE

(79)

50

4 0.63

22

Location: 7 PALM DRIVE & SR 100 AM

Date: Tuesday, May 9, 2023

Peak Hour: 08:00 AM - 09:00 AM

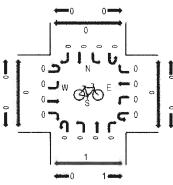
Peak 15-Minutes: 08:45 AM - 09:00 AM

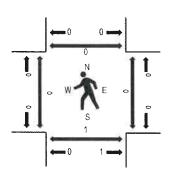
#### Peak Hour - Motorized Vehicles

#### Peak Hour - Bicycles

#### Peak Hour - Pedestrians







Note: Total study counts contained in parentheses.

0.93

63

(113)

#### **Traffic Counts - Motorized Vehicles**

		SR	100			SR 1	00			PALM [	DRIVE			PALM	DRIVE							
Interval		Eastb	ound			Westb	ound			Northb	ound			South	oound			Rolling	Ped	lestriar	n Cross	ings
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:00 AM	0	2	89	2	0	0	92	0	0	10	0	1	0	0	0	0	196	936	0	0	0	0
7:15 AM	0	3	107	5	0	3	86	1	0	10	0	6	0	0	0	0	221	1,020	0	0	0	0
7:30 AM	0	1	101	10	0	3	112	0	0	8	0	2	0	1	0	1	239	1,102	0	0	0	0
7:45 AM	0	1	145	5	0	1	111	2	0	11	0	2	0	1	0	1	280	1,167	0	0	0	0
8:00 AM	0	4	144	7	1	0	106	3	0	9	0	5	0	0	0	1	280	1,241	0	0	0	0
8:15 AM	0	4	152	15	0	3	112	1	0	12	0	4	0	0	0	0	303		0	0	0	0
8:30 AM	0	6	143	5	0	4	128	0	0	10	0	7	0	0	0	1	304		0	0	0	0
8.45 AM	0	3	179	12	0	4	137	1	0	9	0	7	0	- 1	0	1	354		0	- 0	1	0

#### Peak Rolling Hour Flow Rates

		East	bound			West	oound			North	oound			South	bound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Tum	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0	9
Lights	0	17	603	38	1	11	458	5	0	40	0	23	0	1	0	3	1,200
Mediums	0	0	9	1	0	0	22	0	0	0	0	0	0	0	0	0	32
Total	0	17	618	39	1	11	483	5	0	40	0	23	0	1	0	3	1,241

		Eastb	ound			Westbe	ound			Northb	ound			South	ound		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		2.4	1%			5.0%	6			0.0	%			0.0	%		3.3%
Heavy Vehicle %	0.0%	0.0%	2.4%	2.6%	0.0%	0.0%	5.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%
Peak Hour Factor		0.8	87			0.88	3			0.9	3			0.6	3		0.88
Peak Hour Factor	0.00	0.71	0.86	0.65	0.25	0.69	0.88	0.50	0.00	0.88	0.00	0.82	0.00	0.50	0.00	0.75	0.88



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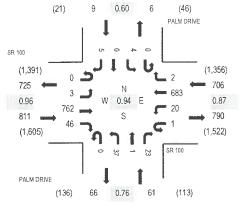
Location: 7 PALM DRIVE & SR 100 PM

Date: Tuesday, May 9, 2023

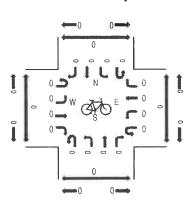
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:15 PM - 04:30 PM

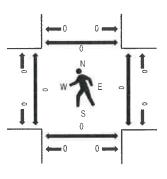
#### Peak Hour - Motorized Vehicles



#### Peak Hour - Bicycles



#### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

#### **Traffic Counts - Motorized Vehicles**

			SR	100			SR 1	00			PALM [	DRIVE			PALM	DRIVE							
	Interval		Eastb	ound			Westb	ound			Northb	ound			Southl	oound			Rolling	Ped	destriar	n Crossi	ings
	Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
150	4:00 PM	0	1	184	11	1	5	186	0	0	10	0	3	0	1	0	2	404	1,587	0	0	0	0
	4:15 PM	0	0	192	15	0	4	198	0	0	10	0	2	0	0	0	2	423	1,582	0	0	0	0
	4:30 PM	0	2	189	10	0	8	152	- 1	0	7	0	11	0	1	0	0	381	1,572	0	0	0	0
	4:45 PM	0	0	197	10	0	3	147	1	0	10	-1	7	0	2	0	1	379	1,561	0	0	0	0
	5:00 PM	0	3	185	11	1	7	178	1	0	11	0	0	0	0	0	2	399	1,508	0	0	0	0
	5:15 PM	0	1	195	18	0	7	162	3	0	17	0	6	0	0	0	4	413		0	0	0	0
	5:30 PM	0	7	177	14	2	4	156	2	0	5	0	2	0	0	0	1	370		0	0	0	0
	5:45 PM	0	20	156	7	2	2	120	3	0	8	0	3	0	3	0	2	326		0	0	0	0

#### Peak Rolling Hour Flow Rates

		East	bound			Westh	oound			Northb	ound			South	bound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	3	745	44	1	20	666	2	0	33	1	23	0	4	0	5	1,547
Mediums	0	0	16	2	0	0	17	0	0	4	0	0	0	0	0	0	39
Total	0	3	762	46	1	20	683	2	0	37	1	23	0	4	0	5	1,587

		Eastb	ound			Westb	ound			Northb	ound			South	oound		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		2.3	3%			2.49	%			6.69	6			0.0	%		2.5%
Heavy Vehicle %	0.0%	0.0%	2.2%	4.3%	0.0%	0.0%	2.5%	0.0%	0.0%	10.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%
Peak Hour Factor		0.9	96			0.8	7			0.70	6			0.6	0		0.94
Peak Hour Factor	0.00	0.39	0.97	0.74	0.63	0.78	0.86	0.75	0.00	0.66	0.25	0.55	0.00	0.50	0.00	0.56	0.94



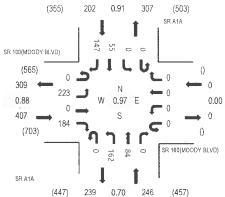
Location: 2 SR A1A & SR 100(MOODY BLVD) AM

Date: Thursday, September 7, 2023

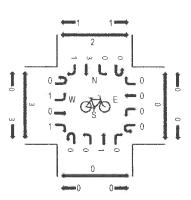
Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

#### Peak Hour - Motorized Vehicles



#### Peak Hour - Bicycles



#### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

#### **Traffic Counts - Motorized Vehicles**

ı	nterval	SR 10	00(MO Eastb	ODY B ound	LVD)		0(MOC Westb	DY BLY	VD)		SR A Northb				SR / South				Rolling	Ped	destria	n Cross	ings
St	art Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7	:00 AM	0	36	0	24	0	0	0	0	0	41	13	0	0	0	10	10	134	676	0	0	2	0
7	:15 AM	0	30	0	37	0	0	0	0	0	41	9	0	0	0	8	30	155	752	3	1	2	1
7	:30 AM	0	42	0	34	0	0	0	0	0	36	14	0	0	0	15	25	166	802	0	0	1	1
7	:45 AM	0	34	0	42	0	0	0	0	0	55	36	0	0	0	19	35	221	855	0	0	- 4	2
8	.00 AM	0	58	0	41	0	0	0	0	0	46	16	0	0	0	18	31	210	839	2	0	0	1
8	:15 AM	0	72	0	49	0	0	0	0	0	25	16	0	0	0	11	32	205		0	0	3	1
8	:30 AM	0	59	0	52	0	0	0	0	0	36	16	0	0	0	7	49	219		0	0	0	0
8	:45 AM	0	35	0	58	0	0	0	0	0	40	17	0	0	0	22	33	205		3	0	0	4

#### Peak Rolling Hour Flow Rates

		East	bound			West	oound			North	ound			South	bound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4
Lights	0	197	0	174	0	0	0	0	0	156	81	0	0	0	50	145	803
Mediums	0	23	0	10	0	0	0	0	0	6	3	0	0	0	4	2	48
Total	0	223	0	184	0	0	0	0	0	162	84	0	0	0	55	147	855

	Eastbound					Westbe	ound			Northb	ound			South	ound		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		8.8	3%			0.0%	6			3.79	%			3.5	%		6.1%
Heavy Vehicle %	0.0%	11.7%	6 0.0%	5.4%	0.0%	0.0%	0.0%	0.0%	0.0%	3.7%	3.6%	0.0%	0.0%	0.0%	9.1%	1.4%	6.1%
Peak Hour Factor		0.3	38			0.00	)			0.70	)			0.9	1		0.97
Peak Hour Factor	0.00	0.78	0.00	0.86	0.00	0.00	0.00	0.00	0.00	0.81	0.58	0.00	0.00	0.00	0.83	0.75	0.97

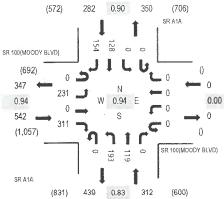


Location: 2 SR A1A & SR 100(MOODY BLVD) PM

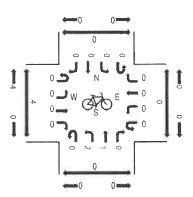
Date: Thursday, September 7, 2023 Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

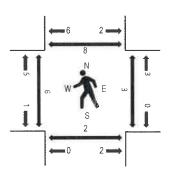
#### Peak Hour - Motorized Vehicles



#### Peak Hour - Bicycles



#### Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

#### **Traffic Counts - Motorized Vehicles**

		SR 10	00(MO	ODY B	LVD)	SR 10	0(MOC	DY BL	/D)		SR A	λ1A			SR	41A							
	Interval		Eastb	ound			Westb	ound			Northb	ound			South	oound			Rolling	Ped	destriar	n Crossi	ings
	Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
	4:00 PM	0	74	0	66	0	0	0	0	0	45	22	0	0	0	37	45	289	1,107	0	0	0	2
	4:15 PM	0	54	0	59	0	0	0	0	0	46	23	0	0	0	31	50	263	1,120	3	0	1	0
	4:30 PM	0	50	0	77	- 0	0	0	0	0	49	33	0	0	0	39	45	293	1,136	0	0	0	2
	4:45 PM	0	58	0	77	0	0	0	0	0	46	25	0	0	0	23	33	262	1,100	2	1	0	1
	5:00 PM	0	64	0	78	0	0	0	0	0	58	38	0	0	0	32	32	302	1,122	2	0	2	3
100	5:15 PM	0	59	0	79	0	0	0	0	0	40	23	0	0	0	34	44	279		2	2	0	2
	5:30 PM	0	54	0	64	0	0	0	0	0	45	32	0	0	0	28	34	257		2	1	2	9
	5:45 PM	0	63	0	81	0	0	0	0	0	41	34	0	0	0	26	39	284		2	0	0	4

#### Peak Rolling Hour Flow Rates

		East	bound			West	oound			Northb	ound			South	bound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	2	8
Lights	0	227	0	308	0	0	0	0	0	187	119	0	0	0	124	147	1,112
Mediums	0	4	0	3	0	0	0	0	0	3	0	0	0	0	1	5	16
Total	0	231	0	311	0	0	0	0	0	193	119	0	0	0	128	154	1,136

		Eastbound				Westb	ound			Northb	ound			South	ound		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		1.3	3%			0.0%	%			1.99	%			3.9	%		2.1%
Heavy Vehicle %	0.0%	1.7%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.1%	0.0%	0.0%	0.0%	0.0%	3.1%	4.5%	2.1%
Peak Hour Factor		0.9	94			0.00	0			8.0	3			0.9	0		0.94
Peak Hour Factor	0.00	0.94	0.00	0.98	0.00	0.00	0.00	0.00	0.00	0.86	0.84	0.00	0.00	0.00	0.83	0.87	0.94

#### Page 1

## All Traffic Data Services, Inc. WWW.ALLTRAFFICDATA.NET

Site Code: 1 Station ID: 32838 JOHN ANDERSON HWY SOUTH OF BED & BISCUIT INN

Start	09-May-23	N	IB	Hour	Totals		BB	Hour	Totals	Combine	ed Totals
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoor
12:00		0	19			0	26	-			
12:15		0	20			0	30		1		
12:30		1	27			1	22		1		
12:45		o O	26	1	92	Ö	21	1	99	2	19
01:00		0	26	•	32	0	17		33	2	19
01:00			26			0	28				
01:15		0	20		- 1	Ü	28				
01:30		0	24	_		0	21				
01:45		0	15	0	91	0	18	0	84	0	17
02:00		0	24			0 3 0 2 0	29				
02:15		0	27			0	26				
02:30		0	17			2	32				
02:45		2	28	2	96	0	30	5	117	7	213
03:00		0	22	_		Ō	32	•		•	
03:15		ŏ	30			Ö	31				
03:30		0	32			0	28				
00.45			14	•	00	0	28	0	440	0	0.4
03:45		0	14	0	98	0	28	0	119	0	21
04:00		0	25			0	29				
04:15		0	26			0	21				
04:30		1	28			0	27				
04:45		1	26	2	105	1	24	1	101	3	20
05:00		4	23			1	32				
05:15		5	22		1	0	22				
05:30		5 2	21			1	20				
05:45		4	22	15	88	1	22	3	96	18	18-
06:00		7	19	10	00		14	J	90	10	10.
06:00			19			3 8 9	24				
06:15		6	20		1	8					
06:30		8	15			9	16				
06:45		12	7	33	61	6 8	15	26	69	59	13
07:00		18	12			8	18				
07:15		18	10			12	10				
07:30		23	8			16	13				
07:45		24	8	83	38	19	8	55	49	138	8
08:00		27	9			20	13				•
08:15		20	ă		1	16	14				
08:30		26	2		-1	15	2				
08:45		28	9 2 8	101	28	20	6	71	25	172	0.
00.40		[26]	0	101	20		2 6 7	7.1	35	172	6:
09:00		23	6			16	/				
09:15		20	1			20	3				
09:30		17	3 3 2 2			21	6				
09:45		20	3	80	13	19	1	76	17	156	3
10:00		20	2			22	4				
10:15		26	2			22	3				
10:30		26	0			27	4				
10:45		30	1	102	5	20	3	91	14	193	1
11:00		25	i	102	١	21	1	0.	'	100	'
		26				26	Ö				
11:15		20			1	20					
11:30		29	1		_	16	1		_		
11:45		26	0	106	2	28	1	91	3	197	
Total		525	717			420	803			945	152
Percent		42.3%	57.7%			34.3%	65.7%			38.3%	61.7%
Grand		525	717			420	803			945	152
Total											
Percent		42.3%	57.7%			34.3%	65.7%			38.3%	61.7%

ADT 2,465 AADT 2,465

NB SB Total

AM Peak: 101 71 172 8:00 - 9:00 PM Peak: 103 104 207 4:15 - 4:30

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL CATEGORY: 7300 FLAGLER COUNTYWIDE

CAILG	ORI: 7300 FLAGEER COUNTIWIN		MOCF: 0.95
WEEK	DATES ====================================	SF ======	PSCF ====================================
1 2 3 4 5 6 7 8 8 9 *10 *11 *12 *13 *14 *15	01/01/2022 - 01/01/2022 01/02/2022 - 01/08/2022 01/09/2022 - 01/15/2022 01/16/2022 - 01/22/2022 01/23/2022 - 01/29/2022 01/30/2022 - 02/05/2022 02/06/2022 - 02/12/2022 02/13/2022 - 02/19/2022 02/20/2022 - 02/26/2022 02/27/2022 - 03/05/2022 03/06/2022 - 03/12/2022 03/13/2022 - 03/12/2022 03/20/2022 - 03/19/2022 03/20/2022 - 03/26/2022 03/27/2022 - 04/02/2022 04/03/2022 - 04/09/2022	1.02 1.04 1.05 1.04 1.02 1.00 0.98 0.96 0.95 0.95 0.93 0.93	1.07 1.09 1.11 1.09 1.07 1.05 1.03 1.01 1.01 1.00 0.99 0.98 0.98 0.99
*16 *17	04/10/2022 - 04/16/2022 04/17/2022 - 04/23/2022	0.95 0.95	1.00 1.00
*18 *19	04/24/2022 - 04/30/2022	0.96 0.97	1.01 1.02
*20	05/01/2022 - 05/07/2022 05/08/2022 - 05/14/2022	0.98	1.03
21 22 23 24 25 26 27 28 29 31 32 33 34 35 36 37 38 39 41	05/15/2022 - 05/21/2022 05/22/2022 - 05/28/2022 05/29/2022 - 06/04/2022 06/05/2022 - 06/11/2022 06/12/2022 - 06/18/2022 06/19/2022 - 06/25/2022 06/26/2022 - 07/02/2022 07/03/2022 - 07/09/2022 07/10/2022 - 07/16/2022 07/17/2022 - 07/23/2022 07/24/2022 - 07/30/2022 07/31/2022 - 08/06/2022 08/07/2022 - 08/13/2022 08/07/2022 - 08/20/2022 08/21/2022 - 08/20/2022 08/28/2022 - 09/03/2022 09/04/2022 - 09/10/2022 09/11/2022 - 09/17/2022 09/18/2022 - 09/24/2022 09/25/2022 - 10/01/2022 10/02/2022 - 10/08/2022	0.98 0.99 1.00 1.01 1.02 1.02 1.02 1.03 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02 1.02	1.03 1.04 1.05 1.06 1.07 1.07 1.08 1.08 1.07 1.07 1.07 1.07 1.07 1.07 1.09 1.11 1.13 1.09 1.07 1.09
42 43 44 45 46 47 48 49 50 51 52 53	10/09/2022 - 10/15/2022 10/16/2022 - 10/22/2022 10/23/2022 - 10/29/2022 10/30/2022 - 11/05/2022 11/06/2022 - 11/12/2022 11/13/2022 - 11/26/2022 11/20/2022 - 11/26/2022 11/27/2022 - 12/03/2022 12/04/2022 - 12/10/2022 12/11/2022 - 12/17/2022 12/18/2022 - 12/24/2022 12/25/2022 - 12/31/2022	0.97 0.99 1.00 1.02 1.03 1.05 1.04 1.04 1.03 1.02 1.04 1.05	1.02 1.04 1.05 1.07 1.08 1.11 1.09 1.09 1.08 1.07 1.09

\* PEAK SEASON

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# Attachment C

**Existing Year 2023 Synchro Worksheets** 

## HCM 6th Signalized Intersection Summary 2: SR 100 (Moody Blvd) & Colbert Lane

Existing Year 2023
Timing Plan: AM Peak

	۶	<b>→</b>	*	•	+	1	1	†	1	-	↓	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	<b>^</b>		84	个个	7				7		7
Traffic Volume (veh/h)	127	750	0	10	580	31	0	0	0	65	0	157
Future Volume (veh/h)	127	750	0	10	580	31	0	0	0	65	0	157
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1811	1841	0	1900	1826	1856				1900	0	1856
Adj Flow Rate, veh/h	149	862	0	14	659	33				78	0	199
Peak Hour Factor	0.85	0.87	0.25	0.69	0.88	0.94				0.83	0.25	0.79
Percent Heavy Veh, %	6	4	0	0	5	3				0	0	3
Cap, veh/h	426	2097	0	366	1351	613				296	0	257
Arrive On Green	0.08	0.60	0.00	0.39	0.39	0.39				0.16	0.00	0.16
Sat Flow, veh/h	1725	3589	0	652	3469	1572				1810	0	1572
Grp Volume(v), veh/h	149	862	0	14	659	33				78	0	199
Grp Sat Flow(s),veh/h/ln	1725	1749	0	652	1735	1572				1810	0	1572
Q Serve(g_s), s	3.0	8.4	0.0	0.9	9.2	0.8				2.4	0.0	7.8
Cycle Q Clear(g_c), s	3.0	8.4	0.0	0.9	9.2	0.8				2.4	0.0	7.8
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	426	2097	0	366	1351	613				296	0	257
V/C Ratio(X)	0.35	0.41	0.00	0.04	0.49	0.05				0.26	0.00	0.77
Avail Cap(c_a), veh/h	923	4981	0	715	3211	1455				942	0	818
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	10.1	6.8	0.0	12.2	14.8	12.2				23.5	0.0	25.7
Incr Delay (d2), s/veh	0.5	0.1	0.0	0.0	0.3	0.0				0.5	0.0	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	1.8	0.0	0.1	2.8	0.2				0.9	0.0	2.8
Unsig. Movement Delay, s/vel	h											
LnGrp Delay(d),s/veh	10.6	7.0	0.0	12.3	15.0	12.3				23.9	0.0	30.7
LnGrp LOS	В	Α	Α	В	В	В				С	Α	C
Approach Vol, veh/h		1011			706						277	
Approach Delay, s/veh		7.5			14.9						28.8	
Approach LOS	1	A	W		В	23.0				walls.	C	
Timer - Assigned Phs	1	2				6		- 8				
Phs Duration (G+Y+Rc), s	13.5	32.6				46.1		18.1				
Change Period (Y+Rc), s	8.5	7.6				7.6		7.6				
Max Green Setting (Gmax), s	23.5	59.4		15.3	1.11	31.4		33.4				Track!
Max Q Clear Time (g_c+l1), s		11.2				10.4		9.8				
Green Ext Time (p_c), s	0.3	3.9				6.1		8.0	12.7			111
Intersection Summary	MAH					HE HY	10.72	9 <sub>1</sub> 15 <sub>11</sub>			1111	
HCM 6th Ctrl Delay		- 53	13.0									
HCM 6th LOS			В									

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#### HCM 6th Signalized Intersection Summary 3: John Anderson Rd & SR 100 (Moody Blvd)

Existing Year 2023 Timing Plan: AM Peak

	*	<b>→</b>	$\rightarrow$	•	<del></del>	*	•	<b>†</b>	1	-	1	1
Movement	EBL.	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	<b>个</b> 个	7	Ť	<b>^</b>	7	*	1>		7	1	
Traffic Volume (veh/h)	71	589	43	25	449	59	87	25	39	96	13	23
Future Volume (veh/h)	71	589	43	25	449	59	87	25	39	96	13	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	C
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1870	1826	1900	1856	1796	1841	1781	1826	1870	1559	1633
Adj Flow Rate, veh/h	97	669	49	33	504	75	109	33	57	122	20	29
Peak Hour Factor	0.73	0.88	0.88	0.75	0.89	0.79	0.80	0.75	0.68	0.79	0.64	0.79
Percent Heavy Veh, %	13	2	5	0	3	7	4	8	5	2	23	18
Cap, veh/h	447	1572	685	403	1458	629	323	107	184	293	105	152
Arrive On Green	0.05	0.44	0.44	0.03	0.41	0.41	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1626	3554	1547	1810	3526	1522	1335	586	1013	1307	575	834
Grp Volume(v), veh/h	97	669	49	33	504	75	109	0	90	122	0	49
Grp Sat Flow(s),veh/h/ln	1626	1777	1547	1810	1763	1522	1335	0	1599	1307	0	1409
Q Serve(g_s), s	2.0	7.8	1.1	0.6	5.9	1.8	4.6	0.0	2.9	5.4	0.0	1.8
Cycle Q Clear(g_c), s	2.0	7.8	1.1	0.6	5.9	1.8	6.3	0.0	2.9	8.3	0.0	1.8
Prop In Lane	1.00	1.0	1.00	1.00	0.0	1.00	1.00	0.0	0.63	1.00	0.0	0.59
Lane Grp Cap(c), veh/h	447	1572	685	403	1458	629	323	0	291	293	0	257
V/C Ratio(X)	0.22	0.43	0.07	0.08	0.35	0.12	0.34	0.00	0.31	0.42	0.00	0.19
Avail Cap(c_a), veh/h	467	2468	1075	472	2437	1052	1250	0.00	1402	1201	0.00	1235
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.5	11.6	9.7	9.9	12.1	10.9	23.6	0.0	21.4	25.0	0.00	21.0
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.1	0.1	0.1	0.6	0.0	0.6	0.9	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	2.4	0.3	0.0	1.9	0.5	1.4	0.0	1.1	1.6	0.0	0.6
Unsig. Movement Delay, s/vel		2.4	0.5	0.2	1.9	0.5	1.4	-0.0	1.1	1.0	0.0	0.0
	9.7	11.8	9.8	10.0	12.3	11.0	24.2	0.0	22.0	26.0	0.0	04.0
LnGrp Delay(d),s/veh					12.3 B	11.0			22.0	26.0	0.0	21.3
LnGrp LOS	A	В	A	В		В	С	A	С	С	A	C
Approach Vol, veh/h		815			612			199			171	
Approach Delay, s/veh		11.4			12.0			23.2			24.6	
Approach LOS		В			В			C			C	
Timer - Assigned Phs	1	2	1	4	5	6		8				
Phs Duration (G+Y+Rc), s	10.7	31.8		18.0	8.9	33.5		18.0				
Change Period (Y+Rc), s	7.4	6.8		7.0	* 7.2	6.8		7.0				
Max Green Setting (Gmax), s	4.0	41.8		53.0	* 4	42.0		53.0				
Max Q Clear Time (g_c+l1), s		7.9		8.3	2.6	9.8		10.3				
Green Ext Time (p_c), s	0.0	3.5		0.9	0.0	4.7		0.7				
Intersection Summary												
HCM 6th Ctrl Delay			14.2									
HCM 6th LOS			В									
Notes												

<sup>\*</sup> HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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Existing Year 2023
Timing Plan: AM Peak

	۶	*	4	<b>†</b>	<b>↓</b>	1
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Ŋ	7	7	<b>†</b>	1>	
Traffic Volume (veh/h)	248	204	180	93	61	163
Future Volume (veh/h)	248	204	180	93	61	163
Initial Q (Qb), veh	0	0	0	0	0	. 0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	100	3332	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1722	1826	1841	1841	1767	1885
Adj Flow Rate, veh/h	318	237	222	160	73	217
Peak Hour Factor	0.78	0.86	0.81	0.58	0.83	0.75
Percent Heavy Veh, %	12	5	4	4	9	1
Cap, veh/h	407	384	491	993	142	423
Arrive On Green	0.25	0.25	0.07	0.54	0.36	0.36
Sat Flow, veh/h	1640	1547	1753	1841	392	1165
Grp Volume(v), veh/h	318	237	222	160	0	290
Grp Sat Flow(s),veh/h/ln	1640	1547	1753	1841	0	1557
Q Serve(g_s), s	10.0	7.5	4.0	2.4	0.0	8.0
Cycle Q Clear(g_c), s	10.0	7.5	4.0	2.4	0.0	8.0
Prop In Lane	1.00	1.00	1.00			0.75
Lane Grp Cap(c), veh/h	407	384	491	993	0	565
V/C Ratio(X)	0.78	0.62	0.45	0.16	0.00	0.51
Avail Cap(c_a), veh/h	923	871	491	1581	0	1063
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.3	18.4	10.3	6.4	0.0	13.7
Incr Delay (d2), s/veh	3.3	1.6	0.7	0.1	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	2.5	1.4	0.8	0.0	2.6
Unsig. Movement Delay, s/ve		2.0		0.0	0.0	
LnGrp Delay(d),s/veh	22.6	20.0	10.9	6.5	0.0	14.4
LnGrp LOS	22.0 C	20.0 B	В	Α	Α	В
	555	D	U	382	290	U
Approach Vol, veh/h						
Approach Delay, s/veh	21.5			9.1	14.4	
Approach LOS	C	-7		Α	В	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.7	25.7		19.7		35.4
Change Period (Y+Rc), s	* 5.7	* 5.7		6.0		* 5.7
Max Green Setting (Gmax), s		* 38		31.0		* 47
Max Q Clear Time (g_c+l1), s		10.0		12.0		4.4
Green Ext Time (p_c), s	0.0	2.1		1.7		1.0
	0.0	Z.	Com a	1./		1.0
Intersection Summary	ta 15	45-11		100		غرينا
HCM 6th Ctrl Delay			16.0			
HCM 6th LOS			В			
Notes	21/1-1	1-20		I A B	ATA I	

<sup>\*</sup> HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

2: SR 100 (Moody Blvd) & Colbert Lane

	•		_	←	4	1	1
			¥		_	_	4
Lane Group	EBL	EBT	WBL.	WBT	WBR	SBL.	SBR
Lane Group Flow (vph)	149	862	14	659	33	78	199
v/c Ratio	0.33	0.39	0.06	0.50	0.05	0.33	0.53
Control Delay	7.4	6.5	15.1	17.5	0.1	30.2	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.4	6.5	15.1	17.5	0.1	30.2	10.3
Queue Length 50th (ft)	21	73	3	101	0	29	0
Queue Length 95th (ft)	44	113	12	161	0	60	35
Internal Link Dist (ft)		4016		2324			
Turn Bay Length (ft)	505		570		570		490
Base Capacity (vph)	744	3471	569	3133	1437	925	900
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.25	0.02	0.21	0.02	0.08	0.22
Intersection Summary						15	

3: John Anderson Rd & SR 100 (Moody Blvd)

	۶	<b>-</b>	*	•	-	4	4	†	1	1	
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	
Lane Group Flow (vph)	97	669	49	33	504	75	109	90	122	49	
v/c Ratio	0.22	0.37	0.06	0.08	0.34	0.11	0.43	0.25	0.49	0.16	
Control Delay	8.3	11.6	0.8	7.3	13.6	2.5	27.8	12.2	29.7	13.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	8.3	11.6	0.8	7.3	13.6	2.5	27.8	12.2	29.7	13.2	
Queue Length 50th (ft)	14	56	0	5	64	0	36	10	41	6	
Queue Length 95th (ft)	30	148	4	14	112	10	67	32	73	18	
Internal Link Dist (ft)		2324			503			1856		852	
Turn Bay Length (ft)	550		710	345		445	180				
Base Capacity (vph)	443	2545	1134	428	2509	1109	1163	1429	1142	1269	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.22	0.26	0.04	0.08	0.20	0.07	0.09	0.06	0.11	0.04	
Intersection Summary				2000				DE T			

#### 5: SR A1A & SR 100 (Moody Blvd)

	•	$\rightarrow$	•	<b>†</b>	ļ
Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	318	237	222	160	290
v/c Ratio	0.70	0.39	0.48	0.17	0.41
Control Delay	27.3	4.6	13.5	9.2	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	27.3	4.6	13.5	9.2	7.5
Queue Length 50th (ft)	98	0	39	27	20
Queue Length 95th (ft)	139	35	81	41	64
Internal Link Dist (ft)	5551			880	523
Turn Bay Length (ft)			55		
Base Capacity (vph)	866	936	462	1498	1152
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.37	0.25	0.48	0.11	0.25
Intersection Summary					

Intersection				iu Yu										
Int Delay, s/veh	1.2													
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	10
Lane Configurations	3	11			ā	46		7	1			4		
Traffic Vol, veh/h	18	637	40	1	11	497	5	41	0	24	1	Õ	3	
Future Vol, veh/h	18	637	40	1	11	497	5	41	0	24	1	0	3	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	1 8	11 33	None	-	102		None		- 4	None	*	-	None	
Storage Length	335	-	-	-	425	-	-	80	-	-		-		
Veh in Median Storage,	# -	0		140		0			2		140	2		
Grade, %	-	0	-		-	0	-	-	0			0	-	
Peak Hour Factor	71_	86	65	25	69	88	50	88	25	82	50	25	75	
Heavy Vehicles, %	0	2	3	0	5	0	0	0	0	0	0	0	0	
Mvmt Flow	25	741	62	4	16	565	10	47	0	29	2	0	4	
Major/Minor M	ajor 1	111	1	Major2		1 2	1	Ainor1		- 1	Ainor2			
Conflicting Flow All	575	0	0	802	803	0	0	1145	1437	402	1031	1463	288	
Stage 1	1 1			117	10	911	- 51	822	822	3.1	610	610	Y_ 15	
Stage 2	-	_		ě.		-		323	615	\$1	421	853	-	
Critical Hdwy	4.1	- 20	1/20	6.4	4.2			7.5	6.5	6.9	7.5	6.5	6.9	
Critical Hdwy Stg 1	-			2	95	-	0	6.5	5.5	(4)	6.5	5.5		
Critical Hdwy Stg 2	-	-	14	- 4				6.5	5.5		6.5	5.5		
Follow-up Hdwy	2.2		100	2.5	2.25	-		3.5	4	3.3	3.5	4	3.3	
Pot Cap-1 Maneuver	1008			451	797		- 1	157	135	604	190	130	715	
Stage 1	-		-	-	-	-	- 5	339	391	•	453	488	- 5	
Stage 2		1				2		669	485		586	378	-	
Platoon blocked, %		4	-			-	¥							
	1008		2.6	682	682		×	150	128	604	173	123	715	
Mov Cap-2 Maneuver	-		-	-	-	-		298	299	-	356	288	-	
Stage 1	18.	195	= = = =		E :	n :	Ш.	331	381	, a	442	474	5 3	70.0
Stage 2	-	-	-	-	-	-		646	471	-	544	369		
		d all	10		1					THE RES	4.4	re#1	110	1111
Approach	EB			WB			H W	NB		37,41	SB	4 46	71,0	T X I
HCM Control Delay, s	0.3		ı	0.4				16.2			11.8			
HCM LOS	010			0				С			В			
	1	n d	11.5	-1, 1		60 11					-1110			de la l
Maria I		IDI and	(10)	CD:	PDT	EDD	AMDI	VALEDT	AA7EED A	CDLat				
Minor Lane/Major Mym	U I	VBLn11		EBL	EBT	EBR	WBL	WBT	WBR					
Capacity (veh/h)		298	604	1008			682	3		535				
HCM Cantrol Polov (a)		0.156		0.025			0.020			0.011				
HCM Control Delay (s)	CLI	19.3	11.3	8.7			10.4	MAL S	- 1			- 1	HILD	NI III
HCM Lane LOS		C 0.5	0.2	0.1	-		0.1			B 0			N 193	
HCM 95th %tile Q(veh)	N O	U.5	0.2	U. I	M N		0.1	100	-	U		V 5	i de	

Existing Year 2023
Timing Plan: PM Peak

	۶	<b>→</b>	•	1	4-	4	4	<b>†</b>	1	1	<b>↓</b>	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	<b>^</b>		ă	十个	7				*		7
Traffic Volume (veh/h)	136	856	0	7	921	42	0	0	0	59	0	158
Future Volume (veh/h)	136	856	0	7	921	42	0	0	0	59	0	158
Initial Q (Qb), veh	0	0	.0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1900	1885	0	1900	1870	1900				1870	0	1856
Adj Flow Rate, veh/h	164	882	0	8	1023	72				80	0	226
Peak Hour Factor	0.83	0.97	0.92	0.92	0.90	0.58				0.74	0.92	0.70
Percent Heavy Veh, %	0	1	0	0	2	0				2	0	3
Cap, veh/h	325	2120	0	353	1360	616				321	0	283
Arrive On Green	0.08	0.59	0.00	0.38	0.38	0.38				0.18	0.00	0.18
Sat Flow, veh/h	1810	3676	0	639	3554	1610				1781	0	1572
Grp Volume(v), veh/h	164	882	0	8	1023	72				80	0	226
Grp Sat Flow(s), veh/h/ln	1810	1791	0	639	1777	1610				1781	0	1572
Q Serve(g_s), s	3.4	8.9	0.0	0.5	16.6	1.9				2.6	0.0	9.2
Cycle Q Clear(q_c), s	3.4	8.9	0.0	0.5	16.6	1.9				2.6	0.0	9.2
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	325	2120	0	353	1360	616				321	0	283
V/C Ratio(X)	0.50	0.42	0.00	0.02	0.75	0.12				0.25	0.00	0.80
Avail Cap(c_a), veh/h	816	4912	0	678	3167	1435				893	0	788
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	13.2	7.4	0.0	12.9	17.8	13.3				23.5	0.0	26.2
Incr Delay (d2), s/veh	1.2	0.1	0.0	0.0	0.9	0.1				0.4	0.0	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.1	0.0	0.1	5.5	0.6				1.0	0.0	3.3
Unsig. Movement Delay, s/vel	ו											
LnGrp Delay(d),s/veh	14.4	7.5	0.0	12.9	18.7	13.4				23.9	0.0	31.3
LnGrp LOS	В	Α	Α	В	В	В				С	Α	С
Approach Vol, veh/h		1046			1103						306	
Approach Delay, s/veh		8.6			18.3						29.4	
Approach LOS		A			В						C	
Timer - Assigned Phs	- 1	2				6		8				
Phs Duration (G+Y+Rc), s	13.9	33.1	1111	1	III	47.0		19.6	11. 5			341
Change Period (Y+Rc), s	8.5	7.6				7.6		7.6				
Max Green Setting (Gmax), s	23.5	59.4				91.4		33.4				
Max Q Clear Time (q_c+l1), s	5.4	18.6				10.9		11.2				
Green Ext Time (p_c), s	0.4	6.9				6.3		0.9				
Intersection Summary												
HCM 6th Ctrl Delay			15.5			-11-2				A N		1/4 5
HCM 6th LOS			В									

Existing Year 2023
Timing Plan: PM Peak

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	Ť	ተተ	74	7	44	7	7	1>		ሻ	F	
Traffic Volume (veh/h)	85	668	73	41	609	109	85	37	49	192	43	130
Future Volume (veh/h)	85	668	73	41	609	109	85	37	49	192	43	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1870	1885	1856	1856	1885	1870	1900	1870	1885	1870	1900
Adj Flow Rate, veh/h	118	696	91	60	708	117	106	51	69	221	50	271
Peak Hour Factor	0.72	0.96	0.80	0.68	0.86	0.93	0.80	0.73	0.71	0.87	0.86	0.48
Percent Heavy Veh, %	7	2	1	3	3	1	2	0	2	1	2	0
Cap, veh/h	307	1289	580	309	1212	549	247	227	307	430	78	425
Arrive On Green	0.05	0.36	0.36	0.04	0.34	0.34	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1711	3554	1598	1767	3526	1598	1059	732	990	1282	253	1371
Grp Volume(v), veh/h	118	696	91	60	708	117	106	0	120	221	0	321
Grp Sat Flow(s), veh/h/ln	1711	1777	1598	1767	1763	1598	1059	0	1722	1282	0	1624
Q Serve(g_s), s	3.2	11.3	2.8	1.6	12.0	3.8	7.0	0.0	3.8	11.2	0.0	12.4
Cycle Q Clear(g_c), s	3.2	11.3	2.8	1.6	12.0	3.8	19.3	0.0	3.8	15.0	0.0	12.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.57	1.00		0.84
Lane Grp Cap(c), veh/h	307	1289	580	309	1212	549	247	0	534	430	0	503
V/C Ratio(X)	0.38	0.54	0.16	0.19	0.58	0.21	0.43	0.00	0.22	0.51	0.00	0.64
Avail Cap(c_a), veh/h	307	2052	922	338	2026	918	690	0	1254	967	0	1183
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.3	18.4	15.7	15.1	19.6	16.9	29.9	0.0	18.6	24.2	0.0	21.6
Incr Delay (d2), s/veh	0.8	0.4	0.1	0.3	0.5	0.2	1.2	0.0	0.2	1.0	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.1	0.9	0.6	4.4	1.3	1.8	0.0	1.5	3.3	0.0	4.6
Unsig. Movement Delay, s/vel												
LnGrp Delay(d),s/veh	16.1	18.7	15.8	15.4	20.1	17.1	31.1	0.0	18.8	25.1	0.0	22.9
LnGrp LOS	В	В	В	В	С	В	С	A	В	С	A	<u>C</u>
Approach Vol, veh/h		905	188		885			226			542	
Approach Delay, s/veh		18.1			19.3			24.6			23.8	
Approach LOS		В			В			C	,t.		C	
Timer - Assigned Phs	1	- 2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.4	31.8		29.5	10.0	33.2		29.5				
Change Period (Y+Rc), s	7.4	6.8		7.0	* 7.2	6.8		7.0				
Max Green Setting (Gmax), s	4.0	41.8		53.0	* 4	42.0		53.0				
Max Q Clear Time (g_c+l1), s	5.2	14.0		21.3	3.6	13.3		17.0				
Green Ext Time (p_c), s	0.0	5.2		1.2	0.0	5.0	19, 11	3.1		-385		31 3
Intersection Summary	int,				The state							الاقق
HCM 6th Ctrl Delay			20.3									
HCM 6th LOS			С									

<sup>\*</sup> HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	ሻ	7	*	<b></b>	14	
Traffic Volume (veh/h)	256	345	214	132	142	171
Future Volume (veh/h)	256	345	214	132	142	171
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	1.00	1.00	No	No	1.00
Adj Sat Flow, veh/h/ln	1870	1885	1856	1900	1856	1841
Adj Flow Rate, veh/h	272	352	249	157	171	197
Peak Hour Factor	0.94	0.98	0.86	0.84	0.83	0.87
Percent Heavy Veh, %	2	1	3	000	3	210
Cap, veh/h	488	438	421	989	276	318
Arrive On Green	0.27	0.27	0.07	0.52	0.35	0.35
Sat Flow, veh/h	1781	1598	1767	1900	786	906
Grp Volume(v), veh/h	272	352	249	157	0	368
Grp Sat Flow(s), veh/h/ln	1781	1598	1767	1900	0	1692
Q Serve(g_s), s	7.5	11.7	4.0	2.5	0.0	10.3
Cycle Q Clear(g_c), s	7.5	11.7	4.0	2.5	0.0	10.3
Prop In Lane	1.00	1.00	1.00			0.54
Lane Grp Cap(c), veh/h	488	438	421	989	0	593
V/C Ratio(X)	0.56	0.80	0.59	0.16	0.00	0.62
Avail Cap(c_a), veh/h	968	868	421	1575	0.00	1116
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.7	19.3	13.6	7.1	0.0	15.4
Incr Delay (d2), s/veh	1.0	3.5	2.2	0.1	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	4.2	2.0	0.9	0.0	3.8
Unsig. Movement Delay, s/vel						
LnGrp Delay(d),s/veh	18.7	22.8	15.7	7.2	0.0	16.4
LnGrp LOS	В	С	В	Α	Α	В
Approach Vol, veh/h	624			406	368	150
Approach Delay, s/veh	21.0			12.4	16.4	
Approach LOS	C			В	В	
					9	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.7	25.7	13/51	21.6		35.4
Change Period (Y+Rc), s	* 5.7	* 5.7		6.0		* 5.7
Max Green Setting (Gmax), s	* 4	* 38		31.0		* 47
Max Q Clear Time (q_c+11), s		12.3		13.7		4.5
Green Ext Time (p_c), s	0.0	2.6		1.9		1.0
Intersection Summary		1000				11.9
			17.0			
HCM 6th Ctrl Delay			17.3			
HCM 6th LOS			В			
Notes						1 11

<sup>\*</sup> HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

2: SR 100 (Moody Blvd) & Colbert Lane

#### Existing Year 2023

Timing Plan: PM Peak

	•	_		-	4	1	1
	_	-	*		~		_
Lane Group	EBL	EBT	WBL	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	164	882	8	1023	72	80	226
v/c Ratio	0.47	0.38	0.03	0.70	0.10	0.34	0.56
Control Delay	9.8	6.4	13.7	20.5	1.9	33.8	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.8	6.4	13.7	20.5	1.9	33.8	10.8
Queue Length 50th (ft)	24	78	2	183	0	31	0
Queue Length 95th (ft)	47	127	11	284	0	63	21
Internal Link Dist (ft)		4016		2324			
Turn Bay Length (ft)	505		570		570		490
Base Capacity (vph)	690	3574	521	3015	1391	848	869
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.25	0.02	0.34	0.05	0.09	0.26
Intersection Summary		NEW Y		W 57	144 (1)		

#### 3: John Anderson Rd & SR 100 (Moody Blvd)

	<b>*</b>	<b>→</b>	•	6	•	*	4	†	1	Ţ	
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	Your-
Lane Group Flow (vph)	118	696	91	60	708	117	106	120	221	321	
v/c Ratio	0.37	0.46	0.12	0.17	0.51	0.17	0.50	0.24	0.66	0.58	
Control Delay	14.4	17.0	4.0	11.0	18.9	4.6	30.8	11.1	32.4	15.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	14.4	17.0	4.0	11.0	18.9	4.6	30.8	11.1	32.4	15.3	
Queue Length 50th (ft)	23	114	0	11	117	0	38	16	82	54	
Queue Length 95th (ft)	48	202	18	26	195	33	75	38	152	121	
Internal Link Dist (ft)		2324			503			1856		852	
Turn Bay Length (ft)	550		710	345		445	180				
Base Capacity (vph)	323	2283	1067	348	2250	1068	638	1388	1023	1356	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.37	0.30	0.09	0.17	0.31	0.11	0.17	0.09	0.22	0.24	
Intersection Summary			100								

Queues 5: SR A1A & SR 100 (Moody Blvd)

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Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	272	352	249	157	368
v/c Ratio	0.63	0.53	0.57	0.15	0.54
Control Delay	25.8	5.7	14.4	7.8	15.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	25.8	5.7	14.4	7.8	15.0
Queue Length 50th (ft)	79	0	39	23	70
Queue Length 95th (ft)	154	52	89	55	144
Internal Link Dist (ft)	5551			880	523
Turn Bay Length (ft)			55		
Base Capacity (vph)	981	1043	437	1648	1171
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.28	0.34	0.57	0.10	0.31
Intersection Summary	Ч, Ц			d'A	al n

#### 4: Connecticut Avenue/Wadsworth Park & SR 100 (Moody Blvd)

Intersection														
Int Delay, s/veh	1.4													
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	7	朴			Ä	ተቡ		ነ	1>			4		
Traffic Vol, veh/h	3	785	47	1	21	703	2	38	1	24	4	0	5	
Future Vol, veh/h	3	785	47	1	21	703	2	38	1	24	4	0	5	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized			None				None			None			None	
Storage Length	335	-			425	-	-	80	-	-	-	-	-	
Veh in Median Storage	. # -	- 0		-		0	-		2	171 -		2		
Grade, %		0	-	-	-	0	-	-	0	-	-	0		
Peak Hour Factor	39	97	74	63	78	86	75	66	25	55	50	25	56	
Heavy Vehicles, %	0	2	4	0	0	2	0	11	0	0	0	0	0	
Mvmt Flow	8	809	64	2	27	817	3	58	4	44	8	0	9	
Major/Minor V	lajor1		1	Major2			N	Vinor1		1	Ainor2			
Conflicting Flow All	820	0	0	873	873	0	0	1324	1735	437	1300	1766	410	
Stage 1				-	- 50	TP-	16	857	857		877	877		
Stage 2		-			(4)			467	878	2	423	889	-	
Critical Hdwy	4.1	- 5		6.4	4.1		- 15	7.72	6.5	6.9	7.5	6.5	6.9	
Critical Hdwy Stg 1	-	-	-			-		6.72	5.5		6.5	5.5	- 25	
Critical Hdwy Stg 2		-	- 1	1				6.72	5.5	8	6.5	5.5		
Follow-up Hdwy	2.2	-	-	2.5	2.2	-	-	3.61	4	3.3	3.5	4	3.3	
Pot Cap-1 Maneuver	818		17	407	781			105	89	573	121	85	596	
Stage 1	9	-	8					300	377	÷	314	369		
Stage 2	9							522	368		585	364		
Platoon blocked, %		-	-			-	-							
Mov Cap-1 Maneuver	818		- 2	740	740	- 5		100	85	573	106	81	596	
Mov Cap-2 Maneuver	8	-	-	-	727	-		254	254	-	266	242	-	
Stage 1	15.2	-	1 2			140	12	297	373		311	355		
Stage 2	×	-	-	-	260		-	494	354	-	529	36 <mark>0</mark>	-	
Approach	EB			WB				NB			SB	415		
HCM Control Delay, s	0.1			0.3				18.5			15			
HCM LOS								С			С			
Park Street														
Minor Lane/Major Mvm	nt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				- 4
Capacity (veh/h)		254	518	818	623		740	=		376				11 11
HCM Lane V/C Ratio		0.227					0.039			0.045				
HCM Control Delay (s)		23.3	12.7	9.4	9.	14	10.1			15				
HCM Lane LOS		C C	В	Α			В	_		C				
HCM 95th %tile Q(veh)	)	0.8	0.3	0			0.1	- 5	-	0.1				
TOTAL OUTE 70the Q(VCH)		0.0	0.0			1000	0.1			0,1				

# Attachment D FDOT SR A1A Project Information Sheet



### State Road (S.R.) A1A Resurfacing

From South 8th Street to North 18th Street Flagler County

Financial Project Identification (FPID) No.: 448795-1



#### **Project Description**

The Florida Department of Transportation (FDOT) plans to resurface State Road (S.R.) A1A from South 8th Street to North 18th Street in Flagler Beach to extend the life of the existing roadway.

In addition to repaying this section of S.R. A1A, the following safety enhancements are also planned:

- Constructing three pedestrian midblock crossings equipped with Pedestrian Hybrid Beacons (PHBs) for enhanced pedestrian safety. The new PHBs will be located at South 8th Street, South 5th Street, and South 3rd Street.
- Reconstructing curbs at South 5th Street and South 4th Street to include curb extensions (also known as bulb-outs) to slow down turning vehicles and decrease pedestrian crossing distances.
- Repairing sidewalk and curb ramps to comply with current Americans with Disabilities Act (ADA) standards.



- Extending the concrete median separator on the north leg of Moody Boulevard (S.R. 100) to improve pedestrian safety by reducing the turning speeds of left-turning vehicles and increasing pedestrian visibility.
- Upgrading lighting at the intersection of S.R. A1A and Moody Boulevard.

#### **Project Status and Estimated Costs\***

Design: Ongoing-completion fall 2024

Right of Way: Within existing 2.9 Million

Construction: Funded - spring 2025

\*subject to change

Contact:

1 Million

Joseph Fontanelli FDOT Project Manager 386-943-5234 Joseph.Fontanelli@dot.state.fl.us

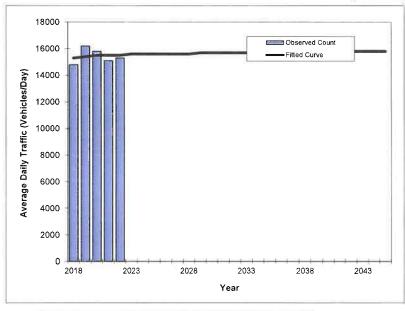
# **Attachment E** Trend Analysis

Traffic Trends - V03.a

MOODY BLVD -- W of SR A1A

FIN# 230-023
Location 1

County: Station #: Highway: Flagler (73) 0 MOODY BLVD



Trend R-squared:

Compounded Annual Historic Growth Rate:

Compounded Growth Rate (2022 to Design Year):
Printed:

Decaying Exponential Growth Option

2.52%

0.33%

0.08% 12-Nov-23

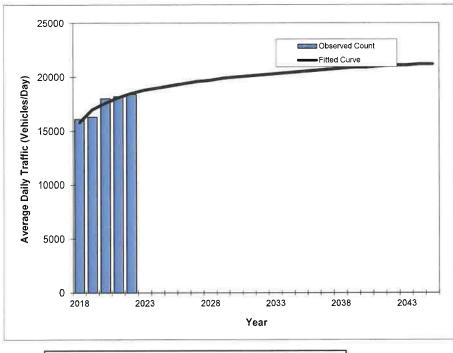
	Traffic (AD	
Year	Count*	Trend**
2018	14800	15300
2019	16200	15400
2020	15800	15500
2021	15100	15500
2022	15300	15500
	0	
	1	
	1	
	1	
202	5 Opening Yea	r Trend
2025	N/A	15600
	-	rend
2035	N/A	15700
	5 Design Year	
2045	N/A	15800
TRAN	PLAN Forecas	ts/Trends

FIN#	230-023
Location	1

 County:
 Flagler (73)

 Station #:
 731000

 Highway:
 SR 100 (MOODY BLVD)



Trend R-squared:	86.40%
Compounded Annual Historic Growth Rate:	4.02%
Compounded Growth Rate (2022 to Design Year):	0.59%
Printed:	22-May-23
Decaying Exponential Growth Option	

	Traffic (AD	T/AADT)
Year	Count*	Trend**
2018	16100	15800
2019	16300	17000
2020	18000	17600
2021	18200	18100
2022	18400	18500
202	5 Opening Yea	r Trend
2025	N/A	19200
	035 Mid-Year 1	
2035	N/A	20500
	5 Design Year	Trend
2045		21200
TRAN	PLAN Forecas	ts/Trends

Traffic Trends - V03.a
SR A1A -- N of SR 100 (Moody Boulevard)
FIN# 230-023
Location 1

County:	Flagler (73)	
Station #:	731002	
Highway:	SR A1A	

Year

	2010	2023	2020	2000	2030	2043
	0 2018	2023	2028	2033	2038	2043
verage						
Dally I	4000					
Average Dally Tramic (venicles/Day)	6000					
l/salciles/I	8000					
	10000				Fitted Curve	
					Observed Cour	nt

2018 2019 2020 2021 2022	6200 6200 7600 7600 7600	6000 6800 7200 7500 7700
202	5 Opening Yea	r Trend
2025	N/A	8200
	AND DESCRIPTION OF THE PERSON	rend
2035	N/A	9100
2045	5 Design Year N/A	9600
	PLAN Forecas	
TRAN	PLAINFOIECas	is/Trends

Traffic (ADT/AADT)
Count\* Trend\*\*

Trend Requered: 77.01%

Compounded Actual Paloric Scower Rinns 6.44%

Compounded Growth Rate (2022 to Design Year): 0.96%

Printed: 12-Nov-23

Decaying Exponential Growth Option

Traffic Trends - V03.a
SR A1A -- S of SR 100 (Moody Boulevard)
FIN# 230-023
Location 1

County:	Flagler (73)	
Station #:	731001	
Highway:	SR A1A	

Year

Traffic (ADT/AADT)

Count\*

Trend\*\*

S 800	o		Fitted Curve	
Average Daily Traffic (Vehicles/Day)  200  200  200  200  200  200  200  2				
(Sep. 600)	o			
<u>j</u> 500∉	o			
L ∳ie 400	o -			
ම් 300	o <b>-</b>			
<b>2</b> 00	o			
100	o			

202	5 Opening Year	r Trend
2025	N/A	9200
2	035 Mid-Year T	rend
2035	N/A	9300
204	5 Design Year	Trend
2045	N/A	9300
TRAN	PLAN Forecas	ts/Trends
		ı I

Trend Risquered: 77.01%

Compounded Arnua Historic Grawth Rais: 0.27%

Compounded Growth Rete (2022 to Design Year): 0.05%

Printed: 12-Nov-23

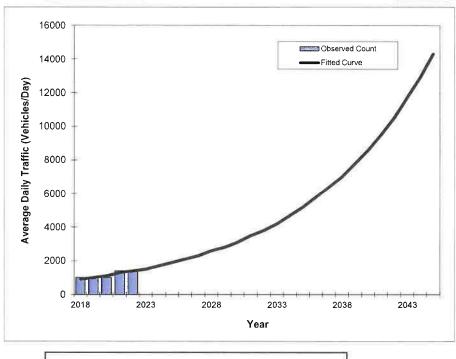
Decaying Exponential Growth Option

Traffic Trends - V03.a
CR 201 (JOHN ANDERSON HWY) -- N OF VOLUSIA COUNTY LINE

FIN# 230-023 Location 1 
 County:
 Flagler (73)

 Station #:
 738030

 Highway:
 CR 201 (JOHN ANDERSON HWY)



Trend R-squared:	75.00%
Compounded Annual Historic Growth Rate:	11.68%
Compounded Growth Rate (2022 to Design Year):	10.63%
Printed:	22-May-23
Exponential Growth Option	

	77 (JOHN ANDERS	30111111
	Traffic (AD	T/AADT)
Year	Count*	Trend**
2018	1000	900
2019	1000	1000
2020	1000	1100
2021	1400	1300
2022	1400	1400
	5 Opening Yea	r Trend
2025	N/A	1900
	035 Mid-Year 1	
2035	N/A	5200
	5 Design Year	Trend
2045	N/A	14300
TRAN	PLAN Forecas	ts/Trends

# Attachment F Background Year 2035 Synchro Worksheets

#### Background Year 2000

HCM 6th Signalized Intersection Summary 2: SR 100 (Moody Blvd) & Colbert Lane

Timing Plan: AM Peak

	۶	<b>→</b>	•	•	-	4	4	†	1	1	<b>↓</b>	4
Movement	E.B.L	EBT	EBR	WBL.	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	T	<b>^</b> ^		ā	<b>个</b> 个	7				7		7
Traffic Volume (veh/h)	157	930	0	12	719	38	0	0	0	81	0	195
Future Volume (veh/h)	157	930	0	12	719	38	0	0	0	81	0	195
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1811	1841	0	1900	1826	1856				1900	0	1856
Adj Flow Rate, veh/h	185	1069	0	17	817	40				98	0	247
Peak Hour Factor	0.85	0.87	0.25	0.69	0.88	0.94				0.83	0.25	0.79
Percent Heavy Veh, %	6	4	0	0	5	3				0	0	3
Cap, veh/h	374	2043	0	302	1269	575				350	0	304
Arrive On Green	0.09	0.58	0.00	0.37	0.37	0.37				0.19	0.00	0.19
Sat Flow, veh/h	1725	3589	0	536	3469	1572				1810	0	1572
Grp Volume(v), veh/h	185	1069	0	17	817	40				98	0	247
Grp Sat Flow(s), veh/h/ln	1725	1749	0	536	1735	1572				1810	0	1572
Q Serve(g_s), s	4.2	12.5	0.0	1.4	13.3	1.1				3.2	0.0	10.3
Cycle Q Clear(g_c), s	4.2	12.5	0.0	1.4	13.3	1.1				3.2	0.0	10.3
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	374	2043	0	302	1269	575				350	0	304
V/C Ratio(X)	0.50	0.52	0.00	0.06	0.64	0.07				0.28	0.00	0.81
Avail Cap(c_a), veh/h	805	4781	0	587	3118	1413				832	0	723
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	12.4	8.5	0.0	14.2	18.0	14.1				23.5	0.0	26.4
Incr Delay (d2), s/veh	1.0	0.2	0.0	0.1	0.6	0.1				0.4	0.0	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.1	0.0	0.1	4.4	0.3				1.2	0.0	3.7
Unsig. Movement Delay, s/vel	h											
LnGrp Delay(d),s/veh	13.5	8.7	0.0	14.3	18.5	14.1				23.9	0.0	31.6
LnGrp LOS	В	A	Α	В	В	В				С	Α	С
Approach Vol, veh/h		1254			874	1 (40	E	- 1			345	-
Approach Delay, s/veh		9.4			18.2						29.4	
Approach LOS		Α			В						C	
Timer - Assigned Phs	1	2		14.5		6		8	311.2	W-1		330
Phs Duration (G+Y+Rc), s	14.9	32.6				47.5		20.8				
Change Period (Y+Rc), s	8.5	7.6				7.6		7.6				
Max Green Setting (Gmax), s		61.4				93.4		31.4				
Max Q Clear Time (g_c+l1), s		15.3				14.5		12.3				
Green Ext Time (p_c), s	0.4	5.2				8.3		1.0				
Intersection Summary			10° 11									Heles
HCM 6th Ctrl Delay			15.3	4 3	Market 1				J. F.			
HCM 6th LOS			В									

#### HCM 6th Signalized Intersection Summary 3: John Anderson Rd & SR 100 (Moody Blvd)

Background Year 2035 Timing Plan: AM Peak

	<b>≯</b>	<b>→</b>	*	•	-	4	4	†	1	-	<b>↓</b>	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	10	<b>†</b> †	7	7	<b>^</b>	7	1	<b>[+</b>		*	T-	
Traffic Volume (veh/h)	88	730	53	37	666	87	209	60	94	119	16	29
Future Volume (veh/h)	88	730	53	37	666	87	209	60	94	119	16	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1870	1826	1900	1856	1796	1841	1781	1826	1870	1559	1633
Adj Flow Rate, veh/h	121	830	60	49	748	110	261	80	138	151	25	37
Peak Hour Factor	0.73	0.88	0.88	0.75	0.89	0.79	0.80	0.75	0.68	0.79	0.64	0.79
Percent Heavy Veh, %	13	2	5	0	3	7	4	8	5	2	23	18
Cap, veh/h	318	1382	602	293	1242	536	427	164	284	295	159	235
Arrive On Green	0.07	0.39	0.39	0.03	0.35	0.35	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1626	3554	1547	1810	3526	1522	1319	587	1012	1163	568	840
Grp Volume(v), veh/h	121	830	60	49	748	110	261	0	218	151	0	62
Grp Sat Flow(s), veh/h/ln	1626	1777	1547	1810	1763	1522	1319	0	1599	1163	0	1408
Q Serve(g_s), s	3.3	13.2	1.7	1.2	12.4	3.6	13.2	0.0	8.1	8.8	0.0	2.4
Cycle Q Clear(g_c), s	3.3	13.2	1.7	1.2	12.4	3.6	15.5	0.0	8.1	16.9	0.0	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.63	1.00		0.60
Lane Grp Cap(c), veh/h	318	1382	602	293	1242	536	427	0	448	295	0	395
V/C Ratio(X)	0.38	0.60	0.10	0.17	0.60	0.21	0.61	0.00	0.49	0.51	0.00	0.16
Avail Cap(c_a), veh/h	403	2023	881	373	1848	798	1043	0	1194	838	0	1051
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.2	17.3	13.8	14.6	18.9	16.0	25.1	0.0	21.3	28.3	0.0	19.2
Incr Delay (d2), s/veh	0.8	0.4	0.1	0.3	0.5	0.2	1.4	0.0	0.8	1.4	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	1.1	4.7	0.5	0.4	4.5	1.1	4.1	0.0	3.0	2.5	0.0	0.8
Unsiq. Movement Delay, s/vet	า											
LnGrp Delay(d),s/veh	15.0	17.7	13.9	14.8	19.4	16.2	26.5	0.0	22.1	29.7	0.0	19.4
LnGrp LOS	В	В	В	В	В	В	С	Α	C	С	Α	В
Approach Vol, veh/h		1011			907			479			213	
Approach Delay, s/veh		17.2			18.7			24.5			26.7	
Approach LOS		В			В		100	C			C	
Timer - Assigned Phs	1	2		4	5	6	V - 34	8			والمنام	
Phs Duration (G+Y+Rc), s	12.3	31.8		26.9	9.7	34.4		26.9		-		
Change Period (Y+Rc), s	7.4	6.8		7.0	* 7.2	6.8		7.0				
Max Green Setting (Gmax), s	8.6	37.2	14 ( . 9 ) I	53.0	5.6	40.4		53.0		11,11 11-1	O-3 MI	10.1
Max Q Clear Time (q_c+l1), s		14.4		17.5	3.2	15.2		18.9				
Green Ext Time (p_c), s	0.1	5.2		2.4	0.0	5.8	3700	1.0	. 19	(4)		100
Intersection Summary		عامرت	111111		Mark.						FI	5
HCM 6th Ctrl Delay			19.8			1		1				
HCM 6th LOS			В									
Notes					_							

<sup>\*</sup> HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary 5: SR A1A & SR 100 (Moody Blvd)

#### Background Year 2035 Timing Plan: AM Peak

	۶	*	1	†	↓	4
Movement	EBL	EBR	NBL.	NBT	SBT	SBR
Lane Configurations	7	77	7	<b>†</b>	1	DDN
Traffic Volume (veh/h)	308	253	223	115	108	289
Future Volume (veh/h)	308	253	223	115	108	289
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	- 0	Ü	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	1.00	1.00	No	No	1.00
	1722	1826	10/1		1767	1885
Adj Sat Flow, veh/h/ln			1841	1841		
Adj Flow Rate, veh/h	395	294	275	198	130	385
Peak Hour Factor	0.78	0.86	0.81	0.58	0.83	0.75
Percent Heavy Veh, %	12	5	4	4	9	1
Cap, veh/h	471	444	293	987	151	448
Arrive On Green	0.29	0.29	0.06	0.54	0.39	0.39
Sat Flow, veh/h	1640	1547	1753	1841	393	1164
Grp Volume(v), veh/h	395	294	275	198	0	515
Grp Sat Flow(s), veh/h/ln	1640	1547	1753	1841	0	1557
Q Serve(q_s), s	15.0	11.1	4.3	3.7	0.0	20.1
Cycle Q Clear(q_c), s	15.0	11.1	4.3	3.7	0.0	20.1
Prop In Lane	1.00	1.00	1.00	0.7	0.0	0.75
Lane Grp Cap(c), veh/h	471	444	293	987	0	600
V/C Ratio(X)	0.84	0.66	0.94	0.20	0.00	0.86
	767	724	293			877
Avail Cap(c_a), veh/h				1314	1.00	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.2	20.8	20.2	8.0	0.0	18.7
Incr Delay (d2), s/veh	4.5	1.7	36.2	0.1	0.0	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	3.8	5.2	1.3	0.0	7.6
Unsig. Movement Delay, s/ve	eh					
LnGrp Delay(d),s/veh	26.6	22.5	56.3	8.1	0.0	24.6
LnGrp LOS	С	С	Е	А	Α	С
Approach Vol, veh/h	689	TE T		473	515	
Approach Delay, s/veh	24.9			36.1	24.6	
Approach LOS	C C			D D	C C	
	· ·			U	U	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.0	31.2		25.0		41.2
Change Period (Y+Rc), s	* 5.7	* 5.7		6.0		* 5.7
Max Green Setting (Gmax), s		* 37		31.0		* 47
Max Q Clear Time (g_c+l1), s		22.1		17.0		5.7
Green Ext Time (p_c), s	0.0	3.4		2.1		1.3
,	0.0	0,7		L. I		1.0
Intersection Summary		-			-	
HCM 6th Ctrl Delay			28.0			
HCM 6th LOS			С			
Notes			- 3			

<sup>\*</sup> HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

2: SR 100 (Moody Blvd) & Colbert Lane

#### Background Year 2035

Timing Plan: AM Peak

	<b>*</b>		1	4-	•	-	1
	-		₩.		_	-	-
Lane Group	EBL	EBT	W8L	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	185	1069	17	817	40	98	247
v/c Ratio	0.46	0.48	0.09	0.62	0.06	0.39	0.57
Control Delay	9.5	7.5	16.3	20.1	0.2	32.9	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.5	7.5	16.3	20.1	0.2	32.9	10.2
Queue Length 50th (ft)	28	105	4	141	0	37	0
Queue Length 95th (ft)	56	160	14	218	0	81	38
Internal Link Dist (ft)		4016		2324			
Turn Bay Length (ft)	505		570		570		490
Base Capacity (vph)	688	3471	456	3082	1416	827	852
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.31	0.04	0.27	0.03	0.12	0.29
intersection Summary		-,			-	41 . V	- 11.0
tersection Surinary							

Synchro 11 Report Page 1

Background Year 2<del>055</del> Timing Plan: AM Peak

#### 3: John Anderson Rd & SR 100 (Moody Blvd)

	<i>&gt;</i>	<b>→</b>	*	•	<b>←</b>	•	•	<b>†</b>	1	ļ	
Lane Group	EBL.	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	
Lane Group Flow (vph)	121	830	60	49	748	110	261	218	151	62	
v/c Ratio	0.37	0.52	80.0	0.15	0.61	0.18	0.73	0.43	0.50	0.15	
Control Delay	14.2	19.5	1.4	12.1	24.8	5.4	38.3	15.7	30.2	12.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	14.2	19.5	1.4	12.1	24.8	5.4	38.3	15.7	30.2	12.0	
Queue Length 50th (ft)	27	165	0	10	155	0	110	46	59	9	
Queue Length 95th (ft)	55	268	7	27	255	25	181	83	107	22	
Internal Link Dist (ft)		2324			503			1856		852	
Turn Bay Length (ft)	550		710	345		445	180				
Base Capacity (vph)	338	1864	858	332	1700	788	905	1149	755	1007	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.36	0.45	0.07	0.15	0.44	0.14	0.29	0.19	0.20	0.06	
Intersection Summary						W-I					

#### Queues 5: SR A1A & SR 100 (Moody Blvd)

Timing Plan: AM Peak

	•	•	4	<b>†</b>	<b>↓</b>
Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	395	294	275	198	515
v/c Ratio	0.79	0.43	0.98	0.21	0.71
Control Delay	34.5	4.8	69.1	10.8	17.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	4.8	69.1	10.8	17.7
Queue Length 50th (ft)	130	0	59	40	102
Queue Length 95th (ft)	239	44	#187	57	207
Internal Link Dist (ft)	5551			880	523
Turn Bay Length (ft)			55		
Base Capacity (vph)	760	881	280	1314	1028
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.52	0.33	0.98	0.15	0.50
Intersection Summary	HIT I			- 11	
# 95th percentile volume	exceeds ca	apacity, o	queue ma	y be long	jer.

Queue shown is maximum after two cycles.

#### Background Year 2033

#### 4: Connecticut Avenue/Wadsworth Park & SR 100 (Moody Blvd)

Timing Plan: AM Peak

Intersection			4-5	RH	-0-						7 T T T				
Int Delay, s/veh	1.6														
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		Щ
Lane Configurations	19	<b>1</b>			Ä	414		7	ĵ.			4			
Traffic Vol, veh/h	27	944	59	1	14	616	6	51	0	30	1	0	4		
Future Vol, veh/h	27	944	59	1	14	616	6	51	0	30	1	0	4		
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0		
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop		
RT Channelized	1		None	A High		-	None			None			None		
Storage Length	335	-	-	-	425	-	-	80	-	-	-	-	-		
Veh in Median Storage	, # -	0		2	01 2	0	2	- 4	2			2			
Grade, %	-	0		-	-	0	-	-	0		-	0	-		
Peak Hour Factor	71	86	65	25	69	88	50	88	25	82	50	25	75		
Heavy Vehicles, %	0	2	3	0	5	0	0	0	0	0	0	0	0		
Mvmt Flow	38	1098	91	4	20	700	12	- 58	0	37	2	0	5		
Major/Minor M	ajor1			Major2			1	Ainor1		Ñ	/linor2	EIF		-117	
Conflicting Flow All	712	0	0	1188	1189	0	0	1618	1980	595	1379	2019	356		
Stage 1					190			1220	1220		754	754			
Stage 2	- 5	-	-					398	760	-	625	1265	_		
Critical Hdwy	4.1	-/ · · ·	3	6.4	4.2	- 14	4	7.5	6.5	6.9	7.5	6.5	6.9		
Critical Hdwy Stg 1	-1017	_	-	-	- 172		_	6.5	5.5	-	6.5	5.5	-		
Critical Hdwy Stg 2		-				10		6.5	5.5		6.5	5.5			
Follow-up Hdwy	2.2	_	_	2.5	2.25	_	_	3.5	4	3.3	3.5	4	3.3		
Pot Cap-1 Maneuver	897			256	566			70	62	452	106	59	646		
Stage 1	-	-	_		-	-		194	255	-	372	420	-		
Stage 2			- 02	-		12	1 = 2	605	417	1,1 8	444	243			
Platoon blocked, %		-	-				-	000				2.10			
Mov Cap-1 Maneuver	897			462	462	(e.		65	56	452	91	54	646		
Mov Cap-2 Maneuver	_	_	_	-			_	171	197	-	257	180	-		
Stage 1		-		-			-1.	186	244	-E.	356	398			
Stage 2	_	_	-	_			-	569	395	_	391	233	-		
Marin Land								000	-		001	200			
Approach	EB	No.		WB			-	NB			SB				
HCM Control Delay, s	0.3	100		0.4				27.7			13				
HCM LOS	3.0							D			В				
								ПĀ							
Minor Lane/Major Mvm	; ;	VBLn1i	VIRL n.D	EBL.	EBT	EBR	WBL	WBT	WBR:	SRI n1	S			0	
Capacity (veh/h)		171	452	897	EDI	MOLL	462	AAIDT	YICH W	457					
HCM Lane V/C Ratio		0.339		0.042			0.053		-	0.016					
HCM Control Delay (s)		36.5	13.7	9.2			13.2	-		13					
						17									
HCM Lane LOS		E	В	A		-	B 0.2	-		В					
HCM 95th %tile Q(veh)		1.4	0.3	0.1		14	U.Z		-	0					

# HCM 6th Signalized Intersection Summary 2: SR 100 (Moody Blvd) & Colbert Lane

Background Year 2035 Timing Plan: PM Peak

	۶	<b>→</b>	*	1	4	1	1	†	1	1	<del> </del>	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	**		Ä	<b>个</b> 个	7				7		1
Traffic Volume (veh/h)	169	1061	0	9	1142	52	0	0	0	73	0	196
Future Volume (veh/h)	169	1061	0	9	1142	52	0	0	0	73	0	196
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1900	1885	0	1900	1870	1900	S. Hey			1870	0	1356
Adj Flow Rate, veh/h	204	1094	0	10	1269	90				99	0	280
Peak Hour Factor	0.83	0.97	0.92	0.92	0.90	0.58	نصيب			0.74	0.92	0.70
Percent Heavy Veh, %	0	1	0	0	2	0				2	0	3
Cap, veh/h	288	2231	0	313	1570	711			1	363	0	321
Arrive On Green	0.08	0.62	0.00	0.44	0.44	0.44	-			0.20	0.00	0.20
Sat Flow, veh/h	1810	3676	0	524	3554	1610	ewit.		- 1115	1781	0	1572
Grp Volume(v), veh/h	204	1094	0	10	1269	90				99	0	280
Grp Sat Flow(s), veh/h/ln	1810	1791	0	524	1777	1610				1781	0	1572
Q Serve(g_s), s	5.0	14.6	0.0	1.0	27.2	2.9				4.1	0.0	15.1
Cycle Q Clear(g_c), s	5.0	14.6	0.0	1.0	27.2	2.9			770	4.1	0.0	15.1
Prop In Lane	1.00	0001	0.00	1.00	1570	1.00				1.00	0	1.00
Lane Grp Cap(c), veh/h	288	2231	0	313	1570	711				363 0.27	0.00	321
V/C Ratio(X)	0.71	0.49	0.00	0.03	0.81	0.13				515	0.00	0.87 455
Avail Cap(c_a), veh/h	538	4056 1.00	1.00	508 1.00	2891 1.00	1310 1.00	100		-	1.00	1.00	1.00
HCM Platoon Ratio	1.00	1.00	0.00	1.00	1.00	1.00	-			1.00	0.00	1.00
Upstream Filter(I) Uniform Delay (d), s/veh	18.0	9.0	0.00	13.9	21.3	14.5				29.4	0.00	33.8
incr Delay (d2), s/veh	3.2	0.2	0.0	0.0	1.0	0.1	-		- 11	0.4	0.0	12.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	14, 110		1100	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	1.9	4.1	0.0	0.0	9.7	0.9	VE 544		VI I A	1.7	0.0	6.4
Unsig. Movement Delay, s/ve	11177	100	0.0	0.1	J. 1	0.0				1.7	0.0	0.1
LnGrp Delay(d),s/veh	21.2	9.2	0.0	14.0	22.3	14.6	1200	- 4	4.0	29.8	0.0	46.4
LnGrp LOS	C	A	A	В	C	В				С	A	D
Approach Vol, veh/h		1298			1369				LINE		379	
Approach Delay, s/veh		11.1	****		21.7						42.0	
Approach LOS	1,170	В			C	10,00				/	D	Distance of
	-					6		0				
Timer - Assigned Phs Phs Duration (G+Y+Rc), s	15.9	46.4				62.3		25.5				
Change Period (Y+Rc), s	8.5	7.6				7.6	-	7.6	_		-	
Max Green Setting (Gmax), s		71.4		NI JUNE		99.4		25.4	THE RESERVE			
Max Q Clear Time (g_c+l1),		29.2		-	-11-11-1	16.6		17.1				
Green Ext Time (p_c), s	0.4	9.6				8.6		0.8				
	J. 1	0.0				0.0		30%		THE REAL PROPERTY.	-	
Intersection Summary	TAIL DE		10.7									
HCM 6th Ctrl Delay			19.7		V. 1- I			-I'CJE				To live
HCM 6th LOS			В									

#### HCM 6th Signalized Intersection Summary 3: John Anderson Rd & SR 100 (Moody Blvd)

#### Background Year 2035 Timing Plan: PM Peak

	۶	-	*	•	4	*	4	†	1	-	<b></b>	1
Mevement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	<b>^</b>	7	ሻ	ተተ	7	্ৰ	₽	in a combination of a few	7	4	
Traffic Volume (veh/h)	106	828	91	61	903	162	204	89	118	238	53	161
Future Volume (veh/h)	106	828	91	61	903	162	204	89	118	238	53	161
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1870	1885	1856	1856	1885	1870	1900	1870	1885	1870	1900
Adj Flow Rate, veh/h	147	862	114	90	1050	174	255	122	166	274	62	335
Peak Hour Factor	0.72	0.96	0.80	0.68	0.86	0.93	0.80	0.73	0.71	0.87	0.86	0.48
Percent Heavy Veh, %	7	2	1	3	3	1	2	0	2	1	2	0
Cap, veh/h	180	1211	544	205	1113	504	320	323	440	425	112	608
Arrive On Green	0.06	0.34	0.34	0.04	0.32	0.32	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	1711	3554	1598	1767	3526	1598	987	729	992	1100	254	1370
Grp Volume(v), veh/h	147	862	114	90	1050	174	255	0	288	274	0	397
Grp Sat Flow(s), veh/h/ln	1711	1777	1598	1767	1763	1598	987	0	1721	1100	0	1624
Q Serve(g_s), s	7.0	25.2	6.1	4.1	34.7	10.0	30.7	0.0	13.4	26.5	0.0	21.5
Cycle Q Clear(q_c), s	7.0	25.2	6.1	4.1	34.7	10.0	52.2	0.0	13.4	39.9	0.0	21.5
Prop In Lane	1.00	20.2	1.00	1.00	0117	1.00	1.00	0.0	0.58	1.00	0.0	0.84
Lane Grp Cap(c), veh/h	180	1211	544	205	1113	504	320	0	763	425	0	720
V/C Ratio(X)	0.82	0.71	0.21	0.44	0.94	0.35	0.80	0.00	0.38	0.64	0.00	0.55
Avail Cap(c_a), veh/h	180	1225	551	205	1127	511	320	0.00	763	425	0.00	720
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.0	34.3	28.0	28.6	39.9	31.4	43.7	0.00	22.2	35.6	0.00	24.5
Incr Delay (d2), s/veh	24.4	1.9	0.2	1.5	15.1	0.4	13.1	0.0	0.3	3.3	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9
%ile BackOfQ(50%), veh/ln	4.0	10.7	2.3	1.8	16.6	3.8	8.6	0.0	5.5	7.4		
		10.7	2.3	1.0	0.01	3.0	0.0	0.0	0.0	7.4	0.0	8.4
Unsig. Movement Delay, s/veh		20.2	20.2	20.1	LL 0	21.0	EC 0	0.0	22.5	20.0	0.0	20.4
LnGrp Delay(d),s/veh	55.4	36.2	28.2	30.1	55.0	31.8	56.8	0.0	22.5	38.9	0.0	25.4
LnGrp LOS	E_	D	С	С	E	С	E	A	С	D	A	C
Approach Vol, veh/h		1123			1314			543			671	
Approach Delay, s/veh		37.9			50.2			38.6			30.9	
Approach LOS		D			D			D			С	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	44.5		60.0	12.0	47.5		60.0				
Change Period (Y+Rc), s	7.4	6.8		7.0	* 7.2	6.8		7.0				
Max Green Setting (Gmax), s	7.6	38.2		53.0	* 4.8	41.2		53.0				1
Max Q Clear Time (g_c+l1), s	9.0	36.7		54.2	6.1	27.2		41.9				
Green Ext Time (p_c), s	0.0	1.0		0.0	0.0	5.0		3.0				
Intersection Summary			177	بخطير								
HCM 6th Ctrl Delay			41.2				= C-101					
HCM 6th LOS			D									
Notes										-	-	_

<sup>\*</sup> HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary 5: SR A1A & SR 100 (Moody Blvd)

	۶	*	4	<b>†</b>	<b>↓</b>	1
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	7	7	7	1	7>	
Traffic Volume (veh/h)	317	428	265	164	252	303
Future Volume (veh/h)	317	428	265	164	252	303
Initial Q (Qb), veh	0	0	0	0	0	.0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1885	1856	1900	1856	1841
Adj Flow Rate, veh/h	337	437	308	195	304	348
Peak Hour Factor	0.94	0.98	0.86	0.84	0.83	0.87
Percent Heavy Veh, %	2	1	3	0	3	4
Cap, veh/h	550	493	229	1035	331	379
Arrive On Green	0.31	0.31	0.05	0.54	0.42	0.42
Sat Flow, veh/h	1781	1598	1767	1900	789	904
				195		652
Grp Volume(v), veh/h	337	437	308		0	
Grp Sat Flow(s), veh/h/ln	1781	1598	1767	1900		1693
Q Serve(g_s), s	12.9	20.8	4.3	4.2	0.0	29.0
Cycle Q Clear(g_c), s	12.9	20.8	4.3	4.2	0.0	29.0
Prop In Lane	1.00	1.00	1.00	4005		0.53
Lane Grp Cap(c), veh/h	550	493	229	1035	0	711
V/C Ratio(X)	0.61	0.89	1.35	0.19	0.00	0.92
Avail Cap(c_a), veh/h	691	620	229	1125	0	790
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.5	26.3	23.9	9.2	0.0	21.9
Incr Delay (d2), s/veh	1.1	12.3	182.1	0.1	0.0	14.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	9.1	13.9	1.6	0.0	13.7
Unsig. Movement Delay, s/ve	eh					
LnGrp Delay(d),s/veh	24.7	38.6	206.0	9.3	0.0	36.6
LnGrp LOS	С	D	F	Α	Α	D
Approach Vol, veh/h	774			503	652	
Approach Delay, s/veh	32.5			129.7	36.6	
Approach LOS	C	-		F	D	
Timer - Assigned Phs	- 1	2		4		6
Phs Duration (G+Y+Rc), s	10.0	39.2		30.7		49.2
Change Period (Y+Rc), s	* 5.7	* 5.7		6.0		* 5.7
Max Green Setting (Gmax), s		* 37		31.0		* 47
Max Q Clear Time (g_c+l1), s		31.0		22.8		6.2
Green Ext Time (p_c), s	0.0	2.5		1.9		1.3
	داس	tune.	App. St. Live	_		
Intersection Summary			FO 2			-
HCM 6th Ctrl Delay	1		59.2			
HCM 6th LOS			E			
Notes	70.00	-	-	-		

<sup>\*</sup> HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Synchro 11 Report Page 3

Background Year 2

#### 2: SR 100 (Moody Blvd) & Colbert Lane

	<b>→</b>		_	←	*	1	4
	_		₹				-
Lane Group	EBL	EBT	WBL	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	204	1094	10	1269	90	99	280
v/c Ratio	0.65	0.45	0.04	0.80	0.11	0.43	0.65
Control Delay	24.3	6.7	14.7	24.2	2.9	43.0	14.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.3	6.7	14.7	24.2	2.9	43.0	14.1
Queue Length 50th (ft)	44	113	3	270	0	45	7
Queue Length 95th (ft)	118	185	14	454	1	96	26
Internal Link Dist (ft)		4016		2324			
Turn Bay Length (ft)	505		570		570		490
Base Capacity (vph)	511	3494	428	3059	1409	560	676
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.31	0.02	0.41	0.06	0.18	0.41
Intersection Summary		IN T					114

#### Background Year 2035

#### 3: John Anderson Rd & SR 100 (Moody Blvd)

Timing Plan: PM Peak

	>	-	*	•	4	*	4	†	1	ļ	
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	
Lane Group Flow (vph)	147	863	114	90	1050	174	255	288	274	397	
v/c Ratio	0.78	0.61	0.16	0.39	0.88	0.26	0.97	0.41	0.77	0.56	
Control Delay	51.2	30.4	5.7	24.8	44.2	5.6	82.7	18.9	43.7	19.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	51.2	30.4	5.7	24.8	44.2	5.6	82.7	18.9	43.7	19.3	
Queue Length 50th (ft)	57	258	0	33	356	0	171	106	164	141	
Queue Length 95th (ft)	#117	378	28	54	#505	50	#268	126	256	213	
Internal Link Dist (ft)		2324			503			1856		852	
Turn Bay Length (ft)	550		710	345		445	180				
Base Capacity (vph)	188	1431	714	228	1308	706	358	924	487	920	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.78	0.60	0.16	0.39	0.80	0.25	0.71	0.31	0.56	0.43	- Jus
Intersection Summary		1115								تحاد	
# 95th percentile volume	exceeds c	apacity, c	lueue ma	y be long	ger.				The state		

Queue shown is maximum after two cycles.

#### Background Year 2035

5: SR A1A & SR 100 (Moody Blvd)

Timing Plan: PM Peak

	•	*	1	†	<b>↓</b>
Lane Group	EBL	EBR	NBL.	NBT	SBT
Lane Group Flow (vph)	337	437	308	195	652
v/c Ratio	0.71	0.58	1.25	0.18	0.85
Control Delay	33.7	5.9	158.6	9.2	29.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	33.7	5.9	158.6	9.2	29.9
Queue Length 50th (ft)	144	0	~98	39	225
Queue Length 95th (ft)	240	62	#278	83	#390
Internal Link Dist (ft)	5551			880	523
Turn Bay Length (ft)			55		
Base Capacity (vph)	779	948	247	1317	939
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.43	0.46	1.25	0.15	0.69
Intersection Summary					
<ul> <li>Volume exceeds capac</li> </ul>	ity, queue	is theore	tically infi	nite.	
Queue shown is maximu					

<sup># 95</sup>th percentile volume exceeds capacity, queue may be longer.

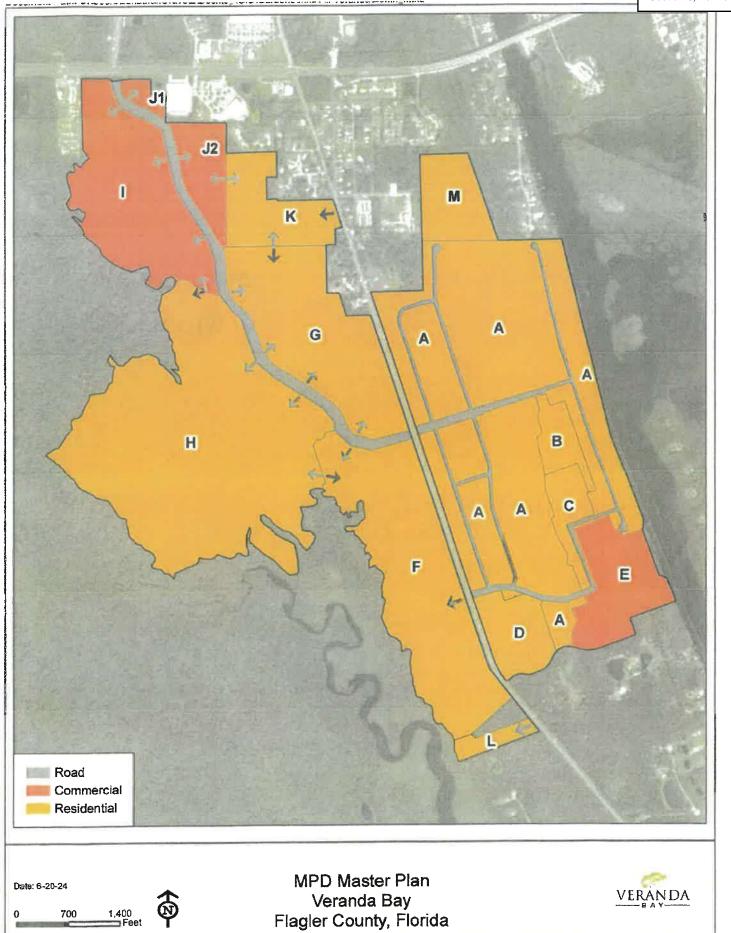
Queue shown is maximum after two cycles.

# Background Year 2035 Timing Plan: PM Peak

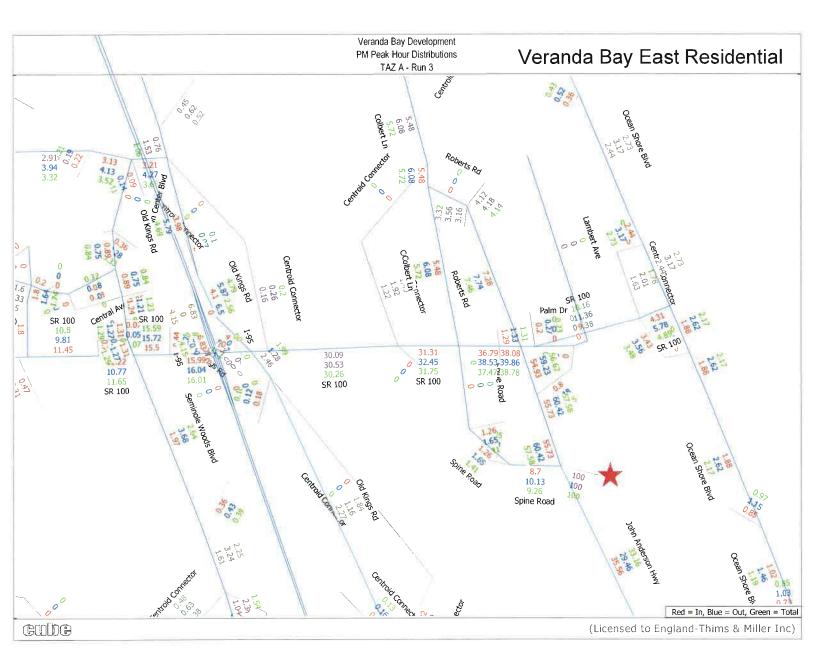
#### 4: Connecticut Avenue/Wadsworth Park & SR 100 (Moody Blvd)

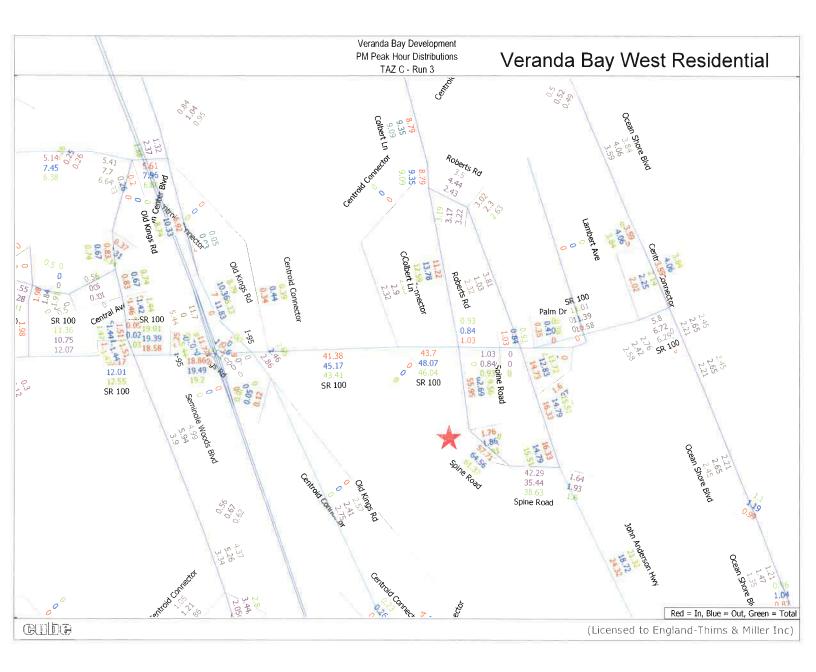
Intersection			territ											
Int Delay, s/veh	2.2													
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	L.D.	15	No. Bell S. S.	1100	Ä	14	AA DATE.	7	1>	MESS	JUL	4		
Traffic Vol, veh/h	4	1164	70	1	26	872	2	47	1	30	5	0	6	1
Future Vol, veh/h	4	1164	70	1	26	872	2	47	1	30	5	0	6	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	-
	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	1100	MELL.	None	H	1100	1100	None	Stop	Otop	None	Отор	Otop	None	
Storage Length	335		-		425	_	-	80	_	-	_		-	
Veh in Median Storage		0			120	0			2		10.5	2		
Grade, %	-	0	_		-	0	-	_	0		2501	0		
Peak Hour Factor	39	97	74	63	78	86	75	66	25	55	50	25	56	
Heavy Vehicles, %	0	2	4	0	0	2	0	11	0	0	0	0	0	
Mvmt Flow	10	1200	95	2	33	1014	3	71	4	55	10	0	11	4
	10	1200	- 00	-	- 00			0.0						
Major/Minor M	lajor1			Major2		-	A	/inor1		٨	Ainor2			Q-15
	1017	0	0	1295	1295	0	0	1845	2355	648	1708	2401	509	
Stage 1	1017	U	U	1233	1233	U	U	1268	1268	040	1086	1086	303	100
		- 11	-					577	1087	-	622	1315		
Stage 2 Critical Hdwy	4.1	-		6.4	4.1	41.	HW	7.72	6.5	6.9	7.5	6.5	6.9	HILL
Critical Hdwy Stg 1	4,1			0.4	41.1			6.72	5.5	0.5	6.5	5.5	0.5	
								6.72	5.5	THE L	6.5	5.5		
Critical Hdwy Stg 2 Follow-up Hdwy	2.2			2.5	2.2	- 3		3.61	4	3.3	3.5	4	3.3	
Pot Cap-1 Maneuver	690	THE R	NTS:	218	542		-	~ 42	36	418	60	34	515	
Stage 1	030			210	J4Z	-	_	165	242	410	234	295	313	
Stage 2	51 L			1725	14.	514.5		447	295	199	446	230		Pie
Platoon blocked, %		_						777	200		770	250		
Mov Cap-1 Maneuver	690		- 1	503	503		He.	~ 39	33	418	48	31	515	
Mov Cap-2 Maneuver	-	-		-	-	-		145	169	, ,	186	150	-	
Stage 1	112		J.	15	2			163	239	17 -	231	274		
Stage 2	-	_		-	_	-		407	274	141	376	227		
Juge 2	201										0,0		55.11	1304
Annroach	EB		-	MID	100	-		NB	-		SB			
Approach	The same			WB		_	-				19			
HCM Control Delay, s	0.1	7		0.4				35.7	1162	10.00		55		
HCM LOS	-		-		_	-	-	E			С	-		-
	-						10/20/20	III VI	*****					
Minor Lane/Major Mvm	it i	VBLn1		EBL	EBT	EBR	WBL	WBT	WBR			NV.	No.	1-1
Capacity (veh/h)	7. 7.		380		7		503	F 1		278	5-7-			- 1
HCM Lane V/C Ratio			0.154				0.069	-	-	0.075				
HCM Control Delay (s)	ME.	51.7	16.2		-	FIE -	12.7			19				
HCM Lane LOS		F	C	В	_	-	В	_		C				
HCM 95th %tile Q(veh)		2.3	0.5	0	0.15		0.2	#		0.2		F 75	N. N.	3.5
Notes														
- Volume exceeds cap	oacity	\$: E	Delay e	xceeds	300s	+: Co	omputat	tion No	t Define	ed *:	All ma	jor volu	ıme in pl	atoon
	,		3			111/20							1	

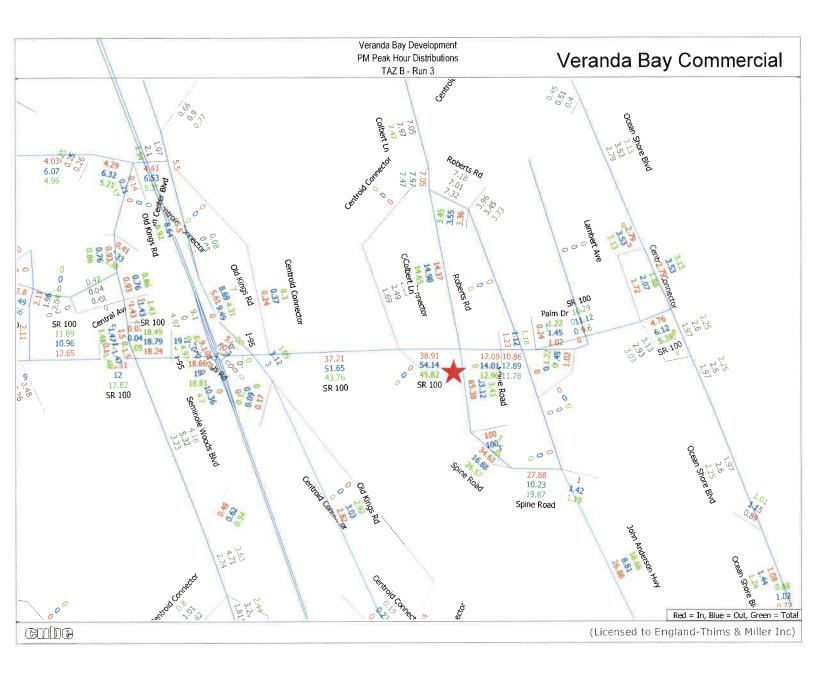
## Attachment G Master Development Plan



## Attachment H Model Plots







# Attachment I ITE Information

# Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units On a: Weekday

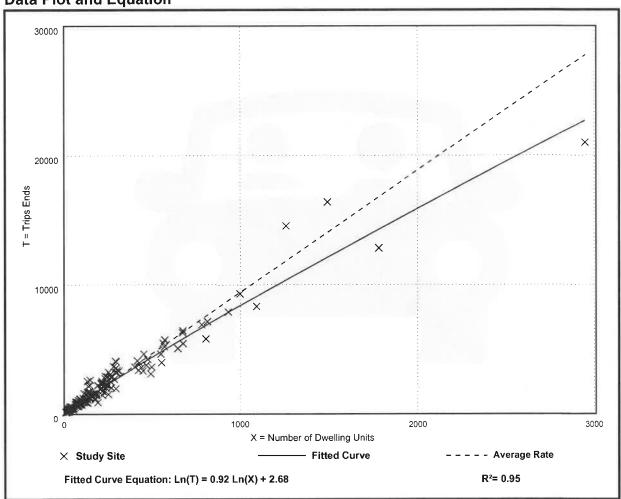
Setting/Location: General Urban/Suburban

Number of Studies: 174 Avg. Num. of Dwelling Units: 246

Directional Distribution: 50% entering, 50% exiting

### Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13





## Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

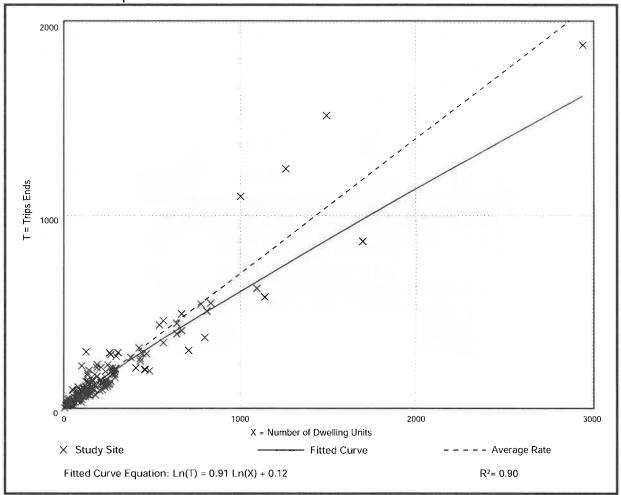
Setting/Location: General Urban/Suburban

Number of Studies: 192 Avg. Num. of Dwelling Units: 226

Directional Distribution: 26% entering, 74% exiting

### Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24





## Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

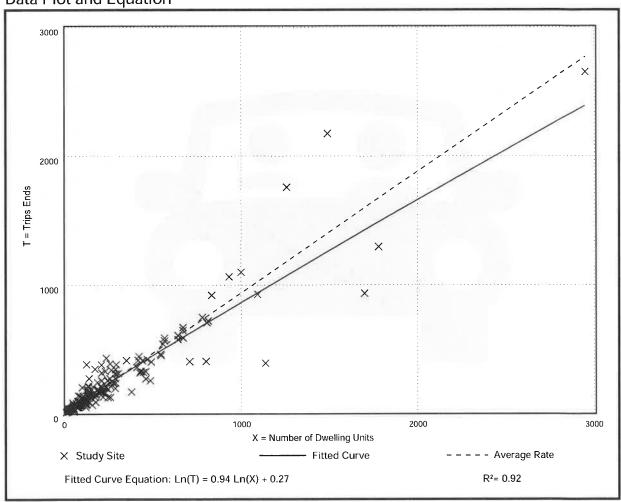
Setting/Location: General Urban/Suburban

Number of Studies: 208 Avg. Num. of Dwelling Units: 248

Directional Distribution: 63% entering, 37% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31





## Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

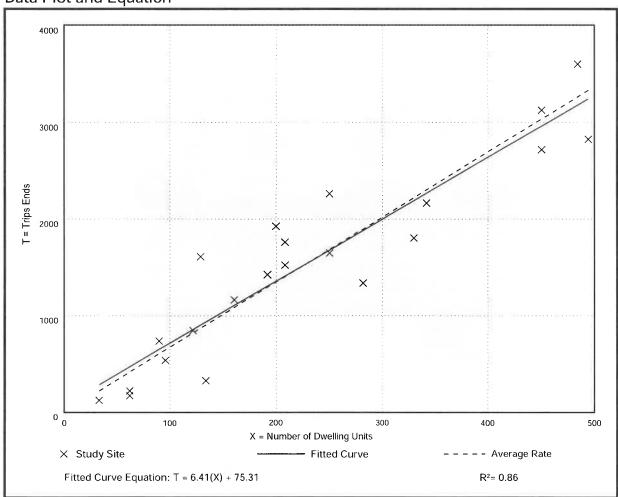
Setting/Location: General Urban/Suburban

Number of Studies: 22 Avg. Num. of Dwelling Units: 229

Directional Distribution: 50% entering, 50% exiting

### Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79





## Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

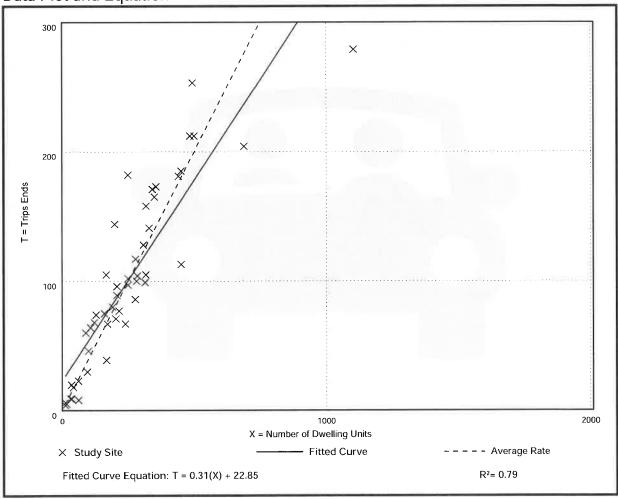
Setting/Location: General Urban/Suburban

Number of Studies: 49 Avg. Num. of Dwelling Units: 249

Directional Distribution: 24% entering, 76% exiting

### Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12





## Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

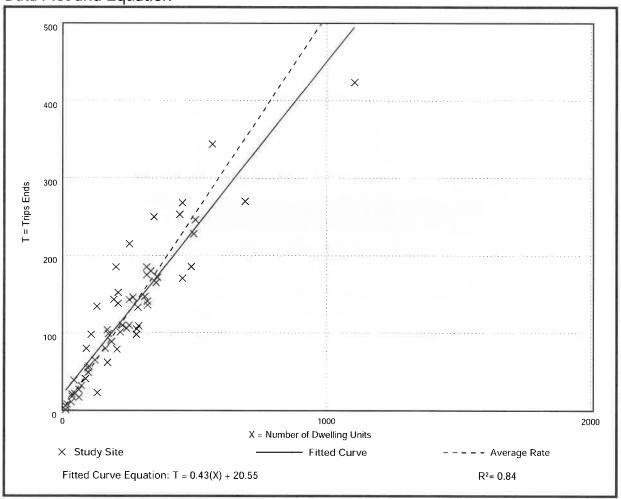
Setting/Location: General Urban/Suburban

Number of Studies: 59 Avg. Num. of Dwelling Units: 241

Directional Distribution: 63% entering, 37% exiting

### Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15





## Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

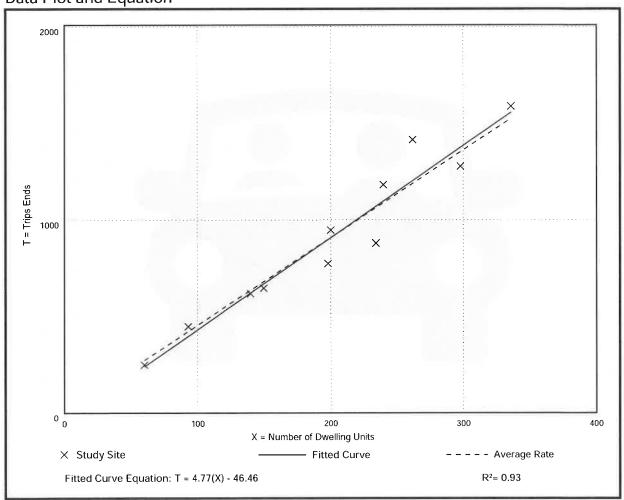
Setting/Location: General Urban/Suburban

Number of Studies: 11 Avg. Num. of Dwelling Units: 201

Directional Distribution: 50% entering, 50% exiting

### Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.76 - 5.40	0.51



## Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

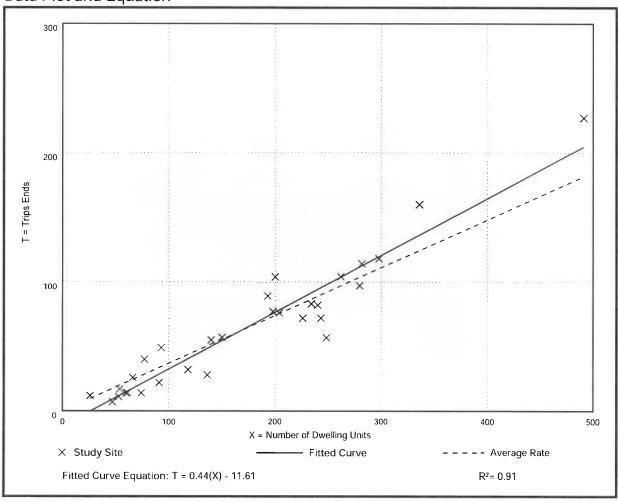
Setting/Location: General Urban/Suburban

Number of Studies: 30 Avg. Num. of Dwelling Units: 173

Directional Distribution: 23% entering, 77% exiting

### Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09





## Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

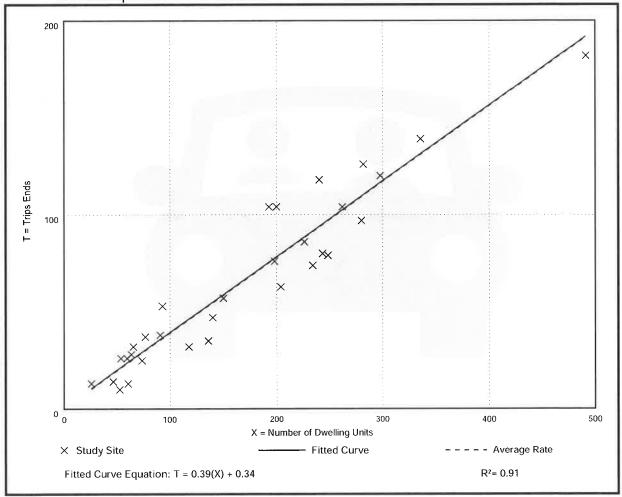
Setting/Location: General Urban/Suburban

Number of Studies: 31 Avg. Num. of Dwelling Units: 169

Directional Distribution: 61% entering, 39% exiting

### Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08





## Hotel (310)

Vehicle Trip Ends vs: Rooms On a: Weekday

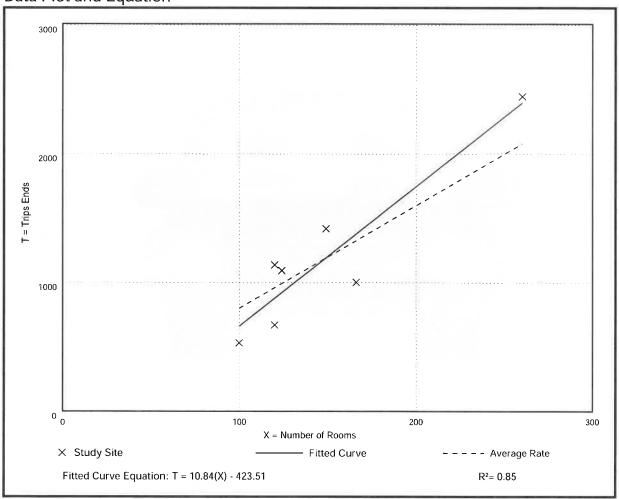
Setting/Location: General Urban/Suburban

Number of Studies: 7 Avg. Num. of Rooms: 148

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
7.99	5.31 - 9.53	1.92





## Hotel (310)

Vehicle Trip Ends vs: Rooms

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

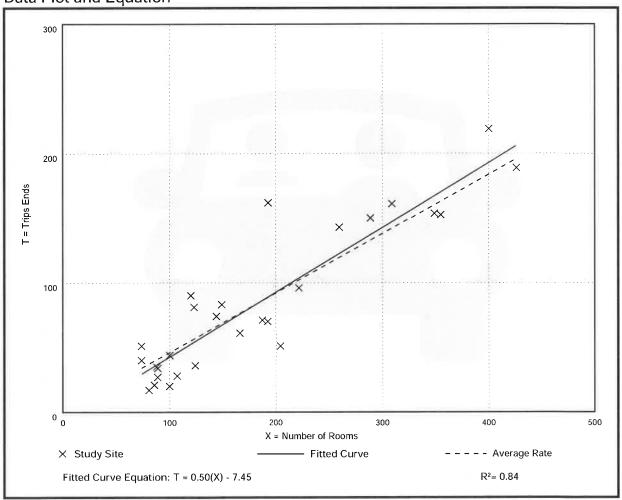
Setting/Location: General Urban/Suburban

Number of Studies: 28 Avg. Num. of Rooms: 182

Directional Distribution: 56% entering, 44% exiting

### Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.46	0.20 - 0.84	0.14





## Hotel (310)

Vehicle Trip Ends vs: Rooms

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

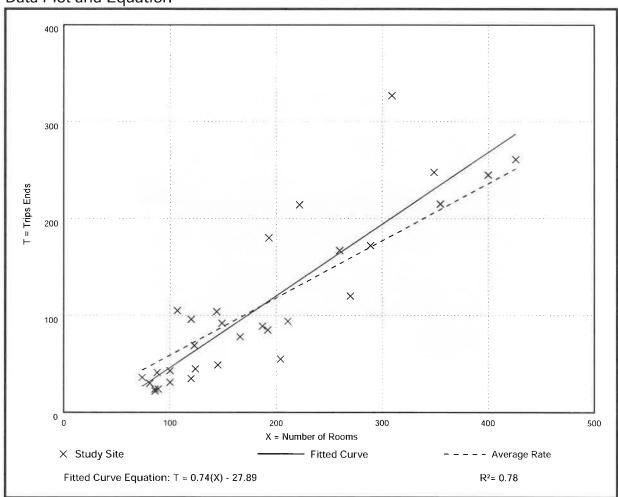
Setting/Location: General Urban/Suburban

Number of Studies: 31 Avg. Num. of Rooms: 186

Directional Distribution: 51% entering, 49% exiting

## Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.59	0.26 - 1.06	0.22





## Marina (420)

Vehicle Trip Ends vs: Berths
On a: Weekday

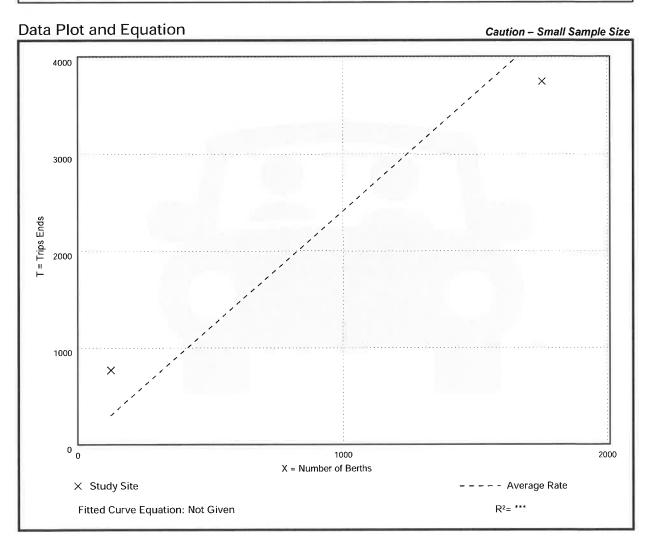
Setting/Location: General Urban/Suburban

Number of Studies: 2 Avg. Num. of Berths: 939

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Berth

Average Rate	Range of Rates	Standard Deviation
2.41	2.14 - 6.21	***



## Marina (420)

Vehicle Trip Ends vs: Berths

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

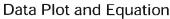
Setting/Location: General Urban/Suburban

Number of Studies: 1 Avg. Num. of Berths: 300

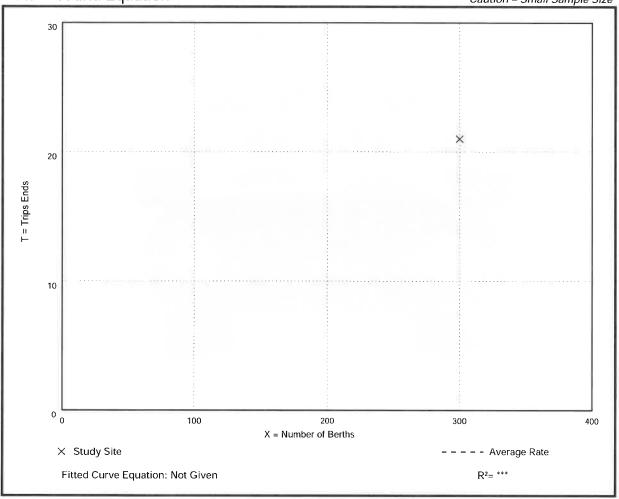
Directional Distribution: 33% entering, 67% exiting

## Vehicle Trip Generation per Berth

Average Rate	Range of Rates	Standard Deviation
0.07	0.07 - 0.07	***



#### Caution - Small Sample Size





## Marina (420)

Vehicle Trip Ends vs: Berths

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

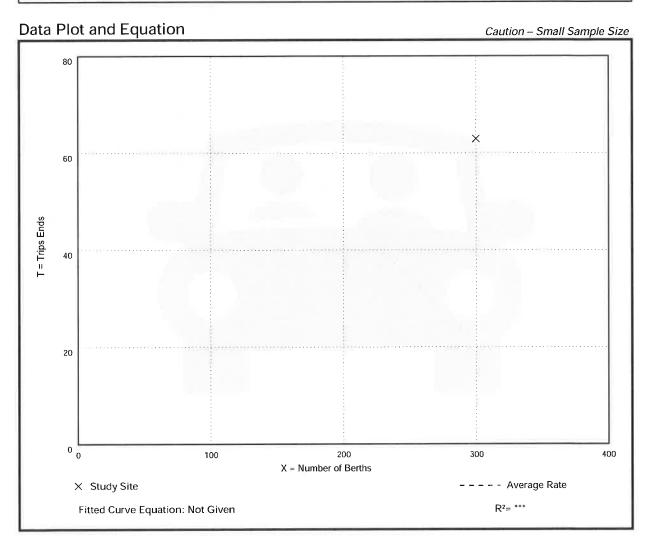
Setting/Location: General Urban/Suburban

Number of Studies: 1 Avg. Num. of Berths: 300

Directional Distribution: 60% entering, 40% exiting

## Vehicle Trip Generation per Berth

Average Rate	Range of Rates	Standard Deviation
0.21	0.21 - 0.21	***



## Recreational Community Center (495)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

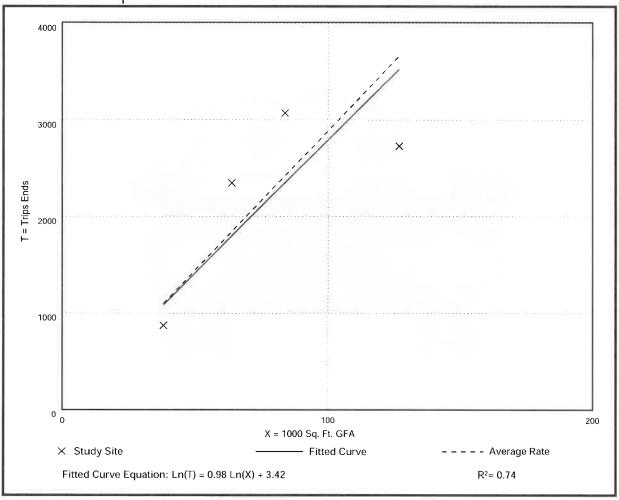
Setting/Location: General Urban/Suburban

Number of Studies: 4 Avg. 1000 Sq. Ft. GFA: 78

Directional Distribution: 50% entering, 50% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
28.82	21.49 - 36.71	8.56





## Recreational Community Center (495)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

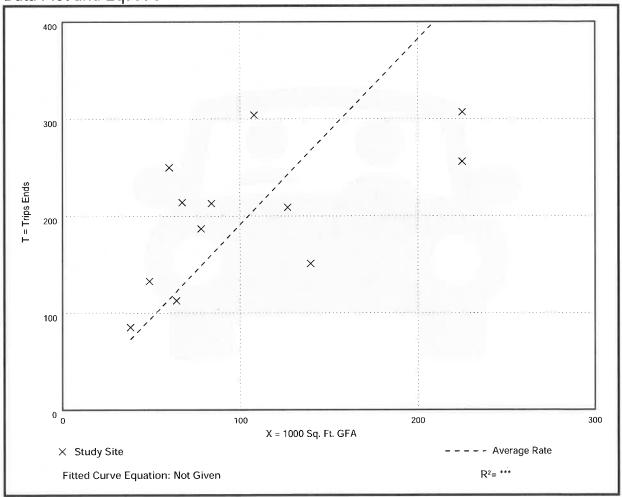
Setting/Location: General Urban/Suburban

Number of Studies: 12 Avg. 1000 Sq. Ft. GFA: 105

Directional Distribution: 66% entering, 34% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.91	1.08 - 4.18	0.88





## Recreational Community Center (495)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

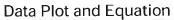
Setting/Location: General Urban/Suburban

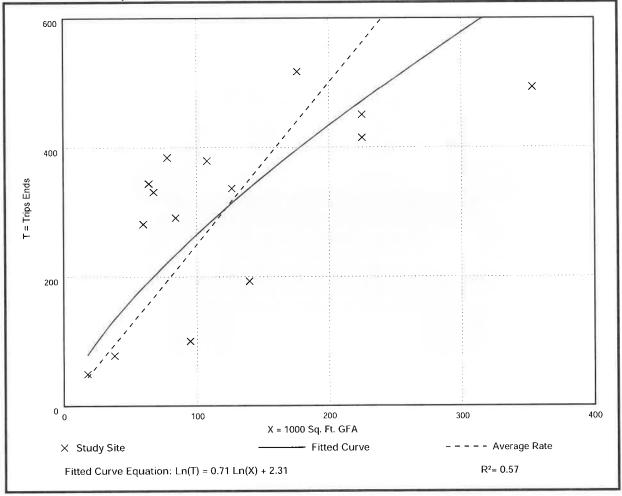
Number of Studies: 15 Avg. 1000 Sq. Ft. GFA: 124

Directional Distribution: 47% entering, 53% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.50	1.05 - 5.37	1.28







## Shopping Center (>150k) (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

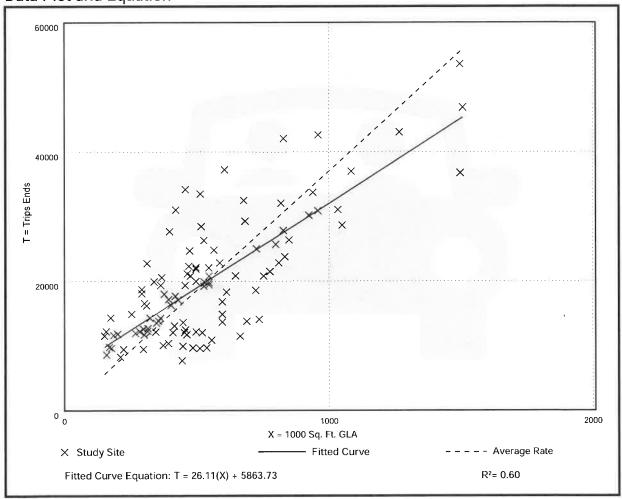
Setting/Location: General Urban/Suburban

Number of Studies: 108 Avg. 1000 Sq. Ft. GLA: 538

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.01	17.27 - 81.53	12.79





## Shopping Center (>150k) (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

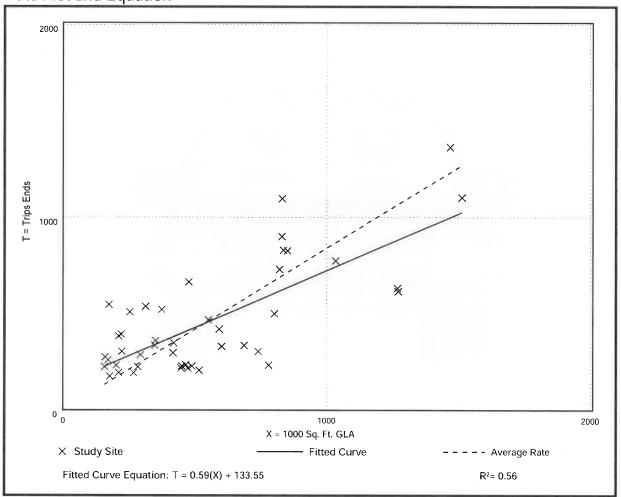
Setting/Location: General Urban/Suburban

Number of Studies: 44 Avg. 1000 Sq. Ft. GLA: 546

Directional Distribution: 62% entering, 38% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.84	0.30 - 3.11	0.42





## Shopping Center (>150k) (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

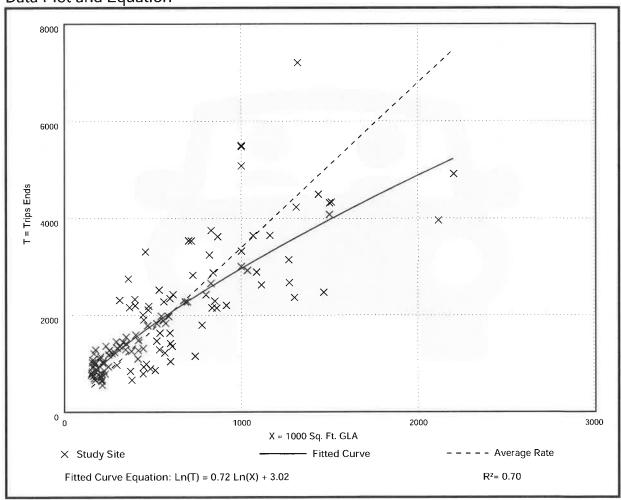
Setting/Location: General Urban/Suburban

Number of Studies: 126 Avg. 1000 Sq. Ft. GLA: 581

Directional Distribution: 48% entering, 52% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.40	1.57 - 7.58	1.26





## Shopping Plaza (40-150k) - Supermarket - No (821)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA On a: Weekday

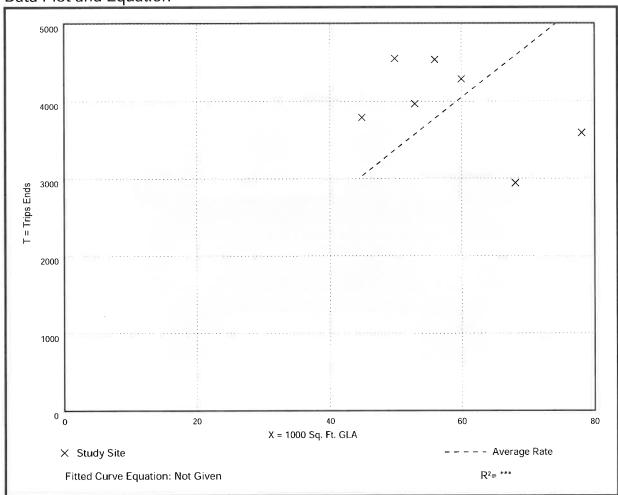
Setting/Location: General Urban/Suburban

Number of Studies: 7 Avg. 1000 Sq. Ft. GLA: 59

Directional Distribution: 50% entering, 50% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
67.52	43.29 - 91.06	19.25





## Shopping Plaza (40-150k) - Supermarket - No (821)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

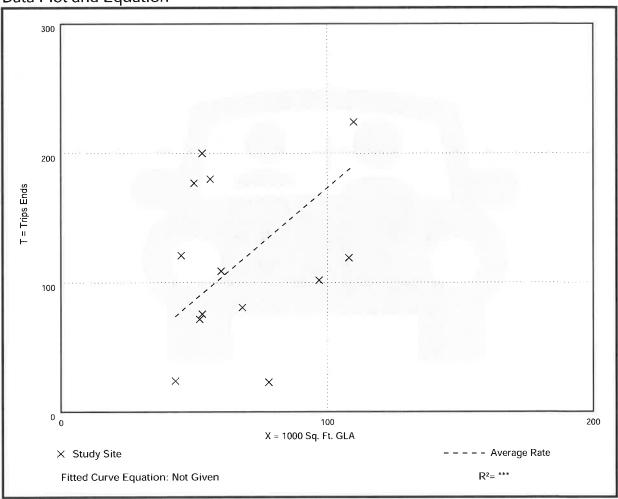
Setting/Location: General Urban/Suburban

Number of Studies: 13 Avg. 1000 Sq. Ft. GLA: 67

Directional Distribution: 62% entering, 38% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
1.73	0.29 - 3.77	1.06





## Shopping Plaza (40-150k) - Supermarket - No (821)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

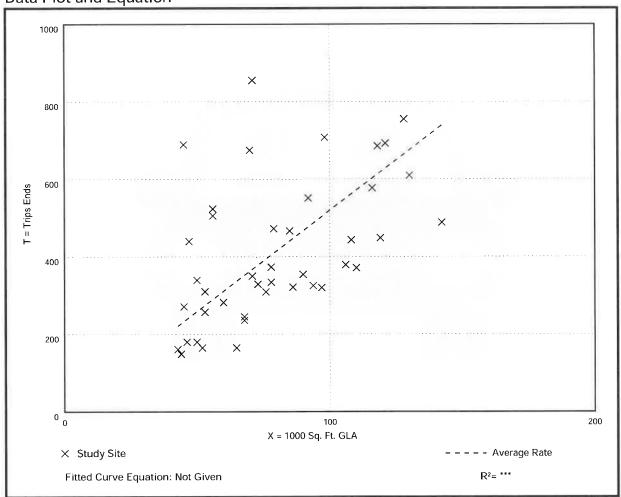
Setting/Location: General Urban/Suburban

Number of Studies: 42 Avg. 1000 Sq. Ft. GLA: 79

Directional Distribution: 49% entering, 51% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
5.19	2.55 - 15.31	2.28





## Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA On a: Weekday

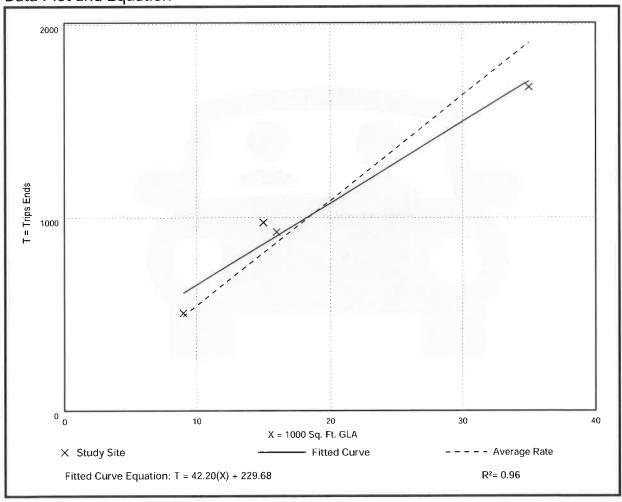
Setting/Location: General Urban/Suburban

Number of Studies: 4 Avg. 1000 Sq. Ft. GLA: 19

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81





## Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

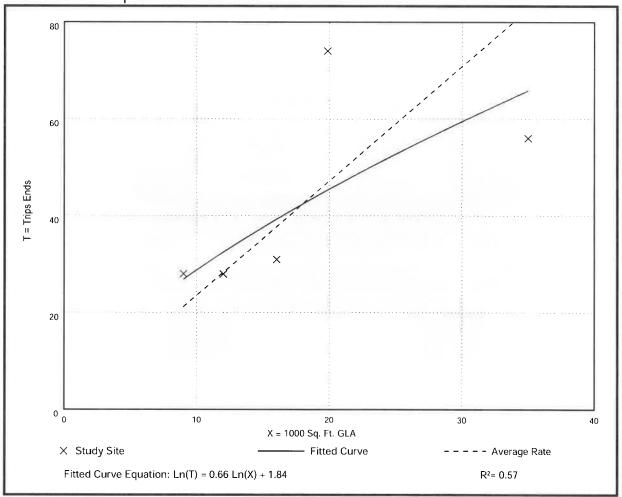
Setting/Location: General Urban/Suburban

Number of Studies: 5 Avg. 1000 Sq. Ft. GLA: 18

Directional Distribution: 60% entering, 40% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation		
2.36	1.60 - 3.73	0.94		





## Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

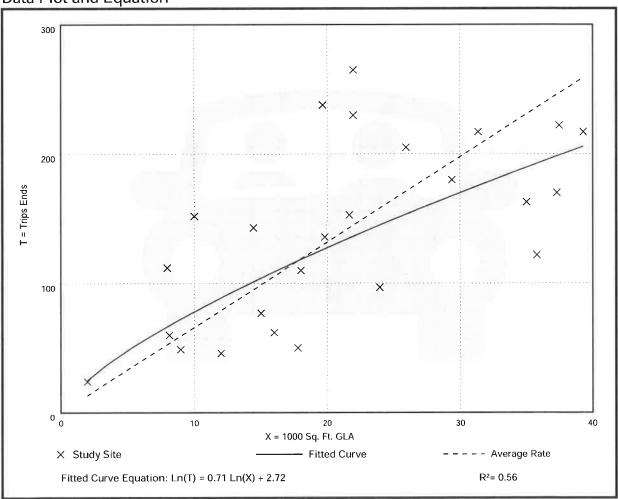
Setting/Location: General Urban/Suburban

Number of Studies: 25 Avg. 1000 Sq. Ft. GLA: 21

Directional Distribution: 50% entering, 50% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation		
6.59	2.81 - 15.20	2.94		

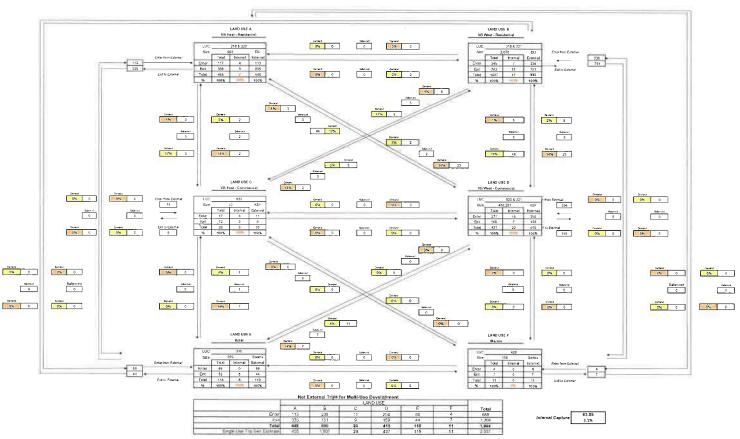




375         North Carolina         1994         214         29         48         23         71         2053         2           413         Texas         1994         228         28         51         21         72         589         2           418         Maryland         1994         281         20         50         30         80         5610         2           450         California         1994         321         23         49         28         77         2787         2           476         Washington         1994         234         25         53         22         75         3427         2           488         Texas         1994         257         12         75         13         88         1094         1           560         Virginia         1994         437         19         49         32         81         3051         2           581         Colorado         1994         296         18         53         29         82         2939         2           598         Colorado         1994         205         17         55         28         83         3840			Source	e: ITE Trip Gen	eration Mar	oual , 11th Editio	on					
Setting   Time Period   Weekday PM Peak Period   Weekday PM Period   Week	Land Use Code					820						
Setting   Time Period   Weekday PM Peak Period   Weekday PM Period   Weekday PM Period   Weekday Pask-By Characteristics for Individual Sites   Weekday Pask-By Characteristics for Individual Sites   Weekday Period   Weekday	Land Use											
# Data Sites   8 Sites with GLA between 150 and 300k   19% for Sites with GLA between 300 and 900k   10% for Sites with GLA between 300 and 900k   10% for Sites with GLA between 300 and 900k   10% for Sites with GLA between 300 and 900k   10% for Sites with GLA between 300 and 900k   10% for Sites with GLA between 300 and 900k   10% for Sites with GLA between 300 and 900k   10% for Sites with GLA between 300 and 900k   10% for Sites with GLA between 300 and 900k   10% for Sites with GLA between 300 and 900k   10% for Sites with GLA between 300 and 900k   10% for Sites with GLA between 300 and 900k   10% for Sites with GLA between 300 and 900k   10% for Sites with GLA between 300 and 900k   10% for Sites with GLA between 300 and 900k   10% for Sites with GLA between 300 and 900k   10% for Sites with GLA between 300 and 900k   10% for Sites	Setting											
# Data Sites   8 Sites with GLA between 150 and 300k   19% for Sites with GLA between 300 and 900k   10% for Sites with GLA between 300 and 900k   10% for Sites with GLA between 300 and 900k   10% for Sites with GLA between 300 and 900k   10% for Sites with GLA between 300 and 900k   10% for Sites with GLA between 300 and 900k   10% for Sites with GLA between 300 and 900k   10% for Sites with GLA between 300 and 900k   10% for Sites with GLA between 300 and 900k   10% for Sites with GLA between 300 and 900k   10% for Sites with GLA between 300 and 900k   10% for Sites with GLA between 300 and 900k   10% for Sites with GLA between 300 and 900k   10% for Sites with GLA between 300 and 900k   10% for Sites with GLA between 300 and 900k   10% for Sites with GLA between 300 and 900k   10% for Sites with GLA between 300 and 900k   10% for Sites	Time Period	<del></del>										
Pass-By Characteristics for Individual Sites	# Data Sites	8 Sites with	GLA betwe	en 150 and 30	0k	1	6 Sites with GLA	between 3	00 and 900k			
Survey   Pass-By   No-Pass-By   Trips   Adj Street Peak   Hour Volume   Sourcey   Formary (%)   Diverted (%)   Total (%)   Hour Volume   Sourcey   Formary (%)   Diverted (%)   Total (%)   Hour Volume   Sourcey   Formary (%)   Diverted (%)   Total (%)   Hour Volume   Sourcey   Formary (%)   Diverted (%)   Total (%)   Hour Volume   Sourcey   Formary (%)   Diverted (%)   Total (%)   Hour Volume   Sourcey   Formary (%)   Diverted (%)   Total (%)   Hour Volume   Sourcey   Formary (%)   Diverted (%)   Total (%)   Hour Volume   Sourcey   Formary (%)   Diverted (%)   Total (%)   Hour Volume   Sourcey   Formary (%)   Diverted (%)   Total (%)   Hour Volume   Sourcey   Formary (%)   Diverted (%)   Total (%)   Hour Volume   Sourcey   Formary (%)   Diverted (%)   Total (%)   Hour Volume   Sourcey   Formary (%)   Diverted (%)   Total (%)   Hour Volume   Sourcey   Formary (%)   Diverted (%)   Total (%)   Hour Volume   Sourcey   Formary (%)   Diverted (%)   Total (%)   Hour Volume   Sourcey   Formary (%)   Diverted (%)   Total (%)   Hour Volume   Sourcey   Formary (%)   Diverted (%)   Total (%)   Hour Volume   Sourcey   Formary (%)   Diverted (%)   Total (%)   Hour Volume   Sourcey   Formary (%)   Diverted (%)   Total (%)   Hour Volume   Formary (%)   Diverted (%)   Total (%)   Formary (%)   Diverted (%)   Total (%)   Formary (%)   Diverted (%)   Formary (%)   Formary (%)   Diverted (%)   Formary (%)	Average Pass-By Rate	29% for Sites w										
GLA (000)         State or Province         Year         # Interviews         Trip (%)         Primary (%)         Diverted (%)         Total (%)         Hour Volume         Sou           213         Florida         1990         312         28         31         41         72         —         3           225         Illinois         1994         264         35         32         33         65         1970         2           227.9         Kentucky         1993         —         34         35         31         66         —         3           235         Kentucky         1993         211         35         29         36         65         2593         2           255         Iowa         1994         202         23         38         39         77         3706         2           256         Connecticut         1994         208         27         51         22         73         3422         2           293         Illinois         1994         282         24         70         6         76         4606         1           294         Pennsylvania         1994         213         24         48				Pass	-By Charact	eristics for Indi	vidual Sites					
GLA (000)         State or Province         Year         # Interviews         Trip (%)         Primary (%)         Diverted (%)         Total (%)         Hour Volume         Sou           213         Florida         1990         312         28         31         41         72         —         3           225         Illinois         1994         264         35         32         33         65         1970         2           227.9         Kentucky         1993         —         34         35         31         66         —         3           235         Kentucky         1993         211         35         29         36         65         2593         2           255         Iowa         1994         202         23         38         39         77         3706         2           256         Connecticut         1994         208         27         51         22         73         3422         2           293         Illinois         1994         282         24         70         6         76         4606         1           294         Pennsylvania         1994         213         24         48			C		D D.	N-	- Dana Di Talian		A-C Cturent Dead	1		
213         Florida         1990         312         28         31         41         72         —         3           225         Illinois         1994         264         35         32         33         65         1970         2           227.9         Kentucky         1993         —         34         35         31         66         —         3           235         Kentucky         1993         211         35         29         36         65         2593         7           255         Iowa         1994         222         23         38         39         77         3706         2           256         Connecticut         1994         208         27         51         22         73         3422         2           293         Illinois         1994         282         24         70         6         76         4606         1           294         Pennsylvania         1994         213         24         48         18         76         4055         2           350         Massachusetts         1994         224         18         45         37         82         2112	CLA (000)	State or Browin	, , , , ,	# Intensio				Total (0/)		_		
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227.9         Kentucky         1993         —         34         35         31         66         —         3           235         Kentucky         1993         211         35         29         36         65         2593         2           255         Iowa         1994         222         23         38         39         77         3706         2           256         Connecticut         1994         208         27         51         22         73         3422         2           293         Illinois         1994         282         24         70         6         76         4606         1           294         Pennsylvania         1994         213         24         48         18         76         4055         2           350         Massachusetts         1994         224         18         45         37         82         2112         2           361         Virginia         1994         315         17         54         29         83         2034         2           375         North Carolina         1994         214         29         48         23         71         205									1070			
235         Kentucky         1993         211         35         29         36         65         2593         2           255         Iowa         1994         222         23         38         39         77         3706         2           256         Connecticut         1994         208         27         51         22         73         3422         2           293         Illinois         1994         282         24         70         6         76         4606         1           294         Pennsylvania         1994         213         24         48         18         76         4055         2           350         Massachusetts         1994         224         18         45         37         82         2112         2           361         Virginia         1994         315         17         54         29         83         2034         2           375         North Carolina         1994         214         29         48         23         71         2053         2           418         Maryland         1994         281         20         50         30         80										-		
255         Iowa         1994         222         23         38         39         77         3706         2           256         Connecticut         1994         208         27         51         22         73         3422         2           293         Illinois         1994         282         24         70         6         76         4606         1           294         Pennsylvania         1994         213         24         48         18         76         4055         2           350         Massachusetts         1994         224         18         45         37         82         2112         2           361         Virginia         1994         315         17         54         29         83         2034         2           375         North Carolina         1994         214         29         48         23         71         2053         2           413         Texas         1994         228         28         51         21         72         589         2           418         Maryland         1994         281         20         50         30         80         5610												
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350         Massachusetts         1994         224         18         45         37         82         2112         2           361         Virginia         1994         315         17         54         29         83         2034         2           375         North Carolina         1994         214         29         48         23         71         2053         2           413         Texas         1994         228         28         51         21         72         589         2           418         Maryland         1994         281         20         50         30         80         5610         2           450         California         1994         281         20         50         30         80         5610         2           450         California         1994         281         20         50         30         80         5610         2           476         Washington         1994         234         25         53         22         75         3427         2           488         Texas         1994         257         12         75         13         88         109										+		
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375         North Carolina         1994         214         29         48         23         71         2053         2           413         Texas         1994         228         28         51         21         72         589         2           418         Maryland         1994         281         20         50         30         80         5610         2           450         California         1994         321         23         49         28         77         2787         2           476         Washington         1994         234         25         53         22         75         3427         2           488         Texas         1994         257         12         75         13         88         1094         1           560         Virginia         1994         437         19         49         32         81         3051         2           581         Colorado         1994         296         18         53         29         82         2939         2           598         Colorado         1994         205         17         55         28         83         3840										_		
413         Texas         1994         228         28         51         21         72         589         2           418         Maryland         1994         281         20         50         30         80         5610         2           450         California         1994         321         23         49         28         77         2787         2           476         Washington         1994         234         25         53         22         75         3427         2           488         Texas         1994         257         12         75         13         88         1094         1           560         Virginia         1994         437         19         49         32         81         3051         2           581         Colorado         1994         296         18         53         29         82         2939         2           598         Colorado         1994         205         17         55         28         83         3840         2           633         Texas         1994         257         10         64         26         90         —				_						24		
418         Maryland         1994         281         20         50         30         80         5610         2           450         California         1994         321         23         49         28         77         2787         2           476         Washington         1994         234         25         53         22         75         3427         2           488         Texas         1994         257         12         75         13         88         1094         1           560         Virginia         1994         437         19         49         32         81         3051         2           581         Colorado         1994         296         18         53         29         82         2939         2           598         Colorado         1994         205         17         55         28         83         3840         2           633         Texas         1994         257         10         64         26         90         —         2           667         Illinois         1994         200         16         53         31         84         2770										24		
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476         Washington         1994         234         25         53         22         75         3427         2           488         Texas         1994         257         12         75         13         88         1094         1           560         Virginia         1994         437         19         49         32         81         3051         2           581         Colorado         1994         296         18         53         29         82         2939         2           598         Colorado         1994         205         17         55         28         83         3840         2           633         Texas         1994         257         10         64         26         90         —         2           667         Illinois         1994         200         16         53         31         84         2770         2           738         New Jersey         1994         283         13         75         12         87         8059         2           800         California         1994         205         21         51         28         79         7474										24		
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560         Virginia         1994         437         19         49         32         81         3051         2           581         Colorado         1994         296         18         53         29         82         2939         2           598         Colorado         1994         205         17         55         28         83         3840         2           633         Texas         1994         257         10         64         26         90         —         2           667         Illinois         1994         200         16         53         31         84         2770         2           738         New Jersey         1994         283         13         75         12         87         8059         2           800         California         1994         205         21         51         28         79         7474         2										24		
581         Colorado         1994         296         18         53         29         82         2939         2           598         Colorado         1994         205         17         55         28         83         3840         2           633         Texas         1994         257         10         64         26         90         —         2           667         Illinois         1994         200         16         53         31         84         2770         2           738         New Jersey         1994         283         13         75         12         87         8059         2           800         California         1994         205         21         51         28         79         7474         2										13		
598         Colorado         1994         205         17         55         28         83         3840         2           633         Texas         1994         257         10         64         26         90         —         2           667         Illinois         1994         200         16         53         31         84         2770         2           738         New Jersey         1994         283         13         75         12         87         8059         2           800         California         1994         205         21         51         28         79         7474         2										24		
633         Texas         1994         257         10         64         26         90         —         2           667         Illinois         1994         200         16         53         31         84         2770         2           738         New Jersey         1994         283         13         75         12         87         8059         2           800         California         1994         205         21         51         28         79         7474         2										24		
667         Illinois         1994         200         16         53         31         84         2770         2           738         New Jersey         1994         283         13         75         12         87         8059         2           800         California         1994         205         21         51         28         79         7474         2										24		
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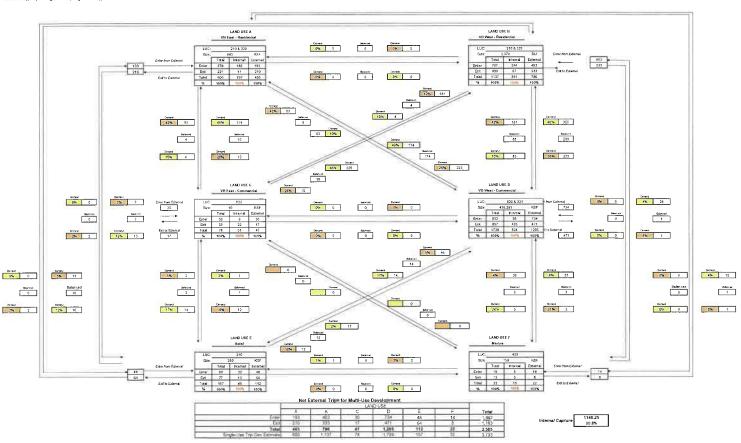
			Vehicle Pas	s-By Rates	by Land Use						
		Sou	rce: ITE <i>Trip G</i>	eneration M	ianual , 11th Ed	ition					
Land Use Code					821						
Land Use	Shopping Plaza (40 - 150k)										
Setting		General Urban/Suburban									
Time Period					kday PM Peak P						
# Data Sites				****	15						
Average Pass-By Rate					40%						
Average russ by nuce			P.	ass-By Char	acteristics for In	dividual Sites					
The state of the s	State or	Survey		Pass-By	No	n-Pass-By Trips		Adj Street Peak			
GLA (000)	Province	Year	# Interviews	Trip (%)	Primary (%)	Diverted (%)	Total (%)	Hour Volume	Sour		
45	Florida	1992	844	56	24	20	44		30		
50	Florida	1992	555	41	41	18	59	_	30		
52	Florida	1995	665	42	33	25	58		30		
53	Florida	1993	162	59	_	_	41		30		
57.23	Kentucky	1993	247	31	53	16	69	2659	34		
60	Florida	1995	1583	40	38	22	60		30		
69.4	Kentucky	1993	109	25	42	33	75	1559	34		
77	Florida	1992	365	46	_	_	54		30		
78	Florida	1991	702	55	23	22	45		30		
82	Florida	1992	336	34	_	_	66		30		
92.857	Kentucky	1993	133	22	50	28	78	3555	34		
100.888	Kentucky	1993	281	28	50	22	72	2111	34		
121.54	Kentucky	1993	210	53	30	17	47	2636	34		
144	New Jersey	1990	176	32	44	24	68	_	24		
146.8	Kentucky	1993	_	36	39	25	64	_	34		

#### AM Peak Hour Multi-Use Development Internal Capture Summary Veranda Bay, City of Flagler Beach, Flagler County, Florida



Chindalur Traffic Solutions, Inc.

PM Peak Hour Multi-Use Development Internal Capture Summary Veranda Bay, City of Flagler Beach, Flagler County, Florida

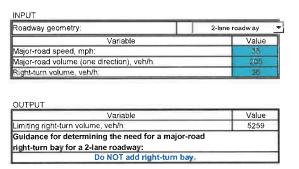


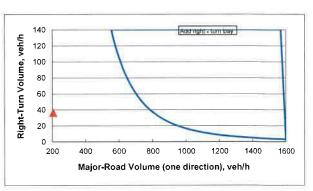
Chindalur Traffic Solutions, Inc

# Attachment J Right Turn Warrant Sheets and Criteria

Right Turn Warrant Southbound - AM Peak

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.



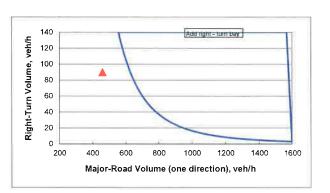


Right Turn Warrant Southbound - PM Peak

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

Roadway geometry:	2-lane roadw ay
Variable	Valu
Major-road speed, mph:	
Major-road volume (one direction), veh/h:	
Right-turn volume_veh/h:	

Value
281

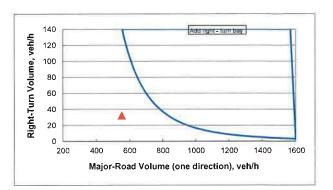


Right Turn Warrant Northbound - AM Peak

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

Roadway geometry:	2-lane roadw ay
Variable	Val
Major-road speed, mph:	
Major-road volume (one direction), veh/h:	
Right-turn volume, veh/h:	

Variable	Value
Limiting right-turn volume, veh/h:	143
Guidance for determining the need for a major-roa	d
right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	

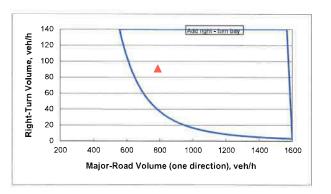


Right Turn Warrant Northbound - PM Peak

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

Roadway geometry:	2-lane roadw a
Variable	Va
Major-road speed, mph:	
Major-road volume (one direction), veh/h:	
Right-turn volume, veh/h:	

Variable	Value
Limiting right-turn volume, veh/h:	39
Guidance for determining the need for a major-r	oad
right-turn bay for a 2-lane roadway:	
Add right-turn bay.	

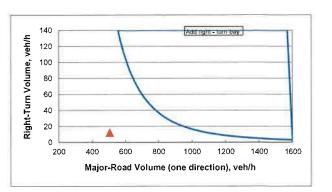


Right Turn Warrant Northbound - AM Peak

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

Roadway geometry:	2-lane roadw ay
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	
Right-turn volume, veh/h:	

Variable	Value
Limiting right-turn volume, veh/h:	194
Guidance for determining the need for a major-	oad
right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bar	٧.

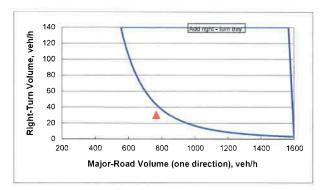


Right Turn Warrant Northbound - PM Peak

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

Roadway geometry:	2-lane roadw ay
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	
Right-turn volume, veh/h:	

Value
43



necessary to provide safe ingress and egress to the road system based on the standards of this ordinance, projected connection and roadway traffic volumes, and the type and intensity of the land use.

**B.** Driveways or minor roadways on opposite sides of undivided roads functionally classified as collector or arterial roads shall either be aligned on the same centerline or offset the distance given in the above table for the posted speed.

Requests for more than one driveway will be considered based on the following criteria:

- 1. Parcels (frontage length) shall be sufficient length to accommodate the requested driveways within the spacing listed in the above table, or
- **2.** A single driveway cannot accommodate the entering and exiting traffic without formation of queues of such length as to create a traffic hazard.

# **SECTION 5. DESIGN CRITERIA**

- **A.** General Acceleration and/or deceleration lanes are not required for access points serving residences of fewer than then (10) residential units.
- **B.** Acceleration Lanes shall be the same width as the adjacent travel lane, but shall not be less than 11 feet wide. The paved lane is to extend, at the approved width, for a distance equal to the length of the lane plus the length of the taper. Tapers shall be delineated by use of pavement markings. The length of acceleration lanes and tapers are shown in the following table:

POSTED SPEED (THRU ROAD) 	TOTAL LENGTH OF FULL WIDTH <u>LANE (FT)</u>	LENGTH OF TAPER <u>(FT)</u>	EFFECTIVE LENGTH OF ACCELERATION SECTION (FT)
45	460	250	210
50	700	470	230
60	1,125	855	270

When right turn peak hour traffic from the driveway exceeds 75 vehicles per hour a right turn acceleration lane is required that meets the criteria for the appropriate posted speed on that through road.

C. Deceleration Lanes shall be the same width as the adjacent travel lane, but not less than 11 feet wide, for the full length of the deceleration lane and the taper. The taper shall be delineated by roadway markings. The length of deceleration lanes and tapers are shown in the following table:

DESIGN SPEED (THRU ROAD) IN MPH 45	TOTAL LENGTH OF FULL LENGTH <u>LANE (FT)</u> 400	LENGTH* OF TAPER (FT) 210*	EFFECTIVE LENGTH OF DECELERATION <u>SECTION (FT)</u> 190
50	425	230*	195
60	500	270*	230

<sup>\*</sup>Tapers may be shortened on urban streets with reduced operating speeds to a ratio of 8 feet longitudinally for each foot of lane width, without reducing the total required length of lane.

- **C.** Continuous right turn lanes shall be provided where:
  - 1. Driveway spacing is at or below the standard driveway spacing, or

- 2. On roadways serving commercial development with lot frontages of 300 feet or less, or
- 3. Where the installation of acceleration and deceleration lanes, in accordance with the criteria established in this Section, would either overlap or driveway spacing would be such that less than 100 feet would separate the acceleration lane on one driveway from the deceleration lane on the next driveway.

Continuous right turn lanes shall be not be less than 12 feet in width and shall be striped and marked as right-turn lanes, even though portions of the lane will serve as an acceleration lane.

D. Median openings between intersections on divided roadways shall be kept to a minimum, however the need for such openings to provide for reduction of U-Turns at street intersections and to allow left turn movements from the traveled roadway to driveways where a substantial number of vehicles access a particular development or commercial area is recognized. The following table establishes the minimum spacing of median openings and/or the minimum distances from street intersection to a median crossing for driveway connections:

POSTED SPEED	MINIMUM SPACING
(MPH)	(FEET)
25	240
30	310
35	400
40	490
45 Or Greater	660

Left turn deceleration lanes shall meet the requirements for right turn deceleration lanes.

# **Chapter 6: Turn Lanes and U-Turns**

# 6.1 Overview

For driveways, medians, and median openings, the placement and design of turn lanes and U-turns are critical to avoid potential traffic safety issues. For example, a median opening placed across a left-turn lane at an intersection could create conditions leading to a vehicular crash (See *Figure 27* or *Figure 28*). Locating these roadway openings is discussed in greater detail in *Chapter 2: Roadway Openings*. This chapter will instead focus on where to locate and design turn lanes and U-turns and how they relate to driveways, medians, and median openings.

# 6.2 Exclusive Right-Turn Lanes

At driveways and intersections, an exclusive right-turn lane separates vehicles that are slowing or stopped to turn from the major road through traffic lanes. This separation minimizes turn-related collisions and eliminates unnecessary delay to through vehicles. Exclusive right-turn lanes are useful where a combination of high roadway speeds, and high right-turn volumes into a driveway are expected. Congestion on the roadway may also be a good reason to use an exclusive right-turn lane. If properly built, they remove the turning vehicle from the through lanes, thereby decreasing the operational and safety impact of right turning vehicles on the through traffic.

It is also important to consider potential pedestrian conflicts since the addition of a right-turn lane increases the crossing distance, time, and exposure for pedestrians. A well-designed right-turn lane can help to reduce pedestrian conflicts by slowing vehicle speeds, increasing pedestrian visibility, and reducing pedestrian exposure with a pedestrian refuge area.

# 6.2.1 When to Consider Exclusive Right-Turn Lanes

There are instances when adding an exclusive right-turn lane for unsignalized driveways and intersections is beneficial to traffic operations and safety. <u>Figure 74</u> provides guidance for two-lane and four-lane roadways based on the speed limit of the major roadway, major roadway approach volume, and how many right turns occur per hour. These recommendations are based primarily on the research done in <u>NCHRP Report 457</u>, <u>Evaluating Intersection Improvements: An Engineering Study Guide</u>, <u>Chapter 2 – Add a Right-Turn Bay on the Major Road</u>.

140 Two-Lane Roadway Right-Turn Volume, veh/h 120 Major-road speed = (40 mph) 100 Add right-turn bay 80 (45)60 (50)40 (55)20 (60)0 1200 200 400 600 800 1000 Major-Road Volume, (one direction), veh/h 140 Four-Lane Roadway Right-Turn Volume, veh/h 120 Major-road speed = (40 mph) 100 Add right-turn bay 80 (45)(50)60 (55)40 (60) 20 0 300 500 700 900 1100 1300 1500 1700 1900 Major-Road Volume, (one direction), veh/h

Figure 74 | Recommended Guidelines for Exclusive Right-Turn Lanes to Unsignalized Driveway/Intersection

Source: NCHRP Report 457, TDOT Highway System Access Manual

# 6.3.3 Designing Exclusive Left-Turn Lanes

Left-turn movements at unsignalized intersections and driveways that are made from through traffic lanes cause delay and adversely impact safety. Left-turn lanes can reduce the potential for collisions and improve capacity by removing stopped vehicles from the main travel lane.

Similar to right-turn lanes, information on how to design left-turn lanes can be found in <u>FDM 212 Intersections</u> and <u>Standard Plans, Index 711-001</u>. Sheet 11 of Standard Plans, Index 711-001 provides requirements for clearance distance, brake to stop distance, and deceleration distance by design speed for both curbed and uncurbed medians. <u>Section 6.3.4: Important Considerations</u> below provides further guidance on left-turn lanes and driveways. <u>Section 3.1.2: Median Opening Failures</u> provides discussion on the various parameters used in turn lane design, such as decision distance, stopping distance, and other factors.

# 6.3.4 Important Considerations

# **Left Turns and Driveways**

One area where left turns may need to be discouraged is when the driveway is located near an intersection. In these instances, a driveway may need to be channelized (See <u>Section 4.2.9:</u> <u>Channelizing Islands (I)</u> for more information) to restrict unsafe vehicular movements. These are also known as "Divisional Islands." 14

Divisional Islands can provide guidance to drivers on roadways with medians for right-in, right-out movements. However, they are not sufficient to prohibit left turns in or out. The divisional island design might also be useful on an undivided roadway where the driveway is so close to an intersection that the left-turn would be unsafe at any time due to vehicle queuing and visibility restrictions. The most effective way to prohibit left turns is to install restrictive medians. Where space for a median is not available, the traffic engineer can use flexible traffic delineator posts or hardened centerline (see <u>FDM 210.3.3</u>) in the main road to discourage left turns.

## Separate Left-Turn Exit Lanes for Driveways

Separate left- and right-turn lanes should be provided on major commercial driveways (Class C or higher driveways with volumes of 600 vpd or more, or 60 vph or more) where both left turns and right turns are permitted to exit. Even a small number of left turns may cause a substantial delay to right turns out of the driveway with a single exit-lane. Separate left- and right-turn lanes may also be considered at driveways with lower volumes based on the expected exiting left turn volume, delay, and area context.

However, it should be noted that separate left- and right-turn lanes are disadvantageous to bicyclists and pedestrians since additional lanes increase crossing distance, time, and exposure. Furthermore, separate left- and right-turn lanes can introduce multiple-threat pedestrian crashes for pedestrians/bicyclists crossing the driveway. Multiple-threat crashes occur when a pedestrian begins crossing in front of a slowed or stopped vehicle and then encounters a second same-direction vehicle in the adjacent lane which does not stop. The view of the pedestrian, and the

<sup>&</sup>lt;sup>14</sup> These are colloquially called "Pork Chops".

pedestrian's view of the second vehicle, is obstructed by the first vehicle. This disadvantage should be considered in contexts C2T, C4, C5, C6, and in locations with anticipated bicyclists/pedestrians.

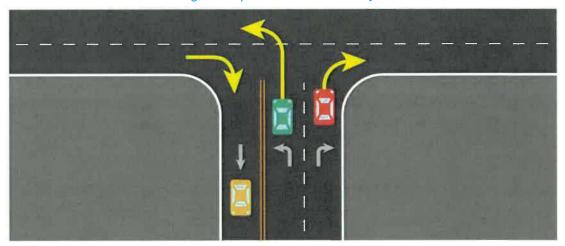


Figure 82 | Three Lane Driveway<sup>15</sup>

Source: Adapted from Vergil Stover

# Left-Turn Lanes Serving Driveways on Multilane and Two-Lane Roadways

# Multilane Roadway with A Median

Whenever a driveway is served by a median opening, a left-turn lane should be available. This provides for the safest left turns into the driveway.

## Two-Lane Roadway

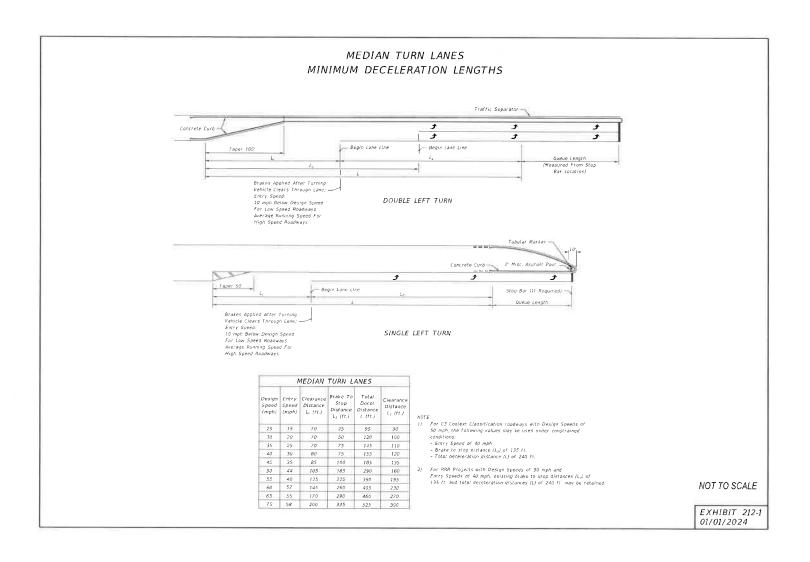
The <u>AASHTO Green Book</u> contains guidance on left turns. However, the guidelines were developed based on delay rather than crash avoidance. Safety is the main reason behind exclusive left-turn lanes.

# 6.4 Center Two-Way Left-Turn Lanes (TWLTL)

TWLTLs (also referred to as flush medians) allow for multiple turning vehicular movements but can cause operational and safety issues depending on the application. <u>Section 1.3.1: Safety Benefits of Vehicular Access Management</u>, demonstrates the reduced safety performance of TWLTLs compared with raised medians. Per FDM 210.3, a raised or restrictive median should be provided on divided roadways that have a design speed of 45 mph or greater. TWLTLs (flush median) may be used on 3-lane and 5-lane typical sections with design speeds ≤ 40 mph.

Design criteria for lane widths and pavement slopes are given by lane type, design speed, and context classification. Minimum travel, auxiliary, and two-way left-turn lane widths are provided in <u>FDM 210</u>. On new construction projects, flush medians are to include sections of raised or restrictive median to enhance vehicular, bicycle, and pedestrian safety, improve traffic efficiency,

<sup>&</sup>lt;sup>15</sup> When driveway volumes exceed 600 vpd, a three-lane cross-section should be considered. Consider channelization if traffic is over 4,000 vpd.



# Attachment K Buildout Year 2035 Synchro Worksheets

Buildout Year 2035 Timing Plan: AM Peak

	۶	<b>→</b>	*	•	<b>←</b>	*	4	<b>†</b>	1	-	ļ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	7	44	7	Ť	<b>^</b>	7"	14	<b></b>	7	7	<b></b>	1
Traffic Volume (veh/h)	157	969	303	60	821	39	487	178	32	82	99	19
Future Volume (veh/h)	157	969	303	60	821	39	487	178	32	82	99	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	- 0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.0
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1841	1870	1900	1826	1856	1870	1870	1870	1900	1900	185
Adj Flow Rate, veh/h	185	1114	0	87	933	41	1948	712	0	99	396	
Peak Hour Factor	0.85	0.87	0.25	0.69	0.88	0.94	0.25	0.25	0.25	0.83	0.25	0.7
Percent Heavy Veh, %	6	4	2	0	5	3	2	2	2	0	0	
Cap, veh/h	207	1535		155	1070	485	512	277		427	448	
Arrive On Green	0.07	0.44	0.00	0.00	0.31	0.31	0.15	0.15	0.00	0.24	0.24	0.0
Sat Flow, veh/h	1725	3497	1585	1810	3469	1572	3456	1870	1585	1810	1900	157
Grp Volume(v), veh/h	185	1114	0	87	933	41	1948	712	0	99	396	107
Grp Sat Flow(s), veh/h/ln	1725	1749	1585	1810	1735	1572	1728	1870	1585	1810	1900	157
Q Serve(g_s), s	7.5	30.1	0.0	0.1	29.2	2.1	17.0	17.0	0.0	5.1	23.1	0.
Cycle Q Clear(g_c), s	7.5	30.1	0.0	0.1	29.2	2.1	17.0	17.0	0.0	5.1	23.1	0.
Prop In Lane	1.00	30.1	1.00	1.00	29.2	1.00	1.00	17.0	1.00	1.00	23.1	1.0
Lane Grp Cap(c), veh/h	207	1535	1.00	1.00	1070	485	512	277	1.00	427	448	1.0
V/C Ratio(X)	0.89	0.73		0.56	0.87	0.08	3.81	2.57			0.88	
Avail Cap(c_a), veh/h						582				0.23		
HCM Platoon Ratio	207 1.00	1535	1.00	351	1285		512	277	1.00	634	666	1.0
		1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.0
Uniform Delay (d), s/veh	31.8	26.5	0.0	46.2	37.5	28.2	48.9	48.9	0.0	35.4	42.3	0.
Incr Delay (d2), s/veh	35.4	1.7	0.0	3.1	5.9	0.1	1267.1	716.8	0.0	0.3	9.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
%ile BackOfQ(50%),veh/ln	5.2	11.7	0.0	2.4	12.4	0.8	97.4	63.1	0.0	2.2	11.3	0.0
Unsig. Movement Delay, s/ve		00.0	0.00	10.1		000	10100		0.00			
LnGrp Delay(d),s/veh	67.2	28.2	0.0	49.4	43.5	28.3	1316.0	765.7	0.0	35.7	51.7	0.
LnGrp LOS	E	С	Α	D	D	С	F	F	A	D	D	
Approach Vol, veh/h		2511			1061			2788			495	
Approach Delay, s/veh		17.5			43.4			1115.0			48.5	
Approach LOS		В			D			F			D	
Timer - Assigned Phs	1	2		4	5	6		8				-27
Phs Duration (G+Y+Rc), s	15.0	42.9		23.0	0.0	57.9		33.9				
Change Period (Y+Rc), s	7.5	7.5		6.0	7.5	7.5		6.8				
Max Green Setting (Gmax), s	7.5	42.5		17.0	12.5	37.5		40.2				
Max Q Clear Time (g_c+l1), s		31.2		19.0	0.0	32.1		25.1				
Green Ext Time (p_c), s	0.0	4.2		0.0	0.0	3.0		2.0				
Intersection Summary							1 .	New	ā			1 3
HCM 6th Ctrl Delay			470.1								W. W.	
HCM 6th LOS			F									
Notes		-		-		_				-		

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [NBR, EBR] is included in calculations of the approach delay and intersection delay. Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

# HCM 6th Signalized Intersection Summary 3: John Anderson Rd & SR 100 (Moody Blvd)

	۶	<b>→</b>	•	•	<b>←</b>	*	4	<b>†</b>	1	<b>&gt;</b>	<b>↓</b>	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	T	**	7	7	44	7	7	1-		7	1	
Traffic Volume (veh/h)	97	754	93	78	700	87	312	114	206	119	35	43
Future Volume (veh/h)	97	754	93	78	700	87	312	114	206	119	35	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/in	1707	1870	1826	1900	1856	1796	1841	1781	1826	1870	1559	1633
Adj Flow Rate, veh/h	133	857	106	104	787	110	390	152	303	151	55	54
Peak Hour Factor	0.73	0.88	0.88	0.75	0.89	0.79	0.80	0.75	0.68	0.79	0.64	0.79
Percent Heavy Veh, %	13	2	5	0	3	7	4	8	5	2	23	18
Cap, veh/h	245	1066	464	231	984	425	548	224	446	253	304	299
Arrive On Green	0.08	0.30	0.30	0.06	0.28	0.28	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	1626	3554	1547	1810	3526	1522	1264	531	1059	936	722	709
Grp Volume(v), veh/h	133	857	106	104	787	110	390	0	455	151	0	109
Grp Sat Flow(s), veh/h/ln	1626	1777	1547	1810	1763	1522	1264	0	1591	936	0	1431
Q Serve(g_s), s	5.5	21.1	4.9	3.8	19.7	5.3	26.6	0.0	22.0	14.8	0.0	4.5
Cycle Q Clear(g_c), s	5.5	21.1	4.9	3.8	19.7	5.3	31.1	0.0	22.0	36.8	0.0	4.5
Prop In Lane	1.00	1,500	1.00	1.00		1.00	1.00		0.67	1.00		0.50
Lane Grp Cap(c), veh/h	245	1066	464	231	984	425	548	0	670	253	0	603
V/C Ratio(X)	0.54	0.80	0.23	0.45	0.80	0.26	0.71	0.00	0.68	0.60	0.00	0.18
Avail Cap(c_a), veh/h	268	1489	648	245	1381	596	721	0	888	381	0	799
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.1	30.7	25.0	24.5	31.8	26.6	27.0	0.0	22.3	37.2	0.0	17.2
Incr Delay (d2), s/veh	1.9	2.3	0.2	1.4	2.3	0.3	2.2	0.0	1.3	2.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	8.7	1.7	1.6	8.2	1.9	8.0	0.0	8.1	3.5	0.0	1.5
Unsig. Movement Delay, s/ve		0.,		110	0.1							
LnGrp Delay(d),s/veh	25.9	32.9	25.2	25.8	34.1	26.9	29.2	0.0	23.6	39.5	0.0	17.4
LnGrp LOS	С	C	С	С	С	С	С	Α	С	D	Α	В
Approach Vol, veh/h		1096			1001			845			260	
Approach Delay, s/veh		31.3	-34		32.4			26.2			30.2	
Approach LOS		C			C			C	-		C	
	-	-				100					×	
Timer - Assigned Phs	T.	2		4	5	6		8		-		
Phs Duration (G+Y+Rc), s	14.7	33.3	0.75.0	47.0	12.7	35.3	4120	47.0			a himi	الروا
Change Period (Y+Rc), s	7.4	6.8		7.0	* 7.2	6.8		7.0				
Max Green Setting (Gmax), s		37.2		53.0	* 6.2	39.8	- 11	53.0				4
Max Q Clear Time (g_c+l1), s		21.7		33.1	5.8	23.1		38.8				
Green Ext Time (p_c), s	0.0	4.8		4.6	0.0	5.4		1.2				
Intersection Summary		AF"						3				
HCM 6th Ctrl Delay			30.2				- 11-					
HCM 6th LOS			С									
Notes	100	1-1-2				-				10000	2.50(12)	

Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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Buildout Year 2005
Timing Plan: AM Peak

	•	*	4	†	<b>↓</b>	4
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	ሻ	7	7	<b>A</b>	12	
Traffic Volume (veh/h)	376	320	260	115	108	327
Future Volume (veh/h)	376	320	260	115	108	327
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1722	1826	1841	1841	1767	1885
Adj Flow Rate, veh/h	482	372	321	198	130	436
Peak Hour Factor	0.78	0.86	0.81	0.58	0.83	0.75
Percent Heavy Veh, %	12	5	4	4	9	1
Cap, veh/h	521	492	331	1059	140	470
Arrive On Green	0.32	0.32	0.13	0.58	0.39	0.39
Sat Flow, veh/h	1640	1547	1753	1841	356	1195
Grp Volume(v), veh/h	482	372	321	198	0	566
Grp Sat Flow(s), veh/h/ln	1640	1547	1753	1841	0	1551
Q Serve(g_s), s	31.1	23.7	13.5	5.6	0.0	38.2
Cycle Q Clear(g_c), s	31.1	23.7	13.5	5.6	0.0	38.2
Prop In Lane	1.00	1.00	1.00	J.0	0.0	0.77
Lane Grp Cap(c), veh/h	521	492	331	1059	0	610
V/C Ratio(X)	0.92	0.76	0.97	0.19	0.00	0.93
Avail Cap(c_a), veh/h	584		331			698
HCM Platoon Ratio		551		1164	1.00	
	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.1	33.6	28.8	11.1	0.0	31.8
Incr Delay (d2), s/veh	19.5	5.3	41.0	0.1	0.0	17.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.9	9.4	12.4	2.3	0.0	17.1
Unsig. Movement Delay, s/vel						
LnGrp Delay(d),s/veh	55.6	38.9	69.9	11.2	0.0	49.3
LnGrp LOS	E	D	E	В	A	D
Approach Vol, veh/h	854			519	566	
Approach Delay, s/veh	48.3			47.5	49.3	
Approach LOS	D			D	D	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	20.0	48.7		40.8		68.7
Change Period (Y+Rc), s	* 5.7	* 5.7		6.0		* 5.7
Max Green Setting (Gmax), s	* 14	* 49		39.0		* 69
Max Q Clear Time (g_c+l1), s		40.2		33.1		7.6
Green Ext Time (p_c), s	0.0	2.8		1.7		1.3
Intersection Summary	4					
HCM 6th Ctrl Delay	-		48.4			
HCM 6th LOS			D			
Nata:						

Notes

User approved pedestrian interval to be less than phase max green.

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<sup>\*</sup> HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# Queues

Buildout Year 2035 Timing Plan: AM Peak

# 2: Project Access 03/Colbert Lane & SR 100 (Moody Blvd)

	1	-	~	1	<b>←</b>	*	4	<b>†</b>	-	1	<b>↓</b>	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	185	1114	1212	87	933	41	1948	712	128	99	396	247
v/c Ratio	1.04	1.03	1.50	0.44	0.84	0.07	4.08	2.75	0.36	0.22	0.85	0.40
Control Delay	108.3	77.6	253.6	28.7	47.0	0.2	1401.6	817.7	7.8	37.8	61.1	20.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	108.3	77.6	253.6	28.7	47.0	0.2	1401.6	817.7	7.8	37.8	61.1	20.3
Queue Length 50th (ft)	~98	~504	~1078	40	362	0	~1452	~960	0	62	297	91
Queue Length 95th (ft)	#262	#702	0	61	477	0	#342	#210	0	103	94	134
Internal Link Dist (ft)		4016			2324			1021			1988	
Turn Bay Length (ft)	505		405	870		570	1000		405	405		490
Base Capacity (vph)	178	1080	807	247	1198	638	478	259	351	595	626	624
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.04	1.03	1.50	0.35	0.78	0.06	4.08	2.75	0.36	0.17	0.63	0.40

# Intersection Summary

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

<sup>95</sup>th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

# Queues

3: John Anderson Rd & SR 100 (Moody Blvd)

Buildout Year 2035
Timing Plan: AM Peak

	<b>≯</b>		•	•	<b>←</b>	*	4	<b>†</b>	1	ļ	
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	
Lane Group Flow (vph)	133	857	106	104	787	110	390	455	151	109	
v/c Ratio	0.52	0.65	0.17	0.41	0.71	0.20	0.85	0.69	0.73	0.19	
Control Delay	25.6	30.4	6.0	22.6	34.6	6.6	45.4	24.8	47.8	12.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	25.6	30.4	6.0	22.6	34.6	6.6	45.4	24.8	47.8	12.0	
Queue Length 50th (ft)	44	234	0	34	220	0	202	167	74	21	
Queue Length 95th (ft)	83	370	37	68	353	28	302	223	139	34	
Internal Link Dist (ft)		2324			503			3356		852	
Turn Bay Length (ft)	550		710	345		445	180				
Base Capacity (vph)	260	1530	725	257	1416	675	722	974	324	863	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.51	0.56	0.15	0.40	0.56	0.16	0.54	0.47	0.47	0.13	
Intersection Summary					100					4-14	

Buildout Year 2035
Timing Plan: AM Peak

	۶	*	4	†	<b>↓</b>
Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	482	372	321	198	566
v/c Ratio	0.87	0.48	0.99	0.20	0.85
Control Delay	49.9	5.2	77.4	13.1	34.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	49.9	5.2	77.4	13.1	34.7
Queue Length 50th (ft)	280	0	~181	69	259
Queue Length 95th (ft)	#419	55	#325	65	340
Internal Link Dist (ft)	5551			880	523
Turn Bay Length (ft)			55		
Base Capacity (vph)	646	839	327	1302	923
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.75	0.44	0.98	0.15	0.61
Intersection Summary	250,753	Too i	1525	THE .	
Volume exceeds capac	ity, queue	is theore	tically infi	nite.	
Queue shown is maxim					
# 95th percentile volume				y be long	jer.

Queue shown is maximum after two cycles.

# Buildout Year 2035

Timing Plan: AM Peak

Intersection		311					
Int Delay, s/veh	1.3						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	ሻ	7	<b></b>	7	7	4	
Traffic Vol. veh/h	26	56	496	12	29	412	
Future Vol, veh/h	26	56	496	12	29	412	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	1	None	3	None	0.10	None	
Storage Length	0	340	0	340	340		
Veh in Median Storage		15114	0	-	- 2	0	
Grade, % Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	92	2	2	2	2	2	
Mymt Flow	28	61	539	13	32	448	
WINTER LIOW	20	UI	333	IJ	JL.	770	
**	a' ~						
	Vlinor1		Najor1		Major2		-15
Conflicting Flow All	1051	539	0	0	552	0	
Stage 1	539 512	*					
Stage 2 Critical Hdwy	6.42	6.22			4.12		
Critical Hdwy Stg 1	5.42	0.2.2		- 1	4.12		
Critical Hdwy Stg 2	5.42			27	2		
Follow-up Hdwy		3.318		-	2.218		
Pot Cap-1 Maneuver	251	542			1018	14	
Stage 1	585		-		-		
Stage 2	602			4		1 10	
Platoon blocked, %			-	-		12	
Mov Cap-1 Maneuver		542		11.	1018	<b>E</b>	
Mov Cap-2 Maneuver		-	-		- 4		
Stage 1	585		=	141	12		
Stage 2	583	_				(+)	
Approach	WB		NB		SB		
HCM Control Delay, s	12.8		0		0.6		
HCM LOS	В						
Minor Lane/Major Myr	nt	NBT	NBR	VBLn1V	VRI n2	SBL	SBT
Capacity (veh/h)			11011	446	542	1018	
HCM Lane V/C Ratio		_	_	0.063			_
HCM Control Delay (s	)	-		13.6	12.5	8.6	
HCM Lane LOS		-	-	В	В	Α	-
HCM 95th %tile Q(veh	1)		1 2	0.2	0.4	0.1	15

Buildout Year 2035
Timing Plan: AM Peak

Intersection			13-			13				1100	4 1		
Int Delay, s/veh	1.8												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	3	16			3	4%		7	10			4	
Traffic Vol, veh/h	27	1080	59	1	14	691	6	51	0	30	1	0	4
Future Vol., veh/h	27	1080	59	1	14	691	6	51	0	30	1	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized			None		-15		None			None		12	None
Storage Length	335	-	-		425		-	80			-		-
Veh in Median Storage,		0	Tar	4		0	- 1		2	2		2	(4)
Grade, %		0	_		_	0		_	0	-		0	-
Peak Hour Factor	71	86	65	25	69	88	50	88	25	82	50	25	75
Heavy Vehicles, %	0	2	3	0	5	0	0	0	0	0	0	0	0
Mymt Flow	38	1256	91	4	20	785	12	58	0	37	2	0	5
WIVIHIL FIOW	30	1230	91	- 31	20	703	14	30	U	3/	2	U	J
Major/Minor Ma	ajor 1		1	Vajor2	NE E	Traint .	N	Ainor1		N	Ainor2		
Conflicting Flow All	797	0		1347	1347	0	0	1819	2223	674	1543	2262	399
Stage 1						-1 1		1378	1378	-	839	839	
Stage 2		_	_	_			-	441	845	-	704	1423	_
Critical Hdwy	4.1			6.4	4.2			7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	3.1	-		-	1,4	-	9	6.5	5.5	0.0	6.5	5.5	0.0
Critical Hdwy Stg 2			70	- 10	-			6.5	5.5		6.5	5.5	-
Follow-up Hdwy	2.2	_		2.5	2.25		*	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	834			202	492			~ 50	44	402	80	41	606
	034			202	732			155	214	70Z	331	384	-
Stage 1					Ho.		, i	570	382		398	204	
Stage 2	- 6	151	7		7			310	302		330	204	
Platoon blocked, %	007	-		200	200	-	-	4.0	39	402	67	37	606
Mov Cap-1 Maneuver	834	- T		388	388	def	-	~ 46	166		223	149	000
Mov Cap-2 Maneuver	_			_	_			137		_			
Stage 1	-	17.0						148	204	-	316	360	150.5
Stage 2								530	358		345	195	- = 1
Approach	EB	C. L.	41,19	WB	1	315	12 11 2	NB			SB		
HCM Control Delay, s	0.3			0.4		-		36			13.9		
HCM LOS	0.5			0,4				E			В	_	
HCW LOS		N				7111	774			7111	ل المالية		W-10
Minor Lane/Major Mymt		NBLn11	VBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	- V . T		
Capacity (veh/h)		137	402	834			388			413		85	
HCM Lane V/C Ratio			0.091	0.046			0.063			0.018			
HCM Control Delay (s)		49.3	14.9	9.5			14.9		JE .	13.9		, 511	
HCM Lane LOS		43.3 E	B	3.5 A			В	_		В		-	
HCM 95th %tile Q(veh)		1.9	0.3	0.1			0.2	THE	THE STATE OF	0.1	73	luz	
		1.9	0.3	0.1	1 15	0 5	0.2	, A		0.1			
Notes		THE A		WY IE					Car.	917			
Volume exceeds cap	acity	\$ · [	)elav e	xceeds	300s	+: Cc	omputat	ion No	Define	ed *:	All ma	jor volu	ıme in r

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CTSi

Synchro 11 Report
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# Buildout Year 2035 Timing Plan: AM Peak

Intersection													
nt Delay, s/veh	11.7							-					
		IT IS IT	l" b b	V 0 (FX)	1 K (12) E	LEGISTS	1100	LINT.	N LINES	OF	003	000	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL.	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	7	<b>†</b>	7	7	<b>†</b>	110	117	<b>†</b>	7	ሻ	100	7	
Traffic Vol. veh/h	111	23	221	92	60	118	117	403	32	41	128	36	
Future Vol, veh/h	111	23	221	92	60	118	117	403	32	41	128	36	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized			None	139	- 40	None			None			None	
Storage Length	340	9	340	340	(%)	340	340	4 5 4 10	340	340		340	
Veh in Median Storag		2		1.5	2			0		51.5	0		
Grade, %	-	0			0	(*)	-	0		-	0	-	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	121	25	240	100	65	128	127	438	35	45	139	39	
Major/Minor 1	Vinor2			Vlinor1	TV.		Vajor1			Vlajor2			
Conflicting Flow All	1035	956	139	1073	960	438	178	0	0	473	0	0	
Stage 1	229	229	100	692	692	100	170			170			
Stage 2	806	727		381	268								
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-		4.12			
Critical Hdwy Stg 1	6.12	5.52	0.22	6.12	5.52	U.Z.Z.	1,12			4.12			
Critical Hdwy Stg 2	6.12	5.52		6.12	5.52							أريد	
Follow-up Hdwy			3 312			3.318	2.218		-	2.218			
Pot Cap-1 Maneuver	210	258	909	198	257	619	1398	- 15		1089		-	
Stage 1	774	715	909	434	445	019	1330		-	1009			
Stage 2	376	429		641	687								
Platoon blocked, %	370	429		041	007	-				-			
Mov Cap-1 Maneuver	129	225	909	124	224	619	1398			1089		_	
Mov Cap-1 Maneuver Mov Cap-2 Maneuver	172	322	909	255	354	019	1398	2	-	1089		_ =	
	704	686		395	405	্তি		15		0115	7.		
Stage 1	227	390								1	10	- 1	
Stage 2	221	390	e E e ve	436	659		_				-		
Approach	EB			WB			NB			SB		. 5	
HCM Control Delay, s	27.7	1		18.8			1.7			1.7			
HCM LOS	D			С									
Minor Lane/Major Myr	nt	NBL	NBT	NBRI	BLn1	EBLn2	EBL n3V	VBLn1V	VBL n2V	VBLn3	SBL	SBT	SBR
Capacity (veh/h)	and a	1398	3		172	322	909	255	354	619	1089		
HCM Lane V/C Ratio		0.091	_	_				0.392			0.041		_
HCM Control Delay (s	)	7.8			64.2	17.1	10.4	27.9	17.5	12.3	8.4		
HCM Lane LOS		7.0 A			04.Z	C	10.4 B	27.3 D	17.3 C	12.3 B	Α.4		
HCM 95th %tile Q(veh	)	0.3		بالوك	4.2	0.3	1.1	1.8	0.7	0.8	0.1		THE REAL PROPERTY.
HOW JOHN JOHN Q(VEI	'/	0.5			4.2	0.5	1.1	1.0	0.7	0.0	U, I		

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Buildout Year 2035
Timing Plan: PM Peak

	۶		*	•	4	4	4	†	1	1	Į.	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBI	SBT	SBR
Lane Configurations	7	44	7	7	<b>^</b>	7	77	<b>†</b>	7	7	<b>†</b>	7
Traffic Volume (veh/h)	169	1168	647	102	1206	54	610	198	119	75	222	196
Future Volume (veh/h)	169	1168	647	102	1206	54	610	198	119	75	222	196
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1900	1870	1900	1870	1870	1870	1870	1870	1856
Adj Flow Rate, veh/h	204	1204	0	111	1340	93	663	215	0	101	241	0
Peak Hour Factor	0.83	0.97	0.92	0.92	0.90	0.58	0.92	0.92	0.92	0.74	0.92	0.70
Percent Heavy Veh, %	0	1	0	0	2	0	2	2	2	2	2	3
Cap, veh/h	197	1913		129	1478	669	695	243	-151	427	270	T IN
Arrive On Green	0.07	0.53	0.00	0.00	0.42	0.42	0.20	0.13	0.00	0.22	0.14	0.00
Sat Flow, veh/h	1810	3582	1610	1810	3554	1610	3456	1870	1585	1781	1870	1572
Grp Volume(v), veh/h	204	1204	0	111	1340	93	663	215	0	101	241	0
Grp Sat Flow(s), veh/h/ln	1810	1791	1610	1810	1777	1610	1728	1870	1585	1781	1870	1572
Q Serve(g_s), s	12.5	39.9	0.0	0.1	59.8	6.1	32.0	19.1	0.0	3.7	21.4	0.0
Cycle Q Clear(g_c), s	12.5	39.9	0.0	0.1	59.8	6.1	32.0	19.1	0.0	3.7	21.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	197	1913		129	1478	669	695	243		427	270	
V/C Ratio(X)	1.03	0.63		0.86	0.91	0.14	0.95	0.88		0.24	0.89	
Avail Cap(c_a), veh/h	197	1913		422	1735	786	695	376	100	498	478	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	75.8	27.6	0.0	72.2	46.3	30.6	66.7	72.2	0.0	52.7	71.0	0.0
Incr Delay (d2), s/veh	73.2	0.7	0.0	15.3	6.6	0.1	23.3	14.4	0.0	0.3	10.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.4	16.4	0.0	5.3	26.5	2.3	16.4	10.2	0.0	3.4	10.8	0.0
Unsig. Movement Delay, s/ve			0.00						0.00			
LnGrp Delay(d),s/veh	149.0	28.3	0.0	87.5	52.9	30.7	90.0	86.6	0.0	52.9	81.1	0.0
LnGrp LOS	F	С	Α	F	D	С	F	F	Α	D	F	
Approach Vol, veh/h		2111			1544			1007			342	
Approach Delay, s/veh		30.5			54.0			77.7			72.8	
Approach LOS	11	C	12/2	-	D			E			E	1
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	77.8	43.2	28.0	0.0	97.8	40.0	31.2				
Change Period (Y+Rc), s	7.5	7.5	6.8	6.0	7.5	7.5	6.0	6.8				
Max Green Setting (Gmax),		82.5	43.2	34.0	27.5	67.5	34.0	43.2				
Max Q Clear Time (q c+l1),		61.8	5.7	21.1	0.0	41.9	34.0	23.4				
Green Ext Time (p_c), s	0.0	8.5	0.2	0.9	0.0	8.5	0.0	1.0		-1-1		
Intersection Summary	ME									17 H A I		
HCM 6th Ctrl Delay			50.2							18 71		
HCM 6th LOS			D									

### Note:

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [NBR, EBR] is included in calculations of the approach delay and intersection delay.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

	٠		_	_	4	4	4	†	<i>/</i> >	1	1	4
Mouamant	CDI	ЕБТ	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement Lang Configurations	EBL	EBT	L.DIN	WIDE		VVDIN	NOL	101VI	אכואו	SUL.	12 - 2-01	Spik
Lane Configurations	the second second second	<b>^</b>	200		<b>^</b>	162	270	119	181	238	<b>1</b> 00	190
Traffic Volume (veh/h) Future Volume (veh/h)	144 144	910 910	200	162 162	967 967	162	270	119	181	238	100	190
, ,	0	910	200	0	0	0	0	0	0	0	0	0
Initial Q (Qb), veh	1.00	U	1.00	1.00	U	1.00	1.00	U	1.00	1.00	U	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj Work Zone On Approach	1.00	No	1.00	1.00	No	1.00	1.00	No	1.00	1.00	No	1.00
Adj Sat Flow, veh/h/ln	1796	1870	1885	1856	1856	1885	1870	1900	1870	1885	1870	1900
Adj Flow Rate, veh/h	200	948	250	238	1124	174	338	163	255	274	116	396
Peak Hour Factor	0.72	0.96	0.80	0.68	0.86	0.93	0.80	0.73	0.71	0.87	0.86	0.48
Percent Heavy Veh, %	7	2	0.00	3	3	0.93	2	0.73	2	1	2	0.40
Cap, veh/h	190	1267	570	151	1196	542	207	288	451	294	161	548
Arrive On Green	0.08	0.36	0.36	0.06	0.34	0.34	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	1711	3554	1598	1767	3526	1598	888	668	1044	976	372	1270
	200	948	250	238	1124	174				274	0	512
Grp Volume(v), veh/h	1711	1777	1598	1767	1763	1598	338 888	0	418 1712	976	0	1642
Grp Sat Flow(s), veh/h/ln	10.6		16.6	7.8	43.0	11.2	24.2	0.0	25.5	34.5	0.0	35.8
Q Serve(g_s), s	10.6	32.5 32.5	16.6	7.8	43.0	11.2	60.0	0.0	25.5	60.0	0.0	35.8
Cycle Q Clear(g_c), s	1.00	32.3	1.00	1.00	43.0	1.00	1.00	0.0	0.61	1.00	0.0	0.77
Prop In Lane Lane Grp Cap(c), veh/h	190	1267	570	151	1196	542	207	0	739	294	0	709
V/C Ratio(X)	1.05	0.75	0.44	1.58	0.94	0.32	1.64	0.00	0.57	0.93	0.00	0.72
Avail Cap(c_a), veh/h	1.03	1310	589	151	1223	554	207	0.00	739	294	0.00	709
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	62.5	39.2	34.1	44.5	44.5	34.0	60.4	0.00	29.7	54.2	0.00	32.6
Incr Delay (d2), s/veh	80.1	2.3	0.5	288.4	13.6	0.3	306.8	0.0	1.0	34.8	0.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.8	14.2	6.4	13.6	20.3	4.3	25.0	0.0	10.7	12.6	0.0	14.9
Unsig. Movement Delay, s/ve		14.2	0.4	13.0	2.0.3	4.0	23.0	0.0	10.7	12.0	0.0	14.5
LnGrp Delay(d),s/veh	142.6	41.6	34.6	332.9	58.1	34.4	367.2	0.0	30.7	89.0	0.0	36.2
LnGrp LOS	142.0 F	11.0 D	34.0 C	552.5 F	50.1 E	C	507.Z	Α	C	03.0 F	Α	JU.2.
Approach Vol, veh/h		1398	U		1536		-	756	- C		786	
Approach Delay, s/veh		54.8			98.0			181.1			54.6	
		04.0 D			90.U			F			J4.0	
Approach LOS		U									U	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.0	53.9		67.0	15.0	56.9		67.0				
Change Period (Y+Rc), s	7.4	6.8		7.0	* 7.2	* 7.4		7.0				
Max Green Setting (Gmax), s		48.2		60.0	* 7.8	* 51		60.0				
Max Q Clear Time (g_c+l1), s		45.0		62.0	9.8	34.5		62.0				
Green Ext Time (p_c), s	0.0	2.2		0.0	0.0	6.5		0.0				
Intersection Summary									W /4			
HCM 6th Ctrl Delay			90.9									

### Note:

HCM 6th LOS

User approved pedestrian interval to be less than phase max green.

F

<sup>\*</sup> HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary 5: SR A1A & SR 100 (Moody Blvd)

Timing Plan: PM Peak

	۶	•	4	†	ļ	4
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	7	7	7	4	h	
Traffic Volume (veh/h)	391	501	347	164	252	386
Future Volume (veh/h)	391	501	347	164	252	386
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1885	1856	1900	1856	1841
Adj Flow Rate, veh/h	416	511	403	195	304	444
Peak Hour Factor	0.94	0.98	0.86	0.84	0.83	0.87
Percent Heavy Veh, %	2	1	3	0	3	4
Cap, veh/h	613	550	429	1100	222	324
Arrive On Green	0.34	0.34	0.22	0.58	0.33	0.33
	1781	1598	1767	1900	681	995
Grp Volume(v), veh/h	416	511	403	195	0	748
	1781	1598	1767	1900	0	1676
Q Serve(g_s), s	30.3	46.7	29.8	7.3	0.0	49.3
Cycle Q Clear(g_c), s	30.3	46.7	29.8	7.3	0.0	49.3
Prop In Lane	1.00	1.00	1.00	7.0	0,0	0.59
Lane Grp Cap(c), veh/h	613	550	429	1100	0	546
V/C Ratio(X)	0.68	0.93	0.94	0.18	0.00	1.37
Avail Cap(c_a), veh/h	870	781	506	1183	0.00	546
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.5	47.9	48.6	15.0	0.00	51.1
Incr Delay (d2), s/veh	1.3	13.8	23.9	0.1	0.0	178.2
	0.0		0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh		0.0				
%ile BackOfQ(50%),veh/ln	13.5	20.5	18.1	3.3	0.0	47.8
Unsig. Movement Delay, s/veh		64.0	70.4	45.0	0.0	220.7
LnGrp Delay(d),s/veh	43.8	61.8	72.4	15.0	0.0	229.2
LnGrp LOS	D	E	E	В	A	F
Approach Vol, veh/h	927			598	748	
Approach Delay, s/veh	53.7			53.7	229.2	
Approach LOS	D			D	F	
Timer - Assigned Phs	1	2		4	400	6
Phs Duration (G+Y+Rc), s	38.3	55.0		58.1		93.3
Change Period (Y+Rc), s	* 5.7	* 5.7		6.0		* 5.7
Max Green Setting (Gmax), s	* 39	* 49		74.0		* 94
Max Q Clear Time (g_c+l1), s	31.8	51.3		48.7		9.3
Green Ext Time (p_c), s	0.8	0.0		3.4		1.3
Intersection Summary	-1-12	10-	100		484	
HCM 6th Ctrl Delay			111.5			
HCM 6th LOS			F			-
TICW OUT LOS			'			

Note:

User approved pedestrian interval to be less than phase max green.

<sup>\*</sup> HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Buildout Year 2

Timing Plan: PM Peak

# 2: Project Access 03/Colbert Lane & SR 100 (Moody Blvd)

	*	<b>-</b>	*	1	-		4	†	~	<b>\</b>	<b>↓</b>	1
Lane Group	EBL.	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	204	1204	703	111	1340	93	663	215	129	101	241	280
v/c Ratio	1.15	0.83	0.73	0.63	0.93	0.13	0.99	0.79	0.37	0.27	0.80	0.76
Control Delay	174.8	52.9	15.8	54.0	61.7	5.7	100.2	94.6	9.5	63.4	91.2	48.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	174.8	52.9	15.8	54.0	61.7	5.7	100.2	94.6	9.5	63.4	91.2	48.7
Queue Length 50th (ft)	~231	648	184	80	768	0	~406	244	0	100	273	162
Queue Length 95th (ft)	#410	849	399	156	951	0	#636	366	50	143	397	171
Internal Link Dist (ft)		4016			2324			1021			1988	
Turn Bay Length (ft)	505		405	870		570	1000		405	405		490
Base Capacity (vph)	177	1499	978	318	1683	817	672	365	425	440	464	494
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.15	0.80	0.72	0.35	0.80	0.11	0.99	0.59	0.30	0.23	0.52	0.57

# Intersection Summary

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Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

<sup># 95</sup>th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

# Queues

3: John Anderson Rd & SR 100 (Moody Blvd)

Buildout Year 2035
Timing Plan: PM Peak

	*		*	1	-	4	1	†	-	ļ	
Lane Group	EBL.	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	
Lane Group Flow (vph)	200	948	250	238	1124	174	338	418	274	512	
v/c Ratio	1.11	0.74	0.34	1.58	0.95	0.27	1.49	0.54	0.90	0.63	
Control Delay	151.1	43.1	4.8	318.3	61.2	5.4	272.3	27.1	70.4	25.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	151.1	43.1	4.8	318.3	61.2	5.4	272.3	27.1	70.4	25.1	
Queue Length 50th (ft)	~156	391	0	~257	518	0	~425	233	231	256	
Queue Length 95th (ft)	#212	473	33	#280	#577	52	#529	244	#392	351	
Internal Link Dist (ft)		2324			503			3356		852	
Turn Bay Length (ft)	550		710	345		445	180				
Base Capacity (vph)	180	1306	748	151	1217	669	227	777	303	810	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	1.11	0.73	0.33	1.58	0.92	0.26	1.49	0.54	0.90	0.63	

# Intersection Summary

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Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

<sup># 95</sup>th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

	<b>→</b>	`	•	<b>†</b>	1
Canada Canada	E Ext	ron	NEGOL	NIDT	C DT
Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	416	511	403	195	748
v/c Ratio	0.85	0.66	0.83	0.16	1.20
Control Delay	65.9	10.2	54.7	11.7	143.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	65.9	10.2	54.7	11.7	143.6
Queue Length 50th (ft)	371	37	296	67	~835
Queue Length 95th (ft)	509	150	#461	121	#1104
Internal Link Dist (ft)	5551			880	523
Turn Bay Length (ft)			55		
Base Capacity (vph)	939	1064	541	1285	622
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.44	0.48	0.74	0.15	1.20

# Intersection Summary

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

# Buildout Year 2035 Timing Plan: PM Peak

Intersection					100	The	
Int Delay, s/veh	1.3						
	MRI	WBR	NBT	NBR	SBL	SBT	
Movement Lang Configurations	WBL	WBR	IND I	INDIX	SDL	<b>⊅</b>	
Lane Configurations Traffic Vol, veh/h	22	48	<b>7</b> 39	30	71	<b>4</b> 64	
Future Vol, veh/h	22	48	739	30	71	464	
Conflicting Peds, #/hr		0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	Siup	None	riee	None	-	None	
Storage Length	0	340	140	340	340	NOTIC	
Veh in Median Storag	-	340	0	340	340	0	
Grade, %	0, # 2	-	0		-	0	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mymt Flow	24	52	803	33	77	504	
MINIM LIOM	24	32	003	33	11	304	
	Minor1	1	/lajor1	1	Major2		
Conflicting Flow All	1461	803	0	0	836	0	
Stage 1	803		- 2		- 1	- 5	
Stage 2	658			-	-	-	
Critical Hdwy	6.42	6.22	140	12	4.12	1.5	
Critical Hdwy Stg 1	5.42	30	(4)	-		-	
Critical Hdwy Stg 2	5.42						
Follow-up Hdwy	3.518				2.218	-	
Pot Cap-1 Maneuver	142	383		1 15	798		
Stage 1	441	-	-	-	-	-	
Stage 2	515	- 1	-				
Platoon blocked, %			-	-		-	
Mov Cap-1 Maneuver	128	383			798	-	
Mov Cap-2 Maneuver				-	-		
Stage 1	441	1 12				8.2	
Stage 2	466	-	-	-	-	-	
	7.4	- 1					
Approach	WB		N(D)		SB		
Approach			NB			_	
HCM Control Delay, s			0		1.3		
HCM LOS	С						
Mary 1 1							
Minor Lane/Major Mvi	mt	NBT	NBR	VBLn1V	VBLn2	SBL	
Capacity (veh/h)		(e:		327	383	798	
HCM Lane V/C Ratio			_	0.073	0.136	0.097	
HCM Control Delay (s	5)		- F.	16.9	15.9	10	
HCM Lane LOS		-	-	С	С	Α	
HCM 95th %tile Q(vel	h)	323		0.2	0.5	0.3	
11.2							

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# HCM 6th TWSC 4: Continental Dr/Palm Dr & SR 100 (Moody Blvd)

Buildout Year 2035
Timing Plan: PM Peak

Intersection		-01-10			715									
Int Delay, s/veh	2.7													
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL.	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	LUL	41	LUIN	1100	À	<b>1</b>	WATSIX	IVIDE	1	TYDIN	بالرال.	4	JUK	
Traffic Vol, veh/h	4	1309	70	1	26	1037	2	47	1	30	5	0	6	
Future Vol, veh/h	4	1309	70	1	26	1037	2	47	1	30	5	0	6	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	1100	1100	None	1100	1100	1100	None	Stop	Stop	None	этор	этор	None	
Storage Length	335	- 1.0	None		425		NOTIC:	80		IVOHE		-	None	
Veh in Median Storage		0	-		423	0		00	2			2	-	
Grade, %	C, 11 -	0	100	120	1.50	0			0	-		0		
Peak Hour Factor	39	97	74	63	78	86	75	66	25	55	50	25	56	
Heavy Vehicles, %	0	2	4	0	0	2	0	11	0	0	0	0	0	
Mymt Flow	10	1349	95	2	33	1206	3	71	4	55	10	0	11	
IVIVIIII I IOW	10	1349	93		JJ	1200	3	_ /1	- 4	00	10	U	- 11	
NA_i_(2 (i)	1			422				(I)						
	Vlajor1			Major2		_		Ainor1			Ainor2			
Conflicting Flow All	1209	0	0	1444	1444	0	0	2090	2696	722	1975	2742	605	
Stage 1	-					1 4	16	1417	1417		1278	1278		
Stage 2	-	-		-		-	-	673	1279	*	697	1464		
Critical Hdwy	4.1	1 37	1/ 1-	6.4	4.1		- 15	7.72	6.5	6.9	7.5	6.5	6.9	
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.72	5.5	-	6.5	5.5	-	
Critical Hdwy Stg 2	- 1	- 4	727		1			6.72	5.5	F 1 8	6.5	5.5		
Follow-up Hdwy	2.2	-	-	2.5	2.2	-		3.61	4	3.3	3.5	4	3.3	
Pot Cap-1 Maneuver	584		141	175	476	16	-16	~ 27	22	374	38	20	446	
Stage 1	9	-	-		(+)	-		133	205		179	239	100	
Stage 2				180	P#1		1111	390	239		402	195		
Platoon blocked, %		-	-			-								
Mov Cap-1 Maneuver	584	- 4	11.9	437	437	- 1		~ 24	20	374	29	18	446	
Mov Cap-2 Maneuver	-		-	-	(4)	-	-	116	137	-	144	120	-	
Stage 1							100	131	202		176	220	-	
Stage 2	-	_		-			_	350	220	-	331	192	_	
												أفيوا		
Approach	EB	-	W ==	WB				NB			SB			
HCM Control Delay, s				0.4				49.9			22.9			
HCM LOS	0.1			0.4				43.3 E			C C			
HOW LOS											U			
			ILIZAN III				110							
Minor Lane/Major Mvr	nt l	VBLn1i	A COLUMN TO A STATE OF THE PARTY OF THE PART	EBL	EBT	EBR	WBL	WBT	WBR:					
Capacity (veh/h)		116	334	584			437			222.				
HCM Lane V/C Ratio			0.175		97	20	0.08	~	-	0.093				
HCM Control Delay (s	)	76.1	18.1	11.3			13.9	-		22.9				
HCM Lane LOS		F	С	В	(4)	(*)	В	-	-	С				
HCM 95th %tile Q(veh	1)	3.1	0.6	0.1			0.3	-	-	0.3				
Notes	-		-							1911				
~: Volume exceeds ca	nacity	¢, r	Julan	xceeds	3000	L. Ca	omputat	ion Not	Dofine	nd *.	All mai	or volu	me in pl	atos
-, volume exceeds to	pacity	Φ. L	Jelay e	NUCCUS	2002	+. U(	niipuldi	IOH NOI	Denile	u :	All Hid	UI VUIL	ше ш р	וטטוג

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# HCM 6th TWSC 7: John Anderson Rd & Project Access 01

			11											
Intersection	1.0						_							
Int Delay, s/veh	1.9													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations	7	+	7	7	1	7	Y	4	7	*	1	7		
Traffic Vol, veh/h	56	75	230	53	49	69	251	445	91	117	252	90		
Future Vol, veh/h	56	75	230	53	49	69	251	445	91	117	252	90		
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0		
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free		
RT Channelized	134		None	180	(+)	None			None	- 2	-	None		
Storage Length	340	37	340	340	3.83	340	340		340	340	-	340		
Veh in Median Storage	e,# -	2	22		2	1.0		0	girl a	- 1	0	-		
Grade, %	-	0	-	-	0	-	3	0	-	-	0	-		
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92		
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2		
Mvmt Flow	61	82	250	58	53	75	273	484	99	127	274	98		
ALL CONTRACTOR OF THE PROPERTY	1000													
Major/Minor Minor2 Minor1 Major1 Major2														
		1057			1656		372		0	583		0		
Conflicting Flow All	1672	1657	274	1773		484		0	U	202	0	U		
Stage 1	528	528	-	1030	1030	8			- 40					
Stage 2	1144	1129	0.00	743	626	C 22	612		_	110	_	_		
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	_ =	-	4.12		(_)		
Critical Hdwy Stg 1	6.12	5.52		6.12	5.52	-	_	-	-	-	<u></u>	-		
Critical Hdwy Stg 2	6.12	5.52	- 040	6.12	5.52	0.040	0.040	- 3	7	2 240		741		
Follow-up Hdwy		4.018						-		2.218	-	_		-
Pot Cap-1 Maneuver	76	98	765	65	98	583	1186	-	-	991	(4)			-14 -5 9
Stage 1	534	528		282	311	_		_			•			
Stage 2	243	279		407	477	-	Mille.	12	(4)		(5)			3111
Platoon blocked, %		0.0	705		0.0	500	4400	_		004				
Mov Cap-1 Maneuver	~ 34	~ 66	765	~ 3	66	583	1186			991		11.3	10 10 10	- 44 - 117
Mov Cap-2 Maneuver	0	83	-	- 00	127		-			-	_	_		
Stage 1	411	460	- 1	217	239	-						1100		
Stage 2	127	215	-	197	416	-	-				-	_		
							- 1							
Approach	EB			WB			NB			SB	. "			
HCM Control Delay, s			-	10000			2.9			2.3				
HCM LOS							1000			07-130				
TOW LOO				-						45				1 PY 5 -
		1/6/	SINT.	wan	P.D. 41	CD) O	- A	IDI A	uni ai	181.18	CDI	CDT	CDD	-
Minor Lane/Major Mvr	nt	NBL	NBT	NBR	BLN	DESCRIPTION OF	EBLn3V				SBL	SBT	SBR	
Capacity (veh/h)	4 4	1186		- 3	- 3	83	765	+	127	583	991			
HCM Lane V/C Ratio		0.23	-	-	-	0.982		-	0.419			-		
HCM Control Delay (s	)	8.9			3.5	182.9	12	-	52.4	12.1	9.2			
HCM Lane LOS		Α	-	-	-	F	В	-	F	В	Α	-	-	
HCM 95th %tile Q(veh	1)	0.9				5.4	1.4		1.8	0.4	0.4	T.s		
Notes									-			ST STA	-	- 1
Volume exceeds ca	nacity	¢. г	leiav e	xceeds	300s	+: ()	omputat	ion No	t Define	* ha	All ma	ior volu	me in platoon	
- A DIRECT EVCCOR	pacity	Ψ.L	Join's C	ACCCU3	3003	1. 00	putut	AUTO INC	, DOM IC	, a	7 1110	joi void	o in platoor	

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Timing Plan: PM Peak

	۶	-	7	•	<b>←</b>	*	4	<b>†</b>	~	1	<b>↓</b>	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL.	SBT	SBF
Lane Configurations	44	44	7	ሻ	<b>个个</b>	74	7	<b>1</b> >		7	<b>^</b>	í
Traffic Volume (veh/h)	144	910	200	162	967	162	270	119	181	238	100	19
Future Volume (veh/h)	144	910	200	162	967	162	270	119	181	238	100	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.0
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1870	1885	1856	1856	1885	1870	1900	1870	1885	1870	190
Adj Flow Rate, veh/h	200	948	250	238	1124	174	338	163	255	274	116	
Peak Hour Factor	0.72	0.96	0.80	0.68	0.86	0.93	0.80	0.73	0.71	0.87	0.86	0.4
Percent Heavy Veh, %	7	2	1	3	3	1	2	0	2	1	2	
Cap, veh/h	344	1028	462	266	1232	558	604	177	277	268	143	
Arrive On Green	0.06	0.29	0.29	0.12	0.35	0.35	0.31	0.27	0.27	0.12	0.08	0.0
Sat Flow, veh/h	3319	3554	1598	1767	3526	1598	1781	668	1044	1795	1870	161
	200	948	250	238	1124	174	338	0	418	274	116	101
Grp Volume(v), veh/h			1598	1767	1763	1598	1781	0	1712	1795	1870	161
Grp Sat Flow(s), veh/h/ln	1659	1777							33.4	17.0	8.6	
Q Serve(g_s), s	2.5	36.4	7.8	15.1	42.8 42.8	11.2 11.2	17.6	0.0	33.4	17.0	8.6	0.
Cycle Q Clear(g_c), s	2.5	36.4	7.8	15.1	42.0		17.6	0.0		1.00	0.0	
Prop In Lane	1.00	1000	1.00	1.00	1000	1.00	1.00	_ ^	0.61		142	1.0
Lane Grp Cap(c), veh/h	344	1028	462	266	1232	558	604	0	454	268	143	
V/C Ratio(X)	0.58	0.92	0.54	0.89	0.91	0.31	0.56	0.00	0.92	1.02	0.81	
Avail Cap(c_a), veh/h	344	1066	479	275	1308	593	660	0	548	268	186	1.0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.0
Uniform Delay (d), s/veh	61.7	48.5	7.4	41.0	43.7	33.4	38.2	0.0	50.3	60.2	64.0	0.
Incr Delay (d2), s/veh	2.5	12.6	1.1	28.4	9.5	0.3	0.9	0.0	19.0	60.7	18.4	0.
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.
%ile BackOfQ(50%),veh/ln	3.5	17.5	2.7	8.5	19.7	4.4	9.7	0.0	16.7	14.1	4.8	0.
Unsig. Movement Delay, s/ve												0.0
LnGrp Delay(d),s/veh	64.1	61.1	8.6	69.4	53.2	33.7	39.1	0.0	69.2	120.9	82.4	0.
LnGrp LOS	E	E	Α	E	D	C	D	A	E	F	F	
Approach Vol, veh/h		1398			1536			756			786	
Approach Delay, s/veh		52.1			53.5			55.8			54.3	
Approach LOS		D			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8		السال		
Phs Duration (G+Y+Rc), s	16.4	56.0	24.0	44.3	24.3	48.1	50.6	17.7				
Change Period (Y+Rc), s	7.4	6.8	7.0	7.0	* 7.2	* 7.4	7.0	7.0				
Max Green Setting (Gmax), s		52.2	17.0	45.0	* 18	* 42	48.0	14.0				
Max Q Clear Time (g_c+l1), s		44.8	19.0	35.4	17.1	38.4	19.6	10.6				
Green Ext Time (p_c), s	0.2	4.3	0.0	1.9	0.1	2.3	1.0	0.1				
Intersection Summary								Title,				
HCM 6th Ctrl Delay			53.6					- X			\$157	
HCM 6th LOS			D									
Notes						The State of the S	-			-	Name of the last	-

Note:

User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [SBR] is included in calculations of the approach delay and intersection delay.

<sup>\*</sup> HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

# Buildout Year 2035 - Mitigation

Queues

3: John Anderson Rd & SR 100 (Moody Blvd)

Timing Plan: PM Peak

	<b>≯</b>	-	•	1	•	*	4	<b>†</b>	<b>\</b>	<b>↓</b>	1	
Lane Group	EBL	EB1	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	
Lane Group Flow (vph)	200	948	250	238	1124	174	338	418	274	116	396	
v/c Ratio	0.58	0.92	0.39	0.86	0.92	0.26	0.51	0.89	1.00	0.61	0.99	
Control Delay	61.2	61.9	6.4	65.3	56.6	4.6	34.4	65.3	105.2	76.4	64.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	61.2	61.9	6.4	65.3	56.6	4.6	34.4	65.3	105.2	76.4	64.8	
Queue Length 50th (ft)	71	438	0	159	500	0	218	329	~181	104	~137	
Queue Length 95th (ft)	89	#617	38	184	611	45	260	338	#392	#176	5	
Internal Link Dist (ft)	47.47	2324			503			3356		852		
Turn Bay Length (ft)	550		710	345		445	180				405	
Base Capacity (vph)	346	1087	664	279	1332	722	799	594	275	189	399	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.58	0.87	0.38	0.85	0.84	0.24	0.42	0.70	1.00	0.61	0.99	

#### Intersection Summary

Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

<sup>95</sup>th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

# **EXHIBIT I**

### PARKER MYNCHENBERG & ASSOCIATES, INC.

1729 Ridgewood Avenue Holly Hill, FL 32117 (386) 677-6891 info@parkermynchenberg.com

January 30, 2024

# VERANDA BAY Water Demand

#### **SUMMARY**

The improvements associated with this project include the overall Water Demand Volumes for the Veranda Bay Conceptual Master Plan.

#### **ANALYSIS**

Design Type and Number of Service Connections, Calculation Units, Total Average Daily Flow, and Peak Hour Flow, in the Entire Area to be served by the Water Distribution System being constructed with this project are calculated below. The US Census estimate for people per residential unit is 2.08 and the Flagler Beach Comprehensive Plan includes a water LOS of 125 gallons per capita. The LOS flow for each residential unit is 125 gal/person \* 2.08 people/unit = 260 gpd/unit.

		WATER			
Phase	Type of Service Connection	Water Demand Calculation Units	Average Daily Water Demand Per Service Connection	Total Average Daily Flow (gpd)	Peak Hour Flow <sup>a</sup> (gph)
	VE	RANDA BAY EAS	ST	•	
A1	Low Density Single-Family Residential (SFR) Units	122 units	260 gpd/unit	31,720	3,965
Al	Clubhouse and Amenity Center	6,200 sq. ft.	0.10 gpd/sq.ft.	620	78
A2	Low Density Single-Family Residential (SFR) Units	89 units	260 gpd/unit	23,140	2,893
A3	Low Density Single-Family Residential (SFR) Units	124 units	260 gpd/unit	32,240	4,030
В	Low Density Single-Family Residential (SFR) Units	72 units	260 gpd/unit	18,720	2,340
С	Medium Density Single Family -Townhomes	96 units	260 gpd/unit	24,960	3,120
D	Low Density Single-Family Residential (SFR) Units	80 units	260 gpd/unit	20,800	2,600
E	Multi-Family Condos/Apts	152 units	260 gpd/unit	39,520	4,940
L	Yacht Club/ Clubhouse/Mixed Use	10,000 sq. ft.	0.10 gpd/sq.ft.	1,000	125
	VE	RANDA BAY WE	ST		
F	Low Density Single-Family Residential (SFR) Units	250 units	260 gpd/unit	65,000	8,125
G	Low Density Single-Family Residential (SFR) Units	220 units	260 gpd/unit	57,200	7,150
Н	Medium Density Residential - Multi Family	980 units	260 gpd/unit	254,800	31,850
I	Town Center - Commercial/Retail/Office	220,694 sq. ft.	0.10 gpd/sq.ft.	22,069	2,759
J1	Office / Retail	10,000 sq. ft.	0.10 gpd/sq.ft.	1,000	125
J2	High Density Residential/Hotel Site	250 units	260 gpd/unit	65,000	8,125
K	Medium Density Multi-Family	300 units	260 gpd/unit	78,000	9,750
	TOTAL WATER DEMAND			735,789	91,974

a. Explanation of Peaking Factor(s) or Method(s) Used to Estimate Peak Hour Flow:

Peaking Factor = 3.0 (typical)

Peak Hour Flow = Total Average Daily Flow  $\times$  3.0  $\times$  (1 day/24 hrs)

# PARKER MYNCHENBERG & ASSOCIATES, INC

1729 Ridgewood Avenue Holly Hill, FL 32117 (386) 677-6891 info@parkermynchenberg.com

January 30, 2024

#### VERANDA BAY Sewer Demand

#### **SUMMARY**

The improvements associated with this project include the overall Sewer Demand Volumes for the Veranda Bay Conceptual Master Plan.

#### <u>ANALYSIS</u>

Design Type and Number of Service Connections, Calculation Units, Total Average Daily Flow, and Peak Hour Flow, in the Entire Area to be served by the Water Distribution System being constructed with this project are calculated below. The US Census estimate for people per residential unit is 2.08 and the Flagler Beach Comprehensive Plan includes a water LOS of 119 gallons per capita. The LOS flow for each residential unit is 119 gal/person \* 2.08 people/unit = 248 gpd/unit.

		SEWER			
Phase	Type of Service Connection	Sewer Demand Calculation Units	Average Daily Sewer Demand Per Service Connection	Total Average Daily Flow (gpd)	Peak Hour Flow <sup>a</sup> (gph)
	VE	RANDA BAY EAS	ST		
A1	Low Density Single-Family Residential (SFR) Units	122 units	248 gpd/unit	30,256	3,782
AI	Clubhouse and Amenity Center	6,200 sq. ft.	0.10 gpd/sq.ft.	620	78
A2	Low Density Single-Family Residential (SFR) Units	89 units	248 gpd/unit	22,072	2,759
А3	Low Density Single-Family Residential (SFR) Units	124 units	248 gpd/unit	30,752	3,844
В	Low Density Single-Family Residential (SFR) Units	72 units	248 gpd/unit	17,856	2,232
С	Medium Density Single Family -Townhomes	96 units	248 gpd/unit	23,808	2,976
D	Low Density Single-Family Residential (SFR) Units	80 units	248 gpd/unit	19,840	2,480
Е	Multi-Family Condos/Apts	152 units	248 gpd/unit	37,696	4,712
E	Yacht Club/ Clubhouse/Mixed Use	10,000 sq. ft.	0.10 gpd/sq.ft.	1,000	125
	VE	RANDA BAY WE	ST		
F	Low Density Single-Family Residential (SFR) Units	250 units	248 gpd/unit	62,000	7,750
G	Low Density Single-Family Residential (SFR) Units	220 units	248 gpd/unit	54,560	6,820
Н	Medium Density Residential - Multi Family	980 units	248 gpd/unit	243,040	30,380
I	Town Center - Commercial/Retail/Office	220,694 sq. ft.	0.10 gpd/sq.ft.	22,069	2,759
J1	Office / Retail	10,000 sq. ft.	0.10 gpd/sq.ft.	1,000	125
J2	High Density Residential/Hotel Site	250 units	248 gpd/unit	62,000	<i>7,7</i> 50
K	Medium Density Multi-Family	300 units	248 gpd/unit	74,400	9,300
	TOTAL SEWER DEMAND			702,969	87,871

a. Explanation of Peaking Factor(s) or Method(s) Used to Estimate Peak Hour Flow:

Peaking Factor = 3.0 (typical)

Peak Hour Flow = Total Average Daily Flow  $\times 3.0 \times (1 \text{ day}/24 \text{ hrs})$ 

1729 Ridgewood Avenue Holly Hill, FL 32117 (386) 677-6891 info@parkermynchenberg.com

January 30, 2024

#### VERANDA BAY Solid Waste Demand

#### **SUMMARY**

The improvements associated with this project include the overall Solid Waste Demand Quantities for the Veranda Bay Conceptual Master Plan. Max units were assumed per the Conceptual Master Plan. Demand is based on the LOS established in the City of Flagler Beach Comprehensive Plan and the US Census Bureau estimate of 2.08 people/unit and each individual discards 3.7 lbs of solid waste a day, therefore the daily demand per unit is 2.08 people(s) \* 3.7 lbs (Solid Waste) = 7.70 lbs/day-unit.

	SOLIE	WASTE		
Phase	Type of Service Connection	Solid Waste Demand Calculation Unit	Average Daily Solid Waste Demand Per Person Connection	Total Daily Solid Waste (lbs)
	VERANDA	A BAY EAST	***************************************	
A1	Low Density Single-Family Residential (SFR) Units	122 units	7.70 lbs/day-unit	939
AI	Clubhouse and Amenity Center	6,200 sq. ft.	0.01 lbs/day/sf	62
A2	Low Density Single-Family Residential (SFR) Units	89 units	7.70 lbs/day-unit	685
A3	Low Density Single-Family Residential (SFR) Units	124 units	7.70 lbs/day-unit	955
В	Low Density Single-Family Residential (SFR) Units	72 units	7.70 lbs/day-unit	554
С	Medium Density Single Family -Townhomes	96 units	7.70 lbs/day-unit	739
D	Low Density Single-Family Residential (SFR) Units	80 units	7.70 lbs/day-unit	616
Е	Multi-Family Condos/Apts	152 units	7.70 lbs/day-unit	1,170
£	Yacht Club/ Clubhouse/Mixed Use	10,000 sq. ft	0.01 lbs/day/sf	100
	VERANDA	A BAY WEST		
F	Low Density Single-Family Residential (SFR) Units	250 units	7.70 lbs/day-unit	1,925
G	Low Density Single-Family Residential (SFR) Units	220 units	7.70 lbs/day-unit	1,694
Н	Medium Density Residential - Multi Family	980 units	7.70 lbs/day-unit	7,546
I	Town Center - Commercial/Retail/Office	220,694 sq. ft.	0.01 lbs/day/sf	2,207
J1	Office / Retail	10,000 sq. ft.	0.01 lbs/day/sf	100
J2	High Density Residential/Hotel Site	250 units	7.70 lbs/day-unit	1,925
K	Medium Density Multi-Family	300 units	7.70 lbs/day-unit	2,310
	TOTAL SOLID WASTE DEMAND			23,528

# EXHIBIT J

### PARKER MYNCHENBERG & ASSOCIATES, INC.

1729 Ridgewood Avenue Holly Hill, Florida 32117 (386) 677-6891 FAX (386) 677-2114 E-Mail: info@parkermynchenberg.com

May 30, 2024

Re: VERANDA BAY Drainage Narrative

<u>Drainage Provider(s):</u> St. Johns River Water Management District (SJRWMD), Flagler County, City of Flagler Beach

The subject sites will conform to, and exceed the standards set forth by the above entities. The standards include, but are not limited to, stormwater management/treatment/attenuation/discharge and floodplain considerations.

<u>Drainage Basin:</u> The subject sites are within the Halifax River (ICW) watershed. Specifically, the subject sites exist within FDEP WBID 2363J & 2620 (Halifax River). The ICW within the two aforementioned WBIDs is listed as an impaired waterbody by FDEP. No other special basin criteria is applicable.

<u>Stormwater Management Facilities:</u> The upland portions of the subject sites in the predevelopment condition drain to the on-site and surrounding wetlands. Thus, the stormwater management facilities in the post-development condition will discharge to the same locations as the pre-development and will not exceed the peak discharge rates from the pre-development condition under the design storms specified by the drainage providers.

Stormwater Management Standards: The sites ultimately drain to a portion of the ICW that is listed as impaired by FDEP. Therefore, the stormwater management facilities will be designed such that the amount of Total Nitrogen and Total Phosphorus discharged from the subject sites in the post-development condition will be less than that in the pre-development condition. The design storms to be analyzed include the Mean-year/24-hour, 25-year/24-hour, and the 100-year/24-hour storms. The stormwater management facilities will be designed such that the peak rate of discharge in the post-development condition will be less than the pre-development condition and will discharge to the same location. The design of the subject sites will incorporate Best Management Practices (BMPs) to ensure no adverse hydrologic impacts to surrounding wetlands or communities. BMPs will also be utilized to ensure no discharge of sediment will occur. Portions of the subject sites exist within the FEMA 100-year floodplain, thus any proposed filling of the 100-year floodplain shall be offset in the form of compensatory storage as defined by the drainage providers.

Should you have any questions or need additional information, please contact me at (386) 677-6891.

Yours truly,

Parker Mynchenberg, P.E., R.L.A.

PM/af

# **EXHIBIT K**



201 Basque Road St. Augustine, FL 32080 Tel. (904) 347-9133 Fax (904) 512-0459 www.atlanticeco.com

May 31, 2024

Veranda Bay Investments, LLC Attn: Mr. Kenneth Belshe 3129 Springbank Lane, Suite 200 Charlotte, NC 28226

RE: Veranda Bay

Preliminary Environmental

Assessment

Flagler County, FL AES #18-016

Dear Mr. Belshe,

Atlantic Ecological Services, LLC (AES) visited the Veranda Bay Property for the purposes of conducting a review for the presence of protected species based on direct and indirect observations, as well as to determine potential for occurrence of protected species based on suitable habitat. The site assessment was conducted on May 28-30, 2024. The subject property is located on the east and west side of John Anderson Highway south of State Road 100. The subject property is approximately 905.95 acres in total size. The subject property is located in a portion of Sections 11, 13, 14, 38 and 39, Township 12 South, Range 31 East in Flagler County, Florida. Please see the attached Location and Aerial Maps.

This general area is known to be occupied by the protected gopher tortoise (*Gopherus polyphemus*). The proposed project is to construct a mixed use development. Prior to construction a gopher tortoise survey is required by Flagler County and the Florida Fish & Wildlife Conservation Commission (FWC). The results are documented within this letter report.

Mr. Jody Sisk of AES performed the protected species review on the subject property. Mr. Sisk currently holds certification from the FWC as an Authorized Gopher Tortoise Agent under permit # GTA-09-00003.

#### **METHODS**

#### **Habitat Mapping**

Each community and land use area was categorized according to the Florida Department of Transportation's (FDOT) 1999 Florida Land Use, Cover and Forms Classification System (FLUCCS). The boundaries of each FLUCCS code were delineated based on AES interpretation of vegetative composition, soil characteristics, topography, and aerial imagery. See the Results

Page 2 of 8

Section below for a description of the habitats found. Please also see the attached Habitat Map depicting the findings.

#### **Protected Species Review**

Prior to visiting the site, a background literature search was conducted to compile a list of state and federally protected animal and plant species that could occur on-site. The three primary sources of literature reviewed include the Florida Fish and Wildlife Conservation Commission's (FWC) Florida's Endangered Species, Threatened Species, And Species of Special Concern, the United States Fish and Wildlife Service's (USFWS) Threatened and Endangered Species System (TESS) database, and the Florida Department of Agriculture and Consumer Services (FDACS), Division of Plant Industry's (DPI) Notes on Florida's Endangered and Threatened Plants. Additional information was gathered from the Florida Natural Areas Inventory (FNAI) Field Guides to the Rare Animals/Plants of Florida, and the Florida Committee on Rare and Endangered Plants and Animals (FCREPA) Rare and Endangered Biota of Florida: Volumes 1-5, and the FWC's Eagle Nest Locator and Audubon Florida EagleWatch websites were also reviewed to obtain location data recorded by others for those species.

#### **RESULTS**

#### Habitats

#### **Uplands**

**Open Land Under Construction (FLUCCS 190)** – Approximately 160.99 acres of the subject property consists of land currently under construction for a residential development.

<u>Herbaceous (FLUCSS 310)</u> — Approximately 10.88 acres of the site exists as herbaceous non-forested uplands. These areas were cleared during the original construction start of the project in 2007. Clearing and grading occurred, but no infrastructure was constructed. The area consists primarily of bahia grass (*Paspalum notatum*) and a mix of ruderal weeds.

<u>Sand Pine (FLUCCS 413)</u> – Approximately 5.48 acres of the subject property consists of sand pine habitat which was historically scrub. The canopy consists of 100% coverage of sand pine (*Pinus clausa*).

Hardwood Conifer Mixed (FLUCCS 434) – Approximately 300.24 acres of the uplands found on the site are considered mixed pine oak hammock habitat. Canopy species consisted of mature trees and include live oak (Quercus virginiana) and sand live oak (Quercus geminata), slash pine (Pinus elliottii), sand pine, southern magnolia (Magnolia grandifolia), pignut hickory (Carya glabra), laurel oak (Quercus laurifolia), and sweetgum (Liquidambar styraciflua). Subcanopy species included red cedar (Juniperus virginiana) and hackberry (Celtis occidentalis) The understory is dominated by a thick cover of saw palmetto (Serenoa repens). Other species found, but at a much lesser extent, include red bay (Persea borbonia), wax myrtle (Myrica cerifera), yaupon holly (Ilex

Page 3 of 8

vomitoria), wax myrtle (Myrica cerifera), greenbriar (Smilax spp.), and bracken fern (Pteridium aquilinum).

<u>Pine Plantation (FLUCCS 441)</u> – Multiple upland areas on the subject property totaling 292.74 acres are considered active pine plantation and include only slash pine (*Pinus elliottii*). The understory is dominated primarily by saw palmetto, but also contains wax, fetterbush (*Lyonia ferrigunea*), gallberry (*Ilex glabra*), and pine needle litter.

<u>Disturbed Land (FLUCCS 740)</u> – Approximately 3.01 acres of the subject property consists of disturbed uplands associated with prior earthwork on the site in preparation for the former development. This area differs from the herbaceous areas previously described in the FLUCCS 310 in that this area includes heavy grading and road frontage land work. The elevations in this area are not natural and in such have re-vegetated in a non-native form. Large areas of open sand are found in this habitat. The vegetation consists of dogfennel (*Eupatorium capillifolium*), saltbush (*Baccharis halimifolia*), slash pine, bahia grass, St. Augustine grass (*Stenotaphrum secundatum*), and other weeds.

#### Wetlands

<u>Mangrove (FLUCCS 612)</u> – Approximately 8.63 acres of the subject property consists of estuarine mangrove habitat with mosquito ditching open water. This area consists primarily of black mangroves (*Avicenia germinans*) and red mangroves (*Rhizophora mangle*).

<u>Mixed Wetland Hardwoods (FLUCCS 617)</u> – Approximately 79.39 acres of the site consists of a mixed hardwood wetland slough. The dominant canopy species includes laurel oak, hackberry, live oak, American elm (*Ulmus americana*), red maple (*Acer rubrum*), and cabbage palm (*Sabal palmetto*). The understory is dominated by saw palmetto, shiny lyonia (*Lyonia lucida*), dahoon holly (*Ilex cassine*), wax myrtle, buttonbush (*Cephalanthes occidentalis*), sawgrass (*Cladium jamaicense*), swamp fern (*Blechnum serrulatum*), royal fern (*Osmunda regalis*), Virginia chain fern (*Woodwardia virginica*), and cinnamon fern (*Osmunda cinnamomea*).

<u>Wetland Mixed Forest (FLUCCS 630)</u> – Approximately 2.96 acres of the site consists of wetland mixed forest. These habitats are located along the eastern boundary of the site along the ICWW. Vegetation includes slash pine, live oak, laurel oak, yaupon holly, cedar, wax myrtle, salt bush, and saw grass.

<u>Wetland Scrub (FLUCCS 631)</u> – Approximately 34.95 acres of the site consists of wetland scrub habitat. The dominant species is Carolina willow (*Salix caroliniana*), saltbush, slash pine, laurel oak, cabbage palm, sand cordgrass (*Spartina bakeri*), royal fern, swamp fern, and leather fern (*Acrostichum danaeifolium*).

<u>Saltwater Marsh (FLUCCS 642)</u> – Approximately 7.31 acres of the site consists of tidal saltmarsh habitat. The dominant species includes needle rush (*Juncus roemerianus*), black mangrove, sand cordgrass, marsh elder (*Iva frutescens*), sawgrass, saltwort (*Batis maritima*), and glasswort (*Salicornia* spp.).

Page 4 of 8

#### **Surface Waters**

<u>Ditches (FLUCCS 513)</u> – Multiple man-made surface water ditches (totaling approximately 0.35 acres) are located on the site. Each surface water was originally cut through upland habitats.

<u>Surface Water Pond (FLUCCS 530)</u> – Approximately 0.96 acres of upland cut surface water pond is located on the subject property.

#### Wildlife Observations

Wildlife observations, both direct and indirect, were made throughout the course of the site investigation. A list of species observed is provided in the following table:

Table 1: Wildlife species observed on the project site in Flagler County, Florida.

Taxon	Common Name	Scientific Name	Protected*
Birds			
	American Crow	Corvus brachyrhynchos	No
	Northern cardinal	Cardinalis cardinalis	No
	Black vulture	Coragyps atratus	No
	Red shouldered hawk	Buteo lineatus	No
	Blue jay	Cyanocitta cristata	No
Mammals		•	
	Florida black bear	Ursus americanus floridanus	No
	Grey squirrel	Sciurus carolinensis	No
	White tailed deer	Odocoileus virginianus	No
Reptiles			
•	Gopher tortoise	Gopherus polyphemus	Yes
	Diamondback rattlesnake	Crotalus adamanteus	No
	Cottonmouth	Agkistrodon piscivorus	No
	Southern black racer	Coluber constrictor	No

#### **Protected Species**

A preliminary gopher tortoise survey was conducted on May 28-30, 2024, in accordance with the techniques outlined in the publication, *Ecology and Habitat Protection Needs of Gopher Tortoise* (Gopherus polyphemus) *Populations Found on Lands Slated for Development in Florida*. A total of twenty-nine (29) potentially occupied gopher tortoise burrows were identified. Surveys are valid for a period of 90 days. Prior to clearing and construction an FWC conservation permit will be required and all gopher tortoise burrows must be excavated and tortoises relocated to an offsite recipient site.

The eastern indigo snake (*Drymarchon corais couperi*) has a moderate likelihood to occur on the subject property due to the presence of gopher tortoise burrows and a mix of upland and wetland hammock. The indigo snake is a gopher tortoise commensal species due to its association

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with and utilization of gopher tortoise burrows for their life requisites. All tortoise burrows identified on the site will be permitted and excavation of the burrows will occur. If commensal species are identified during the excavation of the burrows then each will be relocated to an appropriate relocation site. Best Management Practices during construction for the eastern indigo snake will also be incorporated. Eastern indigo snake signage will be installed at the construction office for instruction on procedures if an indigo snake enters the construction area. With the above measures being incorporated, development of the subject property is not anticipated to adversely affect the eastern indigo snake.

Mixed wetland hardwood habitats within the property provide suitable foraging habitat for the wood stork, however the nearest wood stork rookery is located 18 miles southwest of the subject property. All suitable habitat within a 13-mile radius of a known rookery is considered core foraging habitat. Since the subject property is not located within core foraging habitat, no impact to this species is anticipated.

Long-legged waders have a moderate likelihood to utilize wetlands within the subject property. No wading bird rookeries are known or were identified on or near the subject property, and the project is not likely to adversely affect any wading bird populations.

A Florida black bear was observed within the subject property. The project area lies within the Central Bear Management Unit. The Florida black bear is no longer a protected species by FWC but is a managed species. FWC will be a commenting agency during the ERP permitting process and will likely provide comment that Florida black bear specific BMP's, construction and design specifications be utilized for project development such as creating a Bear Smart Community.

In addition, the FWC's Eagle Nest Locator website was queried for data regarding documented southern bald eagle (*Haliaeetus l. leucocephalus*) nests in the project vicinity. The southern bald eagle is protected under the Bald and Golden Eagle Protection Act. Development guidelines are required for any proposed projects with 330 feet for urban areas and 660 feet for non-urban areas. The nearest known nest is located 1.4 miles south of the property. Therefore, this project is not likely to adversely affect the southern bald eagle.

No other protected flora or fauna species are expected to inhabit the subject property.

#### **CONCLUSION**

Atlantic Ecological Services, LLC conducted a site review on the Veranda Bay Property for the purposes of determining the presence of and/or potential presence of state and federally protected wildlife and plant species.

The subject property consists of open land areas currently under construction for a residential neighborhood, and undeveloped upland and wetland habitats. The property contains approximately 768.39 acres of uplands, 133.24 acres of wetlands, and 1.31 acres of upland cut surface waters.

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A preliminary gopher tortoise survey was completed within the project area on May 28-30, 2024, and a total of twenty-nine (29) potentially occupied gopher tortoise burrows were identified. Prior to clearing and construction a 100% gopher tortoise survey of all uplands planned for construction will be required and an FWC conservation permit will be required and all gopher tortoise burrows must be excavated and tortoises relocated to an offsite recipient site.

A Florida black bear was observed within the subject property. FWC will be a commenting agency during the ERP permitting process and will likely provide comment that Florida black bear specific BMP's, construction and design specifications be utilized for project development such as creating a Bear Smart Community.

No other protected flora or fauna species are anticipated to be impacted by development of the subject property.

Should you have any questions or concerns please feel free to contact me at 904-347-9133 or jody@atlanticeco.com

Sincerely,

Jung 7 Diah

Jody Sisk Senior Ecologist

Enclosures

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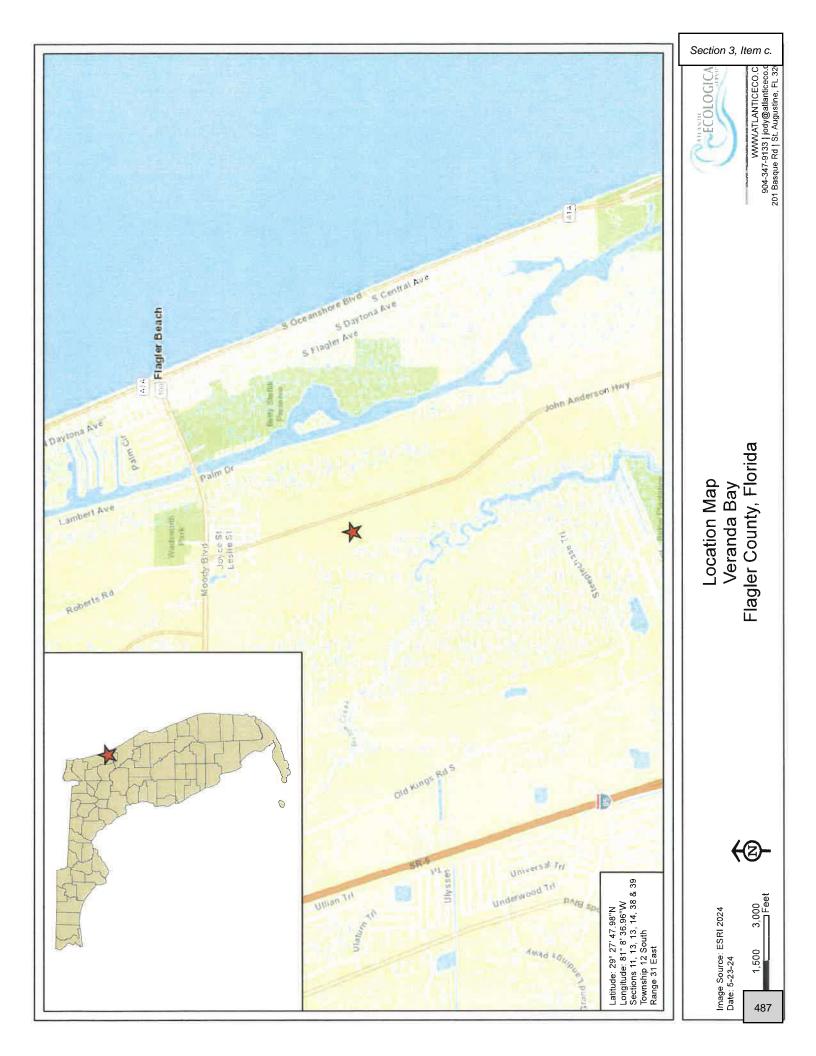
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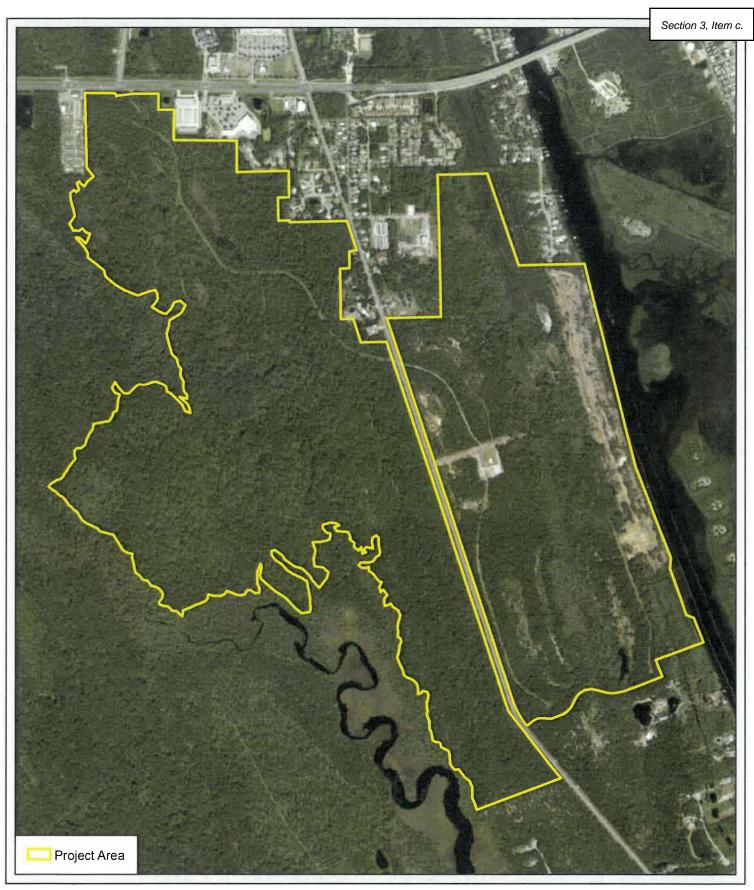
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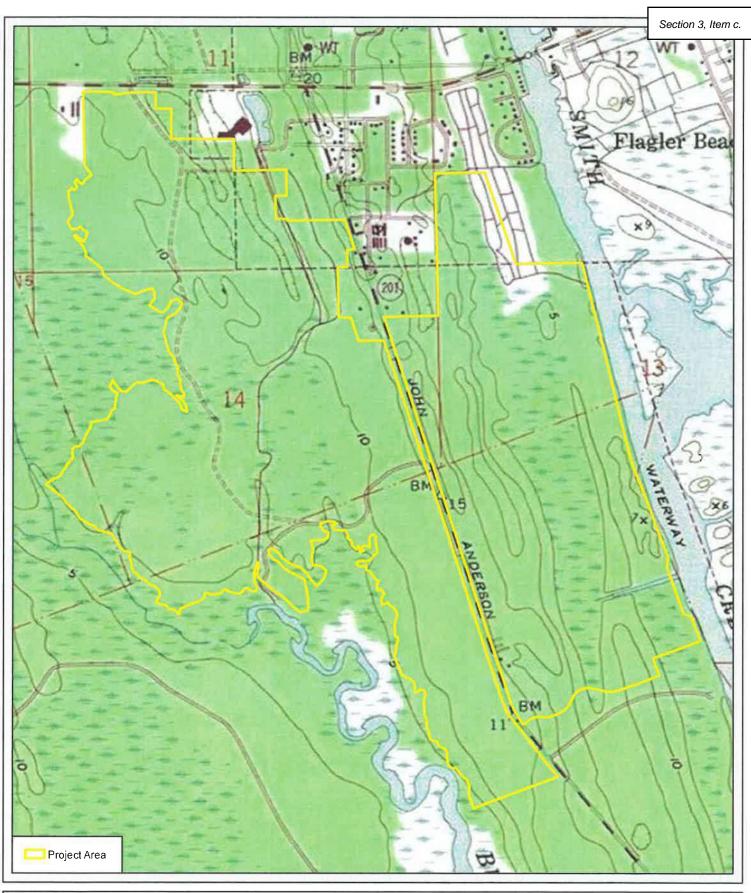


400 800 Feet



Aerial Map Veranda Bay Flagler County, Florida



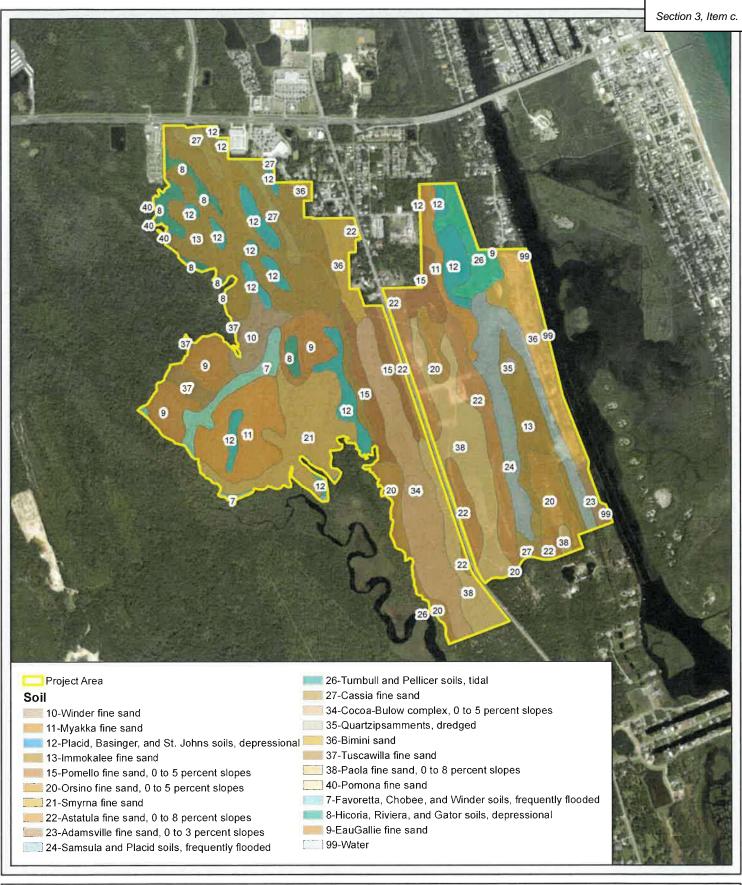


0 600 1,200 Feet



Topographic Map Veranda Bay Flagler County, Florida

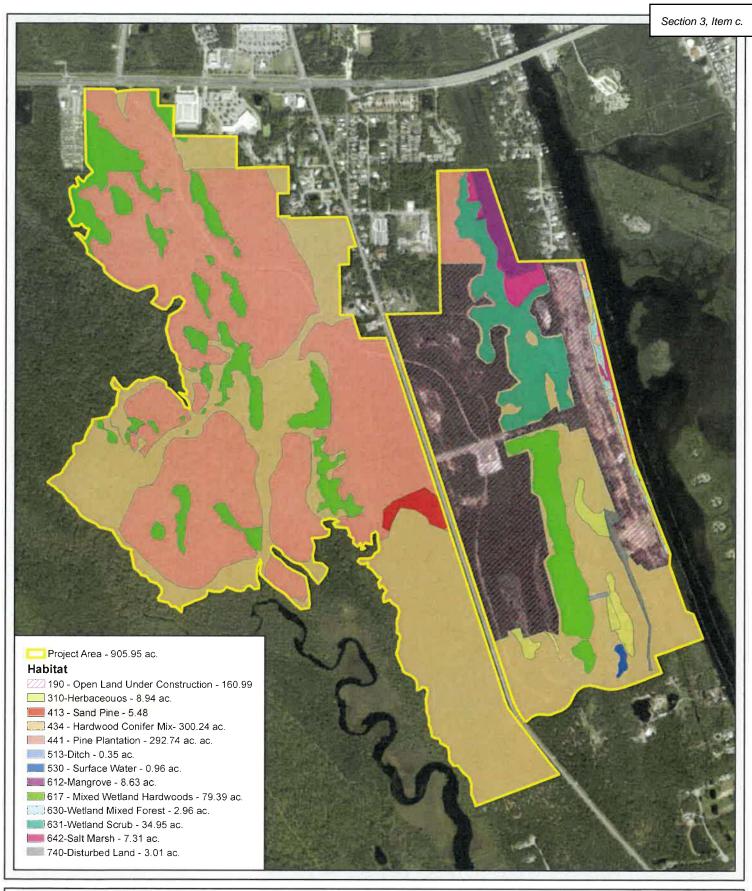




1,000 2,000

Soil Map Veranda Bay Flagler County, Florida



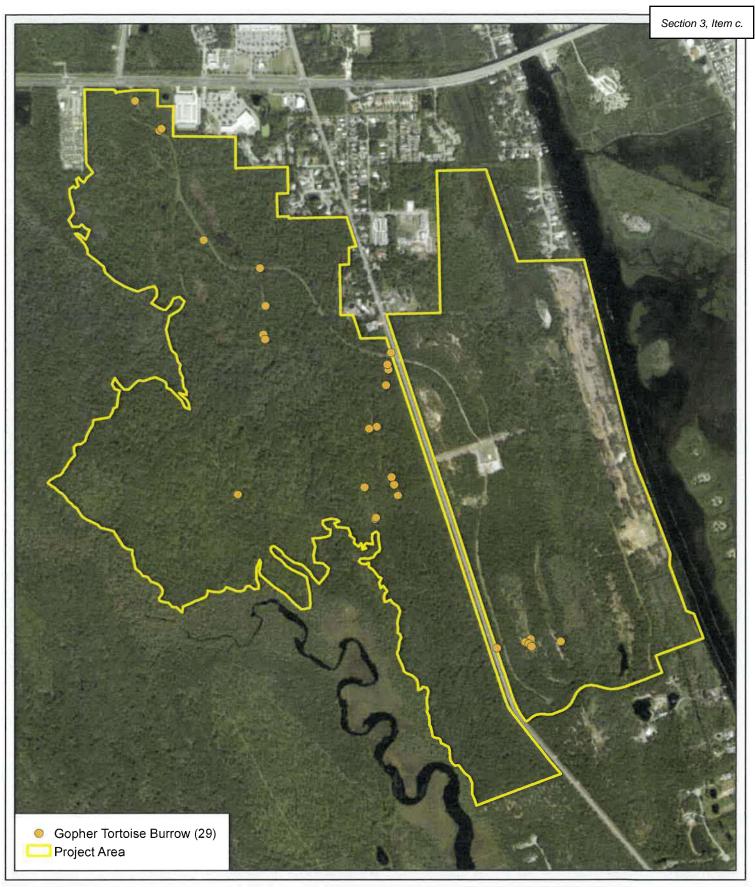


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Habitat Map Veranda Bay Flagler County, Florida





0 600 1,200 Fee



Gopher Tortoise Burrow Location Map Veranda Bay Flagler County, Florida



# EXHIBIT L

# PHASE II ARCHAEOLOGICAL SITE EVALUATION AT 8FL221 FLAGLER COUNTY, FLORIDA

By

Ryan O. Sipe and Greg S. Hendryx

with contributions by

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For

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ESI Report of Investigations No. xxx

EJ05334.00

October 2005



ENVIRONMENTAL SERVICES, INC. 7220 Financial Way, Suite 100 Jacksonville, Florida 32256

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#### I. INTRODUCTION

In September 2005, Environmental Services, Inc. (ESI,) conducted archaeological Phase II site evaluation of the East Creek Site (8FL221) in southern Flagler County, Florida (Figure 1.1). Evaluation of 8FL221 was undertaken on behalf of The Ginn Company, by Ryan Sipe (Field Director), Chris Schaefer, and Elizabeth Brito, under the direction of Greg Hendryx, Principal Investigator. The goal of this investigation was to gather sufficient data in order to evaluate the National Register status of the site. 8FL221 was recorded by Southeastern Archaeological Research, Inc. (SEARCH) during a 2001 survey of the Hammock Beach River Club property (Stokes 2002).

#### **Environmental Setting and Location**

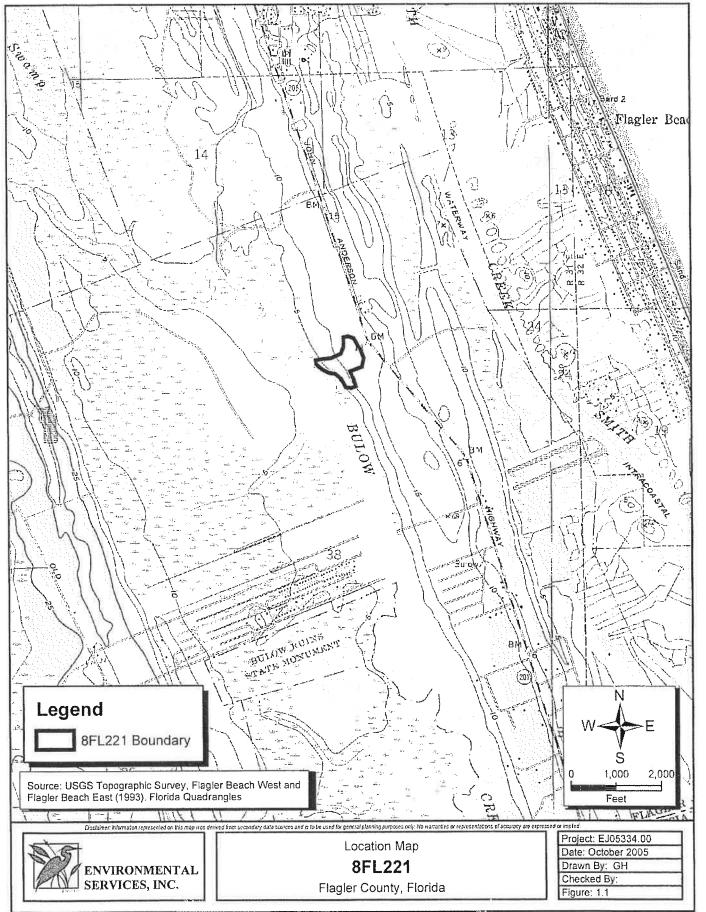
Site 8FL221 is located west of John Anderson Drive on the eastern bank of Bulow Creek. More specifically, the site lies within Section 38 of Township 12 South, Range 31 East on the Flagler Beach West USGS Quadrangle map. It is located within the Hammock Beach River Club property, which is currently an undeveloped, heavily wooded tract. Vegetation within the site boundaries included laurel oak, live oak, long leaf pine, hickory, saw palmetto, and cabbage palm.

The most important hydrological feature in the vicinity of 8FL221 is Bulow Creek, which is a large north-to-south flowing tributary immediately adjacent and west of the site; it forms from Graham Swamp, just to the north, and empties at its confluence with Smith Creek (intracoastal waterway) to the south. Smith Creek is approximately 0.7 miles east of 8FL221, and would have served as a navigable water source, along with Bulow Creek.

Three soil types are represented within the boundaries of the East Creek Site (8FL221), which have drainage capacities that range from very poor to moderately well (Readle et al. 1997). Turnbull sand is a very poorly drained soil type along Bulow Creek. Orsino fine sand and the soils of Cocoa-Bulow complex are moderately well-drained, and found throughout the upland portions of the site.

#### Background

The need for a Phase II site evaluation was demonstrated during the 2001 survey of the Hammock Beach River Club property (Stokes 2002). During the survey, Orange (Late Archaic) and St. Johns I (Woodland) ceramics were recovered from shovel tests, with areas of artifact concentration recognized near Bulow Creek. The original boundaries of the site listed its measurements at 325 meters north/south by 250 meters east/west; however, there were inconsistencies between the mapped shovel test locations and the site boundaries depicted on the USGS map. Several shovel test locations were still identifiable by the presence of provenienced flagging tape; however, pacing from these tests revealed that many of the southern tests dug during the earlier Phase I survey were located outside of the Hammock Beach River Club property boundaries. This assumption was supported by the occurrence of deteriorated flagging tape marking surface finds and presumably former shovel test locations throughout this area that is outside of the Hammock Beach property.



#### **Project Goals and Methodology**

The goal of the investigation was to recover data from 8FL221 in order to determine its eligibility for listing in the *National Register of Historic Places*. The term "cultural resources" as used herin is meant to refer to sites or objects that are archaeological, architectural, and/or historic in nature. "Significant" cultural resources are those meeting the criteria of eligibility for listing in the *National Register of Historic Places*, as defined in 36 CFR 60.4 and in consultation with the Florida State Historic Preservation Officer (SHPO). Testing included digging additional shovel tests at 12.5-meter intervals in cardinal directions around high-density shovel tests recorded during the Phase I survey, and excavating four 1 by 2 meter test units in areas of artifact concentration. This research design was prepared in consultation with Beth Chambless, Historic Sites Specialist with the Division of Historical Resources (Beth Chambless, personal communication August 2005).

#### Results

Eight of 30 positive shovel tests from the previous survey (that contained between 8 and 42 prehistoric artifacts) were identified as locations of artifact concentration at 8FL221. The remaining 22 positive shovel tests yielded a combined assemblage of 51 sherds, 4 shell fragments, 1 bone fragment, 1 whiteware tile, and 1 shotgun shell. Five of the 8 high density positive tests were in the central portion of the site and three were in the southern portion. The location of these shovel tests were difficult to discern because the flags from the earlier survey were largely missing (or deteriorated) and the existing site map was drawn by hand and difficult to read (Appendix C). However, several flags were identified and the remainder of the grid was reconstructed by pacing off the known shovel test locations. As a result, the three high-density shovel tests in the southern portion of the site were found to be outside the boundaries of the Phase I survey tract. Reduced interval testing around the five shovel tests within the central portion of the site revealed four areas of artifact concentration and a 1 by 2 meter excavation unit was dug at each of these locations. Units 2, 3, and 4 revealed moderate to high counts of St. Johns I artifacts and Unit 3 exposed a thin layer of coquina midden and two pit features. Unit 1 did not reveal significant deposits.

#### Recommendations

As a result of the shovel testing and unit excavation, an approximate 62.5-meter (north-south) by 25-meter (east-west) area of archaeological significance was identified. This portion of the site has the potential to produce significant new data on the culture history of the area and is considered eligible for inclusion within the NRHP and should be preserved. If preservation is not an option then impacts to the site must be mitigated through further investigation using a research design created in consultation with the SHPO. The remainder of 8FL221 contained limited cultural deposits, and should be cleared with regard to concern for impacts to significant cultural resources.

#### II. REGIONAL CULTURE HISTORY

This chapter provides a review of archaeological and historical information specific to cultural periods represented at 8FL221 (Table 2.1). Although, this region of Florida recognizes five Native American stages, only two were represented at 8FL221. During the Phase I survey (Stokes 2002), Late Archaic Orange and Woodland St. Johns I ceramic artifacts were recovered; however, the Phase II shovel tests and excavation units relinquished only artifacts of the St. Johns I period. A discussion of these cultural periods is presented below.

Table 2.1: Prehistory of Northeast Florida (adapted from Milanich 1994 and Ashley 2003)

CULTURAL PERIOD	TEMPORAL PLACEMENT
PALEOINDIAN	12,000 - 8,000 B.C.
ARCHAIC Early Middle Late Orange	8,000 - 5,000 B.C. 5,000 - 3,000 B.C. 3,000 - 500 B.C. 2,000 - 1500 B.C.
WOODLAND Deptford Swift Creek Colorinda St. Johns I	500? B.C A.D. 750
MISSISSIPPIAN St. Johns II	A.D. 750 - 1565+
HISTORIC	A.D. 1565 - Present

#### Late Archaic Orange Period

The Orange Period of the Late Archaic was a time of cultural adaptation that incorporated a mixed hunting, gathering, fishing, and shellfishing economy. In northeast Florida it marks the earliest sustained occupation, and was concentrated along the inland waterways of the coastal area (Bond 1987). It has been suggested that a shift occurred toward the gathering of shellfish at this time (Milanich and Fairbanks 1980:152). The Late Archaic peoples of northeast Florida possessed essentially the same material culture as their predecessors, with the addition of fired clay pottery occurring around 2000 B.C. (Milanich 1994). This distinct ceramic type, known as

Orange pottery, was tempered with plant fibers and molded by hand into bowls of various sizes and shapes (Griffin 1945; Bullen 1972). Using surface treatment characteristics, Bullen (1972) further divided this period into four sub-periods:

Orange 1 ceramics date between 2000 and 1650 B.C. and include flat shallow bowls and rectangular vessels.

Orange 2 dates between 1650 and 1450 B.C. and is similar to the Orange 1 varieties except for the addition of horizontal lines and concentric diamond shaped incisions to the exterior of vessels (Milanich and Fairbanks 1980). Although rare, Tick Island motifs with incised spirals have also been documented during this time.

Orange 3 is distinguished by square and rectangular vessels that are straight sided and round mouthed. Surface treatments include parallel and slanted lines, punctations, and tick marks. Orange 3 dates between 1450 and 1250 B.C.

Orange 4 ceramics are characterized by the transition to mixed sand and fiber tempering. This sub-period dates between 1250 and 1000 B.C. and includes simple incised motifs.

Research conducted by Sassaman (2003) in the middle St. Johns River region has resulted in the refinement of the Orange period. As mentioned above, the general belief is that the Orange period ranged from 2000 to 500 B.C.; however, radiocarbon dates from a number of Orange period sites cluster this occupation to a 500-year span that ranged from 2000 to 1500 B.C.

At the end of the Orange Phase, referred to by Bullen (1959, 1971) as the Florida Transitional period (about 1200-500 B.C.), changes in technology and lifestyle occurred in Florida that mark the beginning of the Formative Period. Sand-tempered and limestone-tempered pottery began to take the place of pottery tempered with vegetal fiber. Three different projectile point styles (basally notched, corner notched, and stemmed) began to occur in relatively contemporaneous deposits, which differentiate this period from earlier culture stages and suggest population movement and social interaction between culture areas. Cultural change during this period may have accompanied an increase in the utilization of plant foods. Increased sedentism became possible as prehistoric peoples refined their subsistence strategies in order to more efficiently exploit estuarine resources. By the end of this period of transition, pottery traditions reflect an increase in regional differentiation.

#### Woodland St. Johns I Period

The St. Johns tradition is most noticeable in archaeological assemblages by a chalky pottery containing fossil sponge spicules (cf. Borremans and Shaak 1986). The St. Johns way of life seems to have developed out of the previous Orange culture, as evidenced by St. Johns chalky wares with designs similar to those on Orange incised pottery (Bullen 1972; Milanich and Fairbanks 1980; Russo 1992). The post-Archaic period witnessed an increase in population and settlement numbers compared to earlier times. Cultural traits of the St. Johns period included the construction of burial mounds; a continued reliance on coastal resources; the appearance of new ceramics styles; and the

reputed rise in plant cultivation (Milanich and Fairbanks 1980:157). Contact with other Indian groups, both within and beyond Florida helped to shape the St. Johns culture.

The St. Johns tradition is divided into two major periods, St. Johns I and II, which are further subdivided on the basis of observable changes in material culture (Goggin 1952:40; Milanich and Fairbanks 1980:148). Pottery of the St. Johns I period, 500 B.C. to A.D. 100, is mostly St. Johns Plain, but also includes some St. Johns Incised and Deptford series ceramics. The St. Johns Ia period, A.D. 100-500, is distinguished by the common occurrence of Dunns Creek Red pottery along with St. Johns Plain. Trade wares indicative of this period include Deptford and Swift Creek types. The St. Johns Ib period, A.D. 500-800, is characterized by the predominance of St. Johns Plain in village areas or middens and Dunns Creek Red and Weeden Island types in burial mounds (Milanich and Fairbanks 1980). However, pure St. Johns I sites as defined in the St. Johns heartland are lacking near the mouth of the St. Johns River (Goggin 1952:47; Russo 1992:115).

# III. SUMMARY OF PHASE I STUDY

Site 8FL221 was recorded by SEARCH during a 2001 Phase I cultural resource assessment survey of the Hammock Beach River Club property (Stokes 2002). The site was encountered west of John Anderson Drive on the eastern bank of Bulow Creek. It was determined to be a multi-component site containing a moderate to high density of artifacts associated with the Orange and St. Johns I periods. The boundaries of the site were defined as 325 meters (north-south) by 250 meters (east-west); however, the southern portion of the site was discovered to be outside of the boundaries of the Hammock Beach property. A total of 194 artifacts were recovered from the site including 189 ceramics and 5 lithics.

The pottery recovered from the site included St. Johns plain (n=154), St. Johns incised (n=8), Orange plain (n=16), sand tempered plain (n=10), and grit tempered plain (n=1). The lithic assemblage consisted of 5 chert flakes. One shovel test (ST-756) revealed a gray ashy sand stratum that was believed to be the remains of a subsurface feature. This test yielded 42 sherds but it could not be determined if they were recovered from the ashy lens or the surrounding matrix. This portion of the site was excavated at the Phase II level during the recent study by ESI.

### IV. RESEARCH DESIGN AND METHODOLOGY

This chapter provides an overview of the field and laboratory procedures employed during the testing of 8FL221. Prior to the initiation of fieldwork, a research design was formulated that took into account project objectives, methods, and expected results.

The formulation of a research design for this investigation was preceded by an examination of the shovel test results and data previously gathered by SEARCH during the Phase I investigations of the Hammock Beach River Club property (Stokes 2002). Because intact cultural deposits were identified in at least one shovel test, the primary aim was the identification of intact subsurface archaeological strata and features. The methodology was designed to satisfy the primary goal of the project, which was to assess the significance and NR status of 8FL221.

### Field Methodology

The fieldwork was performed by Greg Hendryx, Ryan Sipe, Chris Schaefer, and Elizabeth Brito. Ryan Sipe directed field operations and Greg Hendryx served as Principal Investigator. The research design for the Phase II investigation was approved by the SHPO, and consisted of digging additional shovel tests (n=26) at 12.5 meter intervals around 8 shovel tests that revealed high artifact concentrations during the Phase I survey, and excavating four formal units that exposed 8 square meters of the site. During fieldwork it was determined that three of the high density tests were excavated outside of the boundaries of the Phase I survey tract, and as such only the tests within the project boundaries were delineated. In instances where we were able to relocate flagging tape marking the Phase I shovel tests of concern, we dug around the positive test location at 12.5 meter intervals; in instances, where we were unable to relocate the shovel test of concern, we excavated tests at the approximate shovel test location (as determined by pacing) and at 12.5 meter intervals around that location. Our intent was to test around Shovel Test's 706, 710, 756, 758, and 766, as defined by SEARCH (Stokes 2002). We were able to relocate two of these flags (706 and 756); however, the flag for ST 756 was found on the ground and may not have marked its original location. Accordingly, we dug at the location where the flag was found and at 12.5 meter intervals around this flag. We also dug at the location where our pacing had guided us to the presumed location of ST 756 (which was about 12 meters to the west), and at 12.5 meters around that location.

As recommended by the SHPO, all shovel tests were 50 cm in diameter and dug to a depth of one meter or until sterile soil was encountered. All excavated soil was sifted through 6.35 mm (1/4") mesh mounted upon portable-shaker screens. Pertinent field data, including shovel test locations, soil stratigraphy, environmental setting, topography, etc., were recorded for each test. Upon completion, every shovel test was backfilled. All field notes, forms, and maps were transported to the ESI laboratory.

Four formal test units were excavated to expose 8 square meters of the site. Unit placement was determined by artifact concentration as revealed by shovel testing conducted during the Phase I and II investigations. Each unit was excavated in arbitrary 10 cm levels to sterile soil and depth was determined from a stationary datum point. A 50 by 50 cm sondage was extended from the base of each of the units. Wall profiles were drawn and photographs were taken of each

excavation unit. Units were numbered sequentially (Units 1-4) in the order that they were dug. All field notes, forms, and maps were transported to the ESI laboratory.

### Laboratory Methodology

A standardized catalogue system was initiated during fieldwork and was employed to ensure that provenience data were recorded for each recovered artifact. This record-keeping system facilitated subsequent laboratory processing and analysis. In the laboratory, all cultural materials were washed, analyzed, quantified, and rebagged according to provenience. The resulting data were entered into a computer file.

Prehistoric artifacts recovered during fieldwork primarily included St. Johns pottery; however, lithic material was encountered as well. The specific dates of manufacture and the identifying characteristics of the artifact categories were determined based on appropriate references. All artifacts are being housed at the ESI laboratory pending selection of a permanent curation facility.

### Prehistoric Ceramics

All prehistoric potsherds were examined, but only those larger than 2 cm in size were subjected to detailed analysis. Small sherds (diminutives) measuring less than 2 cm in size were tabulated but not typed. A general discussion of ceramic terms is presented below.

Sherd: Fragment of fired clay pottery.

Body sherd: A fragment of the body of a ceramic vessel.

Rim sherd: A pottery fragment that contains part of a vessel lip.

Temper: An aplastic material added to clay to reduce shrinkage and/or breakage

during the drying and firing process; i.e. sand, shell, clay, and/or grog.

Unidentified: Exterior surface of sherd is either eroded or is such that its finish cannot be

determined with accuracy.

Diminutive: Diminutive sherds are smaller than 2 cm square. Typically, such sherds

are included in initial artifact counts as a separate category and then

removed from higher levels of data analysis.

Whenever possible, prehistoric potsherds were classified according to published pottery types for the region, although precautions were taken not to force sherds into existing ceramic classifications. Those sherds not easily recognized were described based on surface treatment and paste characteristics. Diagnostic ceramics were used to identify aboriginal cultural affiliations and to determine the relative dates for site activities. St. Johns plain was the primary diagnostic pottery type encountered during the Phase II investigations and is discussed below.

St. Johns (500 BC - AD 1565+): A distinctive aboriginal pottery that exhibits a chalky tactual quality due to the presence of microscopic freshwater sponge spicules. The typically soft character of the ware makes it susceptible to surface erosion and weathering. Most St. Johns sherds are either plain or check stamped, although some may be scraped or simple stamped. Other decorations also exist. The majority of the pottery recovered at 8FL221consisted of St. Johns plain. Undecorated St. Johns pottery is found at St. Johns I and II sites; however, because no checkstamped pottery was encountered, 8FL221 was likely an early Woodland St. Johns I occupation. Red filmed St. Johns sherds were also recovered, which are referred to as Dunn's Creek Red.

### Lithic Material

Lithic artifacts recovered during the project, included chert debitage. There were 32 debitage fragments recovered, including three pieces of shatter and 29 chert flakes.

A flake is a lithic artifact that has been removed from a larger mass by the application of force and which demonstrates a platform and a bulb of percussion (Crabtree 1972:64). A complete flake demonstrates a point of applied force, intact margins, and ventral and dorsal surfaces (Sullivan and Rosen 1985:759).

Shatter is an angular, chunky fragment of stone that lacks the flat morphology of a flake. Shatter also lacks a clear bulb of percussion and is unalignable.

### Informant Interviews

Locating archaeological sites and gaining familiarity with the history of a project tract is often facilitated through interviewing local citizens that live or spend time within close proximity to the parcel. No such individuals were approached for interview during the study of this undeveloped and isolated site.

### Procedures to Deal With Unexpected Results

Archaeologists frequently encounter unanticipated features or sites that require efforts that exceed the scope of project expectations. In such cases it is sometimes necessary to reevaluate the research design and/or seek additional funding to address unexpected discoveries. It is our policy to amend a project research design as needed to ensure that proper treatment and evaluation are afforded to unexpected findings. Coordination with the office of the SHPO is a necessary step in such an approach. Unexpected findings can also occur during project construction and might include the discovery of human remains, which would require that development cease and that the State Archaeologist be contacted in compliance with Chapter 872.05, Florida Statutes, or a medical examiner if the remains appear less than 75 years old.

#### Site Evaluation Criteria

In assessing the archaeological significance of any site, standard criteria are used as the basis for interpretations and recommendations. Significant cultural resources are those meeting the criteria of eligibility for inclusion in the *National Register of Historic Places*, as defined in 36

CFR 60.4, and in consultation with the State Historic Preservation Officer (SHPO). According to established guidelines, significance is judged when sites, structures, or objects possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. that are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. that are associated with the lives of persons significant in our past; or
- C. that embody the distinctive characteristics of a type, period, or method of construction or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinctions; or
- D. that have yielded, or may be likely to yield, information important in prehistory or history.

While most archaeological sites are recommended as eligible to the NRHP under Criterion D, the potential to "yield information important in prehistory and history," this criterion is rather ill defined. In order to clarify the issue of site importance, the following attribute evaluations add a measure of specificity that can be used in assessing site significance and NRHP eligibility:

- a. Site Integrity Does the site contain intact cultural deposits or is it disturbed?
- b. Preservation Does the site contain material suited to in-depth analysis and/or absolute dating such as preserved features, botanical material, faunal remains, or human skeletal remains?
- c. Uniqueness Is the information contained in the site redundant in comparison to that available from similar sites, or do the remains provide a unique or insightful perspective on research concerns of regional importance?
- d. Relevance to Current and Future Research Would additional work at this site contribute to our knowledge of the past? Would preservation of the site protect valuable information for future studies? While this category is partly a summary of the above considerations, it also recognizes that a site may provide valuable information regardless of its integrity, preservation, or uniqueness.

#### V. RESULTS

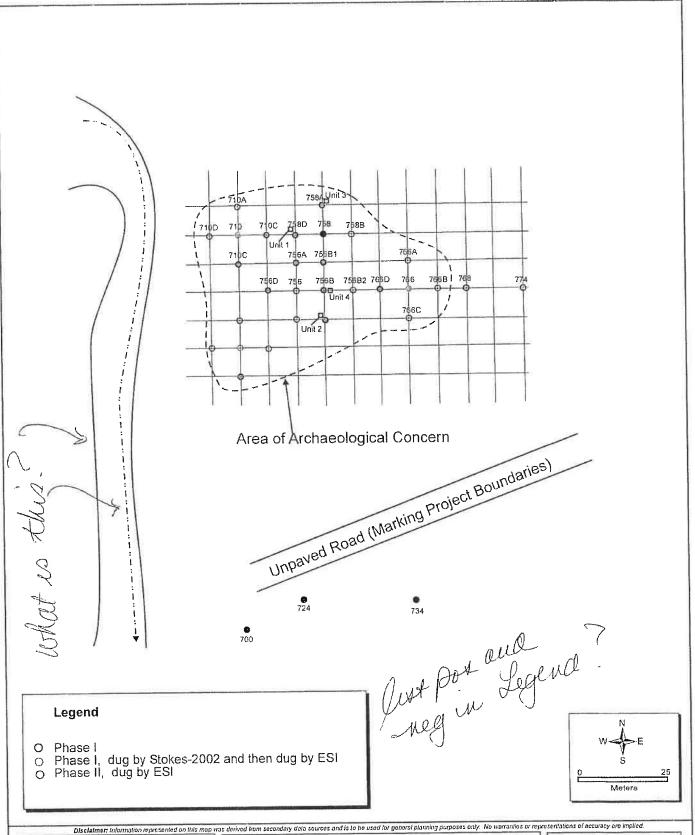
In September 2005, ESI conducted a Phase II site evaluation of the East Creek Site (8FL221) in Flagler County, Florida. This phase of the testing included digging reduced interval shovel tests around high density positive tests identified during the Phase I survey and opening four excavation units to provide 8 square meters of exposure. Figure 5.1 depicts the location of shovel tests and test units dug during the Phase II investigations. This map also depicts select tests dug during the earlier Phase I study by SEARCH (Stokes 2002) that serve as a reference point for the current study. A map of each of the Phase I shovel tests is provided in this report as Appendix C. The site was recorded as measuring 325 by 250 meters; however, based on analysis of the Phase I results (artifact count and concentration), the area of archaeological concern upon which the Phase II level testing was focused, measured 125 by 87.5 meters (see Figure 5.1)

#### **Shovel Tests**

Thirty positive shovel tests were dug at 8FL221 during the Phase I survey of the property and 26 additional shovel tests were excavated during the Phase II-level testing, including 12 that were positive (Table 5.1). Seventy-one artifacts were collected from these shovel tests, all of which were prehistoric ceramics. All artifacts were recovered from between 10 and 60 cm below surface and included St. Johns plain (n=52), St. Johns diminutive (n=15), and Dunns Creek Red (n=4), all of which are likely affiliated with a St. Johns I occupation. The absence of check stamping on any of the sherds is a strong indicator that this site does not have a St. Johns II component.

Table 5.1. Artifacts from Shovel Testing During the Phase II at 8FL221

Provenience	Count	Weight	Description	Comments
ST 706C	1	11.6	St. Johns, plain	
ST 710B	1	3.8	St. Johns, plain	straight flat rim
ST 710D	2	8.9	St. Johns, plain	
ST 710D	2	0.9	St. Johns, diminutive	
ST 756B1	2	4.3	Dunns Creek Red	2 mend, incurvate rounded rim, red film exterior
ST 756B3	10	6.6	St. Johns, plain	2 mend
ST 758	1	4.0	St. Johns, plain	
ST 758A	7	25.2	St. Johns, plain	1 mends w/rim sherd; 3 mend
ST 758A	3	_11.9	St. Johns, plain	3 mend; 2 have incised line, straight round rim
ST 758D	11	30.9	St. Johns, plain	
ST 758D	7	3.0	St. Johns, diminutive	
ST 758D	1	2.5	Dunns Creek Red	beveled rounded rim
ST 758D	1	6.3	Dunns Creek Red	3 fingernail impressions
ST 766D	6	54.4	St. Johns, plain	2 mend
ST 756A	2	07	St. Johns, diminutive	1 mends w/plain
ST 756A	5	13.4	St. Johns, plain	
ST 756B	2	7.3	St. Johns, plain	
ST 756B	2	1.1	St. Johns, diminutive	
ST 756D	3	3.9	St. Johns, plain	
ST 756D	2	1.0	St. Johns, diminutive	





Shovel Test and Test Unit Locations 8FL221

Flagler Beach, Florida

Project: EJ05334.00 Date: October 2005 Drawn By: GH Figure: 5.1

#### **Excavation Units**

Reduced interval testing around moderate-to-high density shovel tests (as indicated by analysis of the Phase I results) revealed that the majority of 8FL221 contained limited subsurface deposits; however, four of the shovel tests excavated at the Phase II level encountered moderate-to-high artifact counts, and a 1 by 2 meter excavation unit was placed at each of these locations (as seen on Figure 5.1).

<u>Unit 1</u>: Test Unit 1 (1 x 2 meters) was excavated in the central portion of the site adjacent to Shovel Test 758D due to its relatively high artifact density (n=18). Seven 10 cm levels were excavated within Unit 1 and revealed stratigraphy that included an approximately 10 cm deep humic layer comprised of gray (10YR 6/1) sand (Stratum I) underlain by yellowish brown (10YR 5/4) fine sand that extended to between 50 and 70 cmbs (Stratum II). Beneath Stratum II was a layer of very pale brown (10YR 7/4) very fine sand that extended to the base of the unit at 70 cmbs (Figures 5.2 and 5.3). A 50 by 50 cm sondage was excavated in the southeast corner of Unit 1 to investigate for deeply buried deposits. The sondage was negative and was dug to a depth of 110 cmbs, revealing a fourth stratum (Stratum IV) comprised of very pale brown (10YR 8/3) sand. Two large areas of dark staining were identified within Stratum II on the east wall profile of the unit. These areas consisted of dark yellowish brown (10YR 4/4) sand (Stratum IIa) and are likely associated with the root balls of two large palm trees.

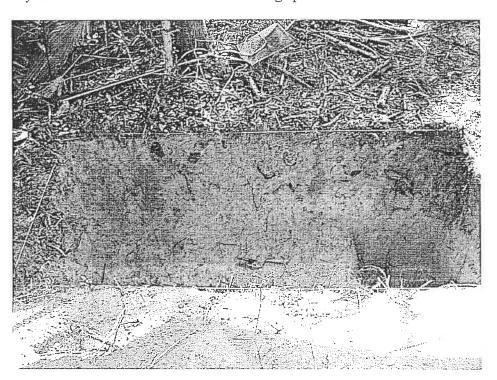


Figure 5.2. East View of Unit 1 at 70 cmbs

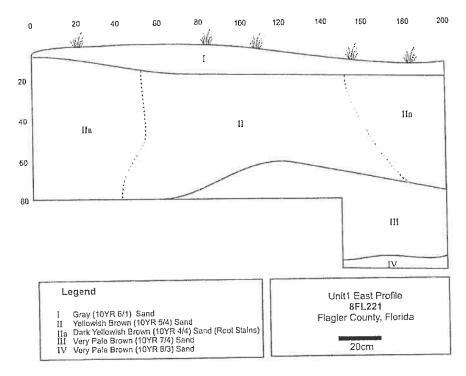


Figure 5.3. Unit 1 East Profile

There were 45 artifacts from Unit 1, including ceramics (n=17) and lithics (n=28) (Table 5.2). The majority of artifacts were encountered between 30 and 40 cmbs. The ceramics included: St. Johns plain (n=15), sandy St. Johns plain (n=1), and one diminutive St. Johns sherd. Lithic artifacts included 28 chert flakes, 22 of which were heat-treated. The flakes were largely recovered from levels that included St. Johns plain ceramics and do not indicate a preceramic occupation. Many of the sherds were small (however, not diminutive), which accounts for the moderately high artifact count.

Table 5.2. Artifacts from Unit 1

Level	Count	Weight	Artifact Description	Comments
2	2	26.7	St. Johns, plain	mend
3	1	0.0	flake, chert	heat treated
3	3	0.5	flake, chert	cream colored
3	1	0.3	St. Johns, diminutive	
4	6	1.6	flake, chert	heat treated
4	12	67.4	St. Johns, plain	
4	1	0.8	St. Johns, plain	rounded/beveled rim
5	1	0.1	flake, chert	gray colored
5	8	13.0	flake, chert	heat treated
6	2	1.0	flake, chert	dark brown colored
6	2	2.0	flakes, chert	heat treated
6	1	23.7	Sandy St. Johns, plain	
7	5	7.3	flakes, chert	heat treated

<u>Unit 2</u>: Unit 2 measured 1 by 2 meters and was excavated adjacent to Shovel Test 756B, which yielded 10 artifacts. Six 10 cm levels were excavated within the unit that revealed four strata (Figures 5.4 and 5.5). Stratum I was an approximately 10 cm deep humic layer of dark gray (10YR 4/1) sand. Beneath the humic zone was a layer of light olive brown (2.5Y 5/3) sand to approximately 35 cmbs (Stratum II) underlain by a light yellowish brown (10YR 5/8) layer of very fine sand that extended to the base of the unit at 60 cmbs (Stratum III). A 50 by 50 cm sondage was excavated in the northeast corner of Unit 2 in order to investigate the possibility of deeply buried deposits. The sondage was dug to a depth of 100 cmbs and revealed a layer of very pale brown (10YR 8/3) sand at 80 cmbs (Stratum IV). No artifacts were recovered from the sondage.

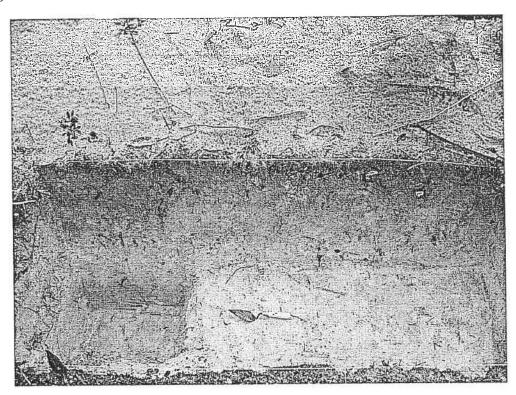


Figure 5.4. East View of Unit 2 (at 60 cmbs)

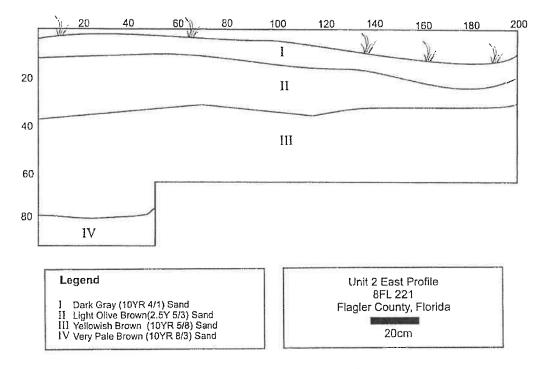


Figure 5.5. Unit 2 East Profile

There were 39 artifacts recovered from Unit 2, the majority of which (n=37) were recovered between 20 and 40 cmbs. The artifacts included St. Johns plain (n=21), St. Johns eroded (n=9), and diminutive St. Johns sherds (n=8). One chert flake was recovered from Level 6 (Table 5.3). Levels 3 and 4 appear to represent an intact occupational strata.

Level	Count	Weight	Artifact Description	Comments
3	9	31.5	St. Johns, eroded	
3	3	8.8	St. Johns, plain	
3	7	6.2	St. Johns, diminutive	
4	18	104.0	St. Johns, plain	
5	1	0.2	St. Johns, diminutive	
6	1	0.3	flake, chert	brown and cream colored

Table 5.3. Artifacts from Unit 2

<u>Unit 3</u>: This 1 by 2 meter unit was excavated adjacent to Shovel Test 758A, which yielded 10 sherds during the Phase II shovel testing. Seven 10 cm levels were excavated that revealed a soil profile exhibiting five strata (Figures 5.6 and 5.7). Stratum I was an approximately 14 cm deep humic layer comprised of very dark brown (10YR 2/2) sand that contained relatively dense root mat. Stratum II was a layer of dark brown (10YR 3/3) sand that extended from 14 to approximately 44 cmbs. Within Stratum II, a thin coquina midden and dark yellowish brown (10YR 3/4) sand was encountered at approximately 26 cmbs that extended approximately 140 cm from the north end of Unit 3 (Stratum III) (as seen in Figure 5.7). A shallow pit feature (Feature 1) was also visible in the profile at this level but was separate from the midden.

Beneath Stratum II was a layer of yellowish brown (10YR 5/8) sand that extended to the base of the north half of Unit 3 at 70 cmbs (Stratum IV). The southern half of the unit revealed a layer of dark yellowish brown (10YR 4/8) and extending from around 62 cmbs to the base of the unit at 70 cmbs (Stratum V). Upon completion of the formal excavation, a 50 by 50 cm sondage was excavated within the northeast corner of the unit to a depth of 100 cmbs in order to test for deeply buried deposits. The sondage revealed that Stratum V extended to 100 cmbs and no deeply buried artifacts were encountered. Two coquina pit features were encountered within Unit 3 (Features 1 and 2) as discussed below.

As mentioned above, a coquina midden was encountered in Stratum II, which corresponded with Level 3. The midden portion of this level was screened separate from the surrounding matrix soils, and the artifacts from the midden are depicted as being from Level 3A in the artifact table (Table 5.4).

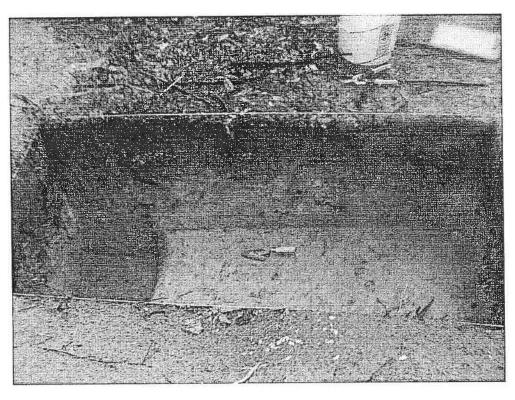


Figure 5.6. East View of Unit 3 (at 70 cmbs)

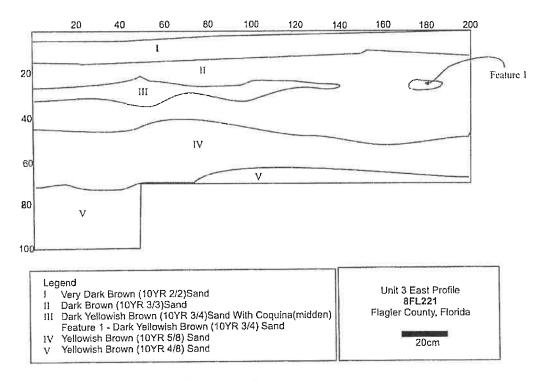


Figure 5.7. Unit 3 East Profile

Seventy artifacts were recovered from Unit 3 (excluding those derived from features), as well as 23 fragments of animal bone. The artifacts included prehistoric ceramics (n=67) and chert debitage (n=3). All of the pottery exhibited chalky spicule tempered paste, characteristic of the St. Johns period; these included St. Johns plain (n=36), St. Johns eroded (n=2), and diminutive St. Johns (n=29) sherds. The lack of St. Johns check stamped pottery suggests that the artifacts are associated with the Woodland period St. Johns I culture. Fifty-nine percent of the artifacts were recovered from Levels 3 and 4, which in part contained the coquina midden. Specifically, 17 St. Johns sherds and all of the faunal remains were recovered directly from the midden portion of the unit (Level 3a). It is quite possible that some of the artifacts from the general matrix of Levels 3 and 4 were also associated with the midden. The faunal remains included deer scapula (n=3), shark/ray vertebrae (n=2), UID mammal (n=4), and UID bone (n=14).

Table 5.4. Artifacts from Unit 3 (Level 3A, Highlighted in Gray, Signifies the Coquina Midden)

Level	Count	Weight	Artifact Description	Comments
2	2	16.9	St. Johns, plain	mend, straight beveled rim
2	5	10.2	St. Johns, plain	1 mends w/rims
2	1	2.0	St. Johns, eroded	
2	5	3.4	St. Johns, diminutive	
3	1	0.5	uid bone	
3	3	2.3	St. Johns, diminutive	
3	1	1.4	St. Johns, eroded	
3	5	38.9	St. Johns, plain	2 mend

			The state of the s	
3a	- 3 · w	16.5	deer scapula frags.	
3a	8	3.2	uid bone frags.	
3a	4	7.0	UID mammal bone	probably deer
3a	2	25.3	St. Johns, plain	straight rounded rim
3a	11	75.0	St. Johns, plain	4 mend w/each other
3a	4	3.1	St. Johns, diminutive	
4	2	0.6	shark/ray vertebrae	
4	5	3.8	uid bone	
4	3	18.8	St. Johns, plain	straight rounded rim
4	7	57.8	St. Johns, plain	2 mend
4	5	4.3	St. Johns, diminutive	
5	1	15	chert cortex frag.	heat treated
5	1	2.2	St. Johns, plain	
5	3	1.2	St. Johns, diminutive	
6	2	2.2	chert shatter	heat treated
6	9	4.1	St. Johns, diminutive	

Feature 1: Feature 1 was noted at 22 cmbs within the southeast corner of Unit 3. In plan, the feature appeared as a small oval concentration of coquina shell that was truncated by the east wall of the Unit 3 (Figure 5.8). The portion of the feature encountered within the unit measured 20 by 15 cm in plan and extended 3 cm beneath its point of origin at 26 cm (Figure 5.9). No artifacts were recovered from within Feature 1.

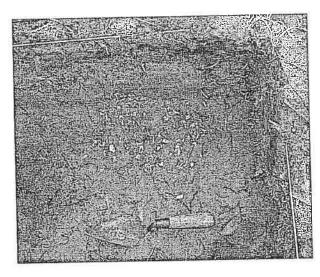


Figure 5.8. Photograph of Feature 1 in Plan View

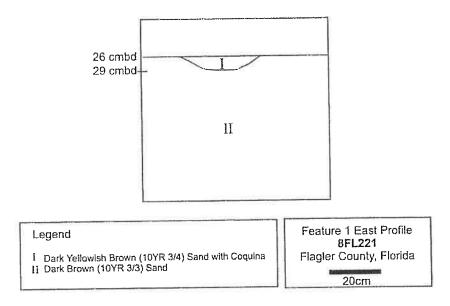


Figure 5.9. Feature 1 East Profile

Feature 2: This coquina shell-filled cooking pit feature was encountered in the center of Unit 3, at the base of the coquina midden (approximately 33 cmbd) (Figure 5.10). It measured 55 by 30 cm in plan and was bisected on an east-west axis to reveal a bowl-shaped profile that extended 23 cm to 56 cmbd (Figures 5.11 and 5.12). The north half of the feature was screened through ¼ inch mesh in the field, as was part of the south half, with the exception of a one gallon soil/shell sample that was retained for fine screen analysis at the ESI laboratory.

Sixteen artifacts were recovered from Feature 2 including 10 St. Johns plain sherds (204.1 g) and 6 diminutive St. Johns sherds (0.8 g). One of the St. Johns sherds exhibited a rounded rim and another had one piece of grog within its paste. The remaining feature content was collected from the fine screen analysis and included: 10 small snail shells; 39 fish vertebrae; 115 unidentified bone fragments; 2 drum fish teeth; 1 smoothed clam shell; 1 scallop shell fragment; 2 eroded and unidentified shell fragments; 200 burned shell fragments (5.5 g); and 103 pieces of charcoal (1.3 g). Based on the recovery of fish bone and charcoal, this feature likely functioned as a cooking pit, whereby coquina shells were added to provide flavor and sustenance. There were 11 liters of coquina shell collected from the feature, including 8 that were quantified in the field, and the remaining 3 liters were included within the soil/shell sample. Shell samples suitable for radiocarbon dating this St. Johns I feature have been retained.

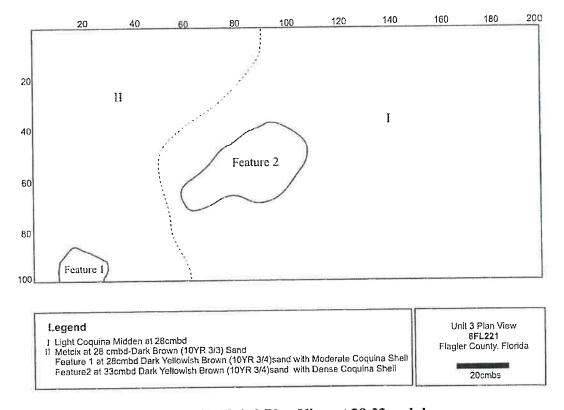
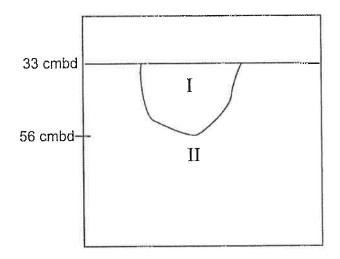


Figure 5.10. Unit 3 Plan View at 28-33 cmbd



Figure 5.11. Photograph of Feature 2 in Profile (33-56 cmbd)



Legend

I Dark Yellowish Brown (10YR 3/4) Sand with Coquina
II Dark Brown (10YR 3/3) Sand

Feature 2 South Profile
8FL221
Flagler County, Florida
20cm

Figure 5.12. Feature 2, South Profile (33-56 cmbd)

Table 5.5 Artifacts from Feature 2 (1/4 inch and fine screen combined)

Count	Weight	Artifact Description	Comments
8	164.2	St. Johns plain	St. Johns
1	34.8	St. Johns plain	straight rounded rim
1	5.1	St. Johns plain	2 mend, one grog particle observed in paste
6	08	diminutive	probably St. Johns, very small
10	0.1	small snail shells	7 whole shells, 3 fragments
39	0.7	fish vertebrae	
115	1.4	UID bone	mostly fish, some likely to be bird
2	0.1	drum teeth	
200	5.5	burned shell fragments	most likely coquina shell
103	1.3	charcoal	
1	3.4	smoothed clam shell	
5	11	scallop shell fragments	
2	0.7	UID shell	deteriorated

<u>Unit 4</u>: Unit 4 measured 1 by 2 meters and was excavated adjacent to shovel test 756B, which corresponds with the location of shovel test 756 from the Phase I survey (as explained in the Field Methodology section of the Research Design and Methodology chapter). The original ST 756 yielded 42 sherds and revealed a gray ashy lens interpreted as a possible cultural feature. The location of the shovel test was not clear during Phase II investigations, and Unit 4 was placed adjacent to a shallow depression believed to be the likely location of the test. Seven 10 cm levels were excavated within this unit that revealed a stratigraphy that consisted of five strata

(Figure 5.13). Stratum I was an approximately 10 cm thick humic zone comprised of dark brown (10YR 3/3) sand and a dense root mat. Beneath the root mat were three discreet zones of yellowish brown (10YR 5/4) sand that are likely related to palm root activity (Stratum II). The northernmost of these zones may be the remains of the Phase I shovel test (Stratum II and IIa). Stratum III was a light gray (10YR 7/2) sand that extended to the base of the unit at 70 cmbs, and Stratum IV was a layer of yellowish brown (10YR 5/6) sand that extended from 62 cmbs to the base of the unit at 70 cmbs in its northern part (Figure 5.14). There were no cultural features or gray ashy lens encountered within Unit 4; however, the location of the previous shovel test was unclear and the unit may not have intersected the location of the anomaly encountered during the Phase I study.

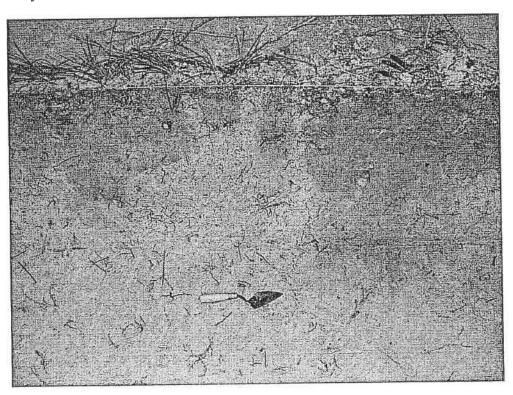


Figure 5.13. West View of Unit 4 (at 70 cmbs)

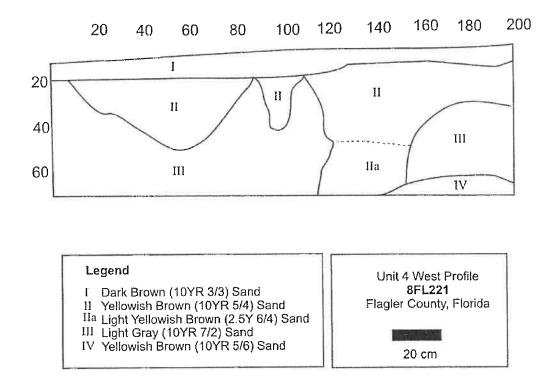


Figure 5.14. Unit 4 West Profile

There were 39 artifacts from Unit 4, all of which were prehistoric ceramics (Table 5.6) that appear to date to the St. Johns I period. These include: St. Johns plain (n=16), St. Johns eroded (n=3), and diminutive St. Johns (n=18), as well as two pieces of Dunns Creek Red pottery, which is a spiculate pottery with a characteristic red slip that is often recovered from St. Johns I sites. Eighty-seven percent (n=34) of the entire assemblage was recovered from Level 4. One sherd was recovered from Level 3, and two sherds were from Levels 5 and 7 each. This evidence suggests an intact occupational strata from 30 to 40 cmbs.

Table 5.6. Artifacts Recovered from Unit 4

Level	Count	Weight	Artifact Description	Comments
3	1	1.6	St. Johns, plain	
4	17	8.6	St. Johns, diminutive	
4	11	123.4	St. Johns, plain	3 mend, 1 mends w/rim
4	1	19.5	Dunns Creek Red	interior red film, plain
4	1	7.8	St. Johns, plain	straight rounded rim
4	1	100.8	St. Johns, plain	mends w/ I plain sherd, straight rounded rim
4	3	11.5	St. Johns, eroded	
5	1	18.4	Dunns Creek Red	4 mend, straight rounded rim, red film interior
5	1	2.0	St. Johns, plain	3 mend
7	1	0.6	St. Johns, diminutive	
7	1	0.9	St. Johns, plain	

Interpretation: 8FL221 was a St. Johns I habitation site of moderate size with a small Late Archaic Orange period component. No Orange fiber tempered pottery was encountered during Phase II excavations at the site; however, eleven sherds were recovered during the Phase I survey. Because no provenienced artifact list was provided in the Phase I survey report, it is unclear whether the Late Archaic artifacts were confined to a specific portion of the site or scattered throughout.

There were 248 St. Johns potsherds recovered during Phase II investigations at 8FL221 that included plain, eroded, and Dunns Creek Red types, as well as St. Johns diminutive sherds. The complete absence of check stamping from this assemblage strongly supports a St. Johns I (Woodland) affiliation.

Lithic debitage was also recovered that included flakes and shatter. No formal tools were recovered; however, the occurrence of 32 lithic debitage fragments does indicate tool manufacture and/or maintenance activities took place on site. Furthermore, most of these appear to be late stage reduction flakes, suggesting that tool maintenance occurred more regularly than tool manufacture. Much of the debitage was heat treated, and this practice of thermally altering lithic raw material became common practice after the Early Archaic.

Unit 3 revealed a thin coquina shell midden and exposed two coquina pit features. The unit also yielded 70 artifacts from general levels and 16 more from Feature 2. The presence of coquina midden and cultural features, coupled with the artifact density at this location suggests that this portion of the site was occupied for a specific activity that was not evident in the other areas investigated. The midden overlies a relatively large cooking pit feature (Feature 2). It is unclear whether the overlying midden is truly a coquina midden or whether the top portion of the aforementioned cooking pit feature was scattered by more recent disturbance. This hypothesis is advanced, as the midden overlaps and extends in only one direction from the feature, as if had been spread during more recent times; however, given its spatial extent and maximum thickness (approximately 10 cm), it does likely represent a midden. The occurrence of such a cooking pit feature might indicate the presence of a prehistoric house in this vicinity. ethnographic analysis of Efe Pygmy campsites in Zaire have illustrated that exterior hearths are usually found between 0 and 3.25 meters from structures, and average 0.67 meters from the structure (sample size = 67) (Fisher and Strickland 1989:478), and this analysis has helped define potential structural remains at the Orbit Inn Site, a fifteenth-century hunter-gatherer site in Utah (Simms and Heath 1990:804).

The midden itself was composed of 99% coquina shell and 1% oyster and scallop fragments. Coquina is found on sand beaches at or above the low tide line. The shellfish are collected by digging up the wet sand as waves recede down the beach (Rehder 1994). However, the closest beach is located approximately 1.5 miles east of 8FL221. If the beach were at its present location during the occupation of the site, the inhabitants would have had to collect the coquina at the coast and then haul them back to 8FL221 where the shellfish was processed and discarded. Sea level oscillations may provide another explanation; if the water level was higher, the beach may have been more closely accessible to the people that inhabited 8FL221.

The predominance of coquina shell at 8FL221 is also somewhat unique for a St. Johns I occupation. Past researchers have suggested that the dominance of coquina shell is a temporal indicator of a Late Archaic midden and that the dominant presence of oyster shell can date a midden to the St. Johns period (Claasen 1986). Russo (1988); however, indicates that shell species can not be used to accurately date middens and cites a majority of Orange period middens dominated by oyster and other shellfish. He also points out that, while oyster is generally the dominant species within St. Johns middens, there are enough exceptions to make oyster shell a poor temporal indicator. The Palm Coast site (8FL15) is one of these exceptions, and like 8FL221, it is a coquina midden associated with a St. Johns occupation (Miller 1981). ESI has found evidence to support a correlation between the association of coquina and the Late Archaic Orange and Oyster and subsequent cultures. Specifically, excavations at the Dupont Site (8FL236) in Flagler County (Handley 2005) and at the WFOY property (Site SJ3128) in St. Johns County (Handley 2003) have revealed numerous coquina pits associated with Late Archaic Orange period pottery (Handley 2005), while each of these sites also yielded more recent prehistoric artifacts (Mississippian St. Johns II) associated with oyster shell midden and features.

Determination of Eligibility: Site 8FL221 measures 325 by 250 meters as defined by SEARCH (Stokes 2002). Recent Phase II level investigations by ESI were slated to evaluate two areas of artifact concentration, including one in the southern portion of the site and one in the central portion. The southerly artifact concentration was found to be outside of the Hammock Beach River Club property boundaries (as discussed earlier in this report) and the centrally located artifact concentration was evaluated through Phase II level testing that included digging reduced interval shovel tests and formal excavation units. Based on an analysis of the data compiled by SEARCH, the northern area of artifact concentration measured about 125 by 87.5 meters, and this area was intensively tested by ESI. As a result, the area of artifact concentration was refined to encompass a 62.5 meter (north-south) by 25 meter (east-west) area. This portion of the site contained moderate to high artifact counts, cultural features, and intact occupational strata, all characteristics that would indicate that this portion of the site is eligible for inclusion in the NRHP. Further archaeological investigation within this portion of the site would have potential to yield significant new information and address prevailing research themes regarding the St. Johns I culture, as presented below.

• Determining Temporal Placement. Determining the temporal placement of the occupation at 8FL221 may be pertinent to current research gaps in the transitional period from Late Archaic Orange fiber tempered pottery to Woodland period St. Johns pottery. The midden encountered at 8FL221 is composed almost entirely of coquina shell. Middens such as this often contain Orange fiber tempered pottery; however, at 8FL221 only St. Johns plain sherds were recovered. Recent research by Sassaman (2003) has refined the date range associated with Orange fiber tempered pottery. Previously, the Orange period was believed to range from 2000 to 500 BC. (Bullen 1972); however, radiocarbon dates from a number of Orange period sites cluster this occupation to a span ranging from 2000 to 1500 BC. The infrequent associations of St. Johns pottery with a subsistence resource traditionally associated with the Orange period suggests that 8FL221 may fit within the temporal gap created by the current research on the Orange period. The coquina shell or other organic material recovered from Feature 2 are in direct

- association with St. Johns pottery and can be used to get an accurate radiocarbon date for the occupation of the site.
- <u>Intrasite Variability</u>. The excavation of Unit 3 revealed a thin sheet midden and cultural features suggestive of food preparation activities that were not evident at other shovel test and test unit locations during the Phase II investigation. It is anticipated that exposure of a larger area around Unit 3 will yield information on the specific activities conducted here or even household settlement patterns at the site.
- <u>Ceramic Association</u>. Orange fiber tempered pottery was recovered form the site during the Phase I survey but was not encountered during Phase II investigations. There was no provenienced artifact list or clearly labeled site map provided with the Phase I report, and the Orange component may have been isolated to a specific area that was not relocated during the Phase II. Further shovel testing, excavation, and even consultation with the previous consultant may reveal the location of the Orange component at 8FL221.
- <u>Feature Excavation</u>. Two pit features were encountered during the current investigations at 8FL221 and it is expected that further excavations in the area of the coquina midden would encounter more features associated with the St. Johns I occupation.

#### Determination of Effect

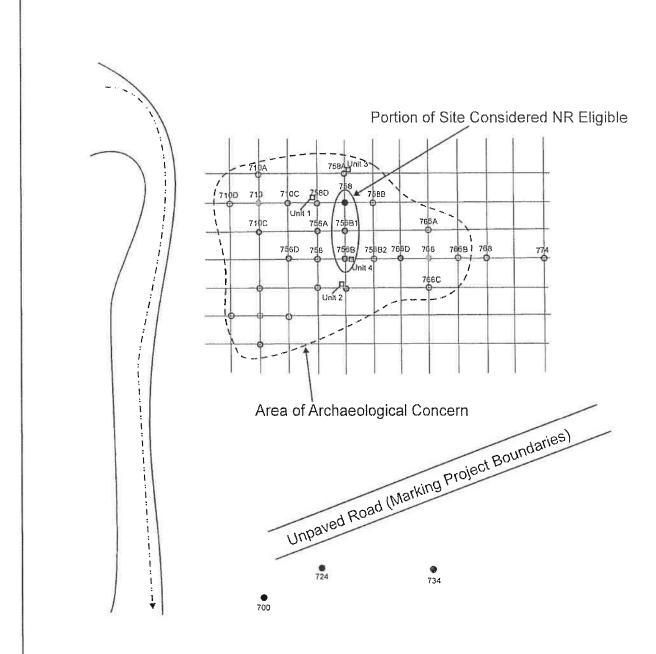
The proposed development of the Hammock Beach River Club is still in the planning stage and, possible impacts to the significant portion of 8FL221 are unclear. At present, the site is slated for preservation. If plans require modification, and impacts to 8FL221 are necessary, we propose that an excavation study be implemented to mitigated damages to the site. The research plan would include the excavation of a block unit in the vicinity of Unit 3, supplemented by fewer excavation units throughout the remainder of the 62.5 by 25 meter area that is considered eligible for inclusion in the NRHP. This plan would allow for the exposure of one area of artifact concentration and suspected household activity, with peripheral units providing information on intrasite variability.

### VI. CONCLUSIONS AND RECOMMENDATIONS

During September 2005, Environmental Services, Inc. (ESI) conducted site testing at 8FL221 at the Hammock Beach River Club property. The investigation was conducted on behalf of the Ginn Company in accordance with Section 106 of the National Historic Preservation Act. The goal of the testing was to evaluate the eligibility status of 8FL221 for listing in the *National Register of Historic Places* through a combination of reduced interval shovel tests and test unit excavations.

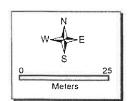
8FL221 is a prehistoric encampment that contained predominantly St. Johns I (Woodland) period deposits. Late Archaic Orange period ceramics were also found during the earlier Phase I survey of the property (Stokes 2002); however, no artifacts conclusively diagnostic of this period were unearthed during the Phase II excavations reported in this report. The site was recorded as measuring 325 by 250 meters (see Appendix C) (Stokes 2002); however, shovel test data indicated that two areas of artifact concentration exist, including one to the south of the Hammock Beach property, and one that was in the property that measured about 125 by 87.5 meters (see Figure 5.1). This latter area was intensively evaluated through a combination of reduced shovel tests and formal excavation units. Based on the results of this testing, it was determined that a considerable portion of this 125 by 87.5 meter area contains limited subsurface deposits and lacks intact occupational strata and cultural features; however, a 62.5 by 25 meter area (shown in Figure 6.1) was isolated that contains such attributes that would render this portion of the site eligible for inclusion in the National Register of Historic Places. measurements of this area deemed NRHP eligible were determined by establishing a 12.5 meter buffer around the three high density positive shovel tests, where Excavation Units 2, 3, and 4 were dug. The 12.5 meter buffer was employed, as it marks roughly half the distance between the last shovel test of high artifact count and the first shovel test of limited artifact quantity.

The boundaries of this area of artifact concentration were shown to representatives of the Ginn Company during an on-site meeting in September 2005. GPS points (submeter accuracy) were taken at the test locations of archaeological concern and a 12.5 meter buffer was added from there. Figure 6.2 depicts the area recommended for preservation, which has also been flagged in the field. Although, in-place preservation appears to be a feasible option at this point, further planning modification may necessitate impact of this portion of the site. Should this occur, we recommend that damages to this portion of the site be mitigated through excavation, for which a general research approach has been provided in the Results chapter. It is recommended that the remainder of Site 8FL221 be granted clearance without concern for impact to significant cultural resources.



### Legend

- Phase I, dug by Stokes-2002 and then dug by ESI
   Phase II, dug by ESI



Disciplinar: Information represented on this map was derived from secondary data sources and is to be used for general planning purposes only. No warranties or representations of accuracy are implied.



Portion of 8FL221 Recommended as Eigible for National Register Inclusion

8FL221

Flagler Beach, Florida

Project: EJ05334.00 Date: October 2005

Drawn By: GH Figure: 6.1

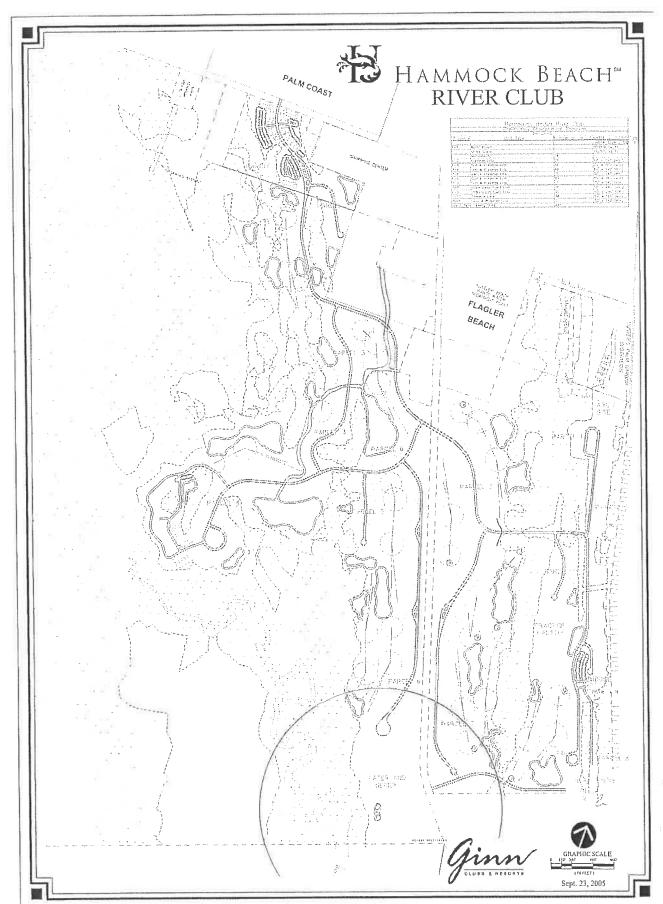


Figure 6.2 Location of NR-Etigible Portion of 8FLZZI Based on GPS Points Location of NR-Etigible Portion of 8FLZZI Based on GPS Points

528

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### APPENDIX A

**Survey Log Sheet** 

### APPENDIX B

Updated Site Form, 8FL221

### APPENDIX C

8FL221 Site Map (prepared by Stokes 2002)

### ORDINANCE 2024-19 VERANDA BAY COMPREHENSIVE PLAN AMENDMENT APPLICATION NO. PFLUMA-0001

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF FLAGLER BEACH, FLORIDA, AMENDING THE COMPREHENSIVE PLAN FUTURE LAND USE MAP DESIGNATION FOR APPROXIMATELY 899.09 ACRES OF CERTAIN REAL PROPERTY; PROVIDING FOR SEVERABILITY; PROVIDING FOR CONFLICTS; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City Commission of the City of Flagler Beach enacted Ordinance 2018-11, adopting the 2035 Comprehensive Plan which includes the City of Flagler Beach Future Land Use Map (FLUM), which Plan and FLUM have been amended from time-to-time; and

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

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

WHEREAS, the City of Flagler Beach is desirous of amending the future land use designation of property located within the City from Agriculture, Conservation, and Mixed Use: High-Intensity (Flagler County Designations), and Low and Medium Density (City of Flagler Beach Designations) to Low Density Residential and Commercial (City of Flagler Beach Designations); and

**WHEREAS,** the City of Flagler Beach Planning and Architectural Review Board (PARB) acting as the City's Local Planning Agency, considered the proposed map amendments at public hearing on September 3, 2024, and voted to recommend APPROVAL of the proposed Comprehensive Plan Amendment; and

WHEREAS, on September 12, 2024, and October 24, 2024, the City of Flagler Beach City Commission held public hearings on this Comprehensive Plan amendment after due public notice and upon thorough and complete consideration and deliberation, adopted the proposed Comprehensive Plan amendment; and

WHEREAS, the Comprehensive Plan amendment adopted by this Ordinance complies with the requirements of the Community Planning Act, the State Comprehensive Plan as set forth

in Chapter 187, Florida Statutes, as well as other applicable law, and is consistent with the goals, objectives, and policies and the overall land use plan of the City's Comprehensive Plan; and

WHEREAS, the City Commission of the City of Flagler Beach hereby reaffirms its commitment to the goal of enacting and implementing sound growth management practices within the City; and

**WHEREAS**, the City Commission of the City of Flagler Beach finds that this Ordinance is in the best interest of the health, safety, and welfare of the citizens of Flagler Beach.

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

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

SECTION 2. FUTURE LAND USE MAP AMENDED. The Future Land Use Map designation for the approximately 899.09 acre subject area generally located along the east and west of John Anderson Highway, and directly south of State Road 100 as legally described in Exhibit "A" and depicted in Exhibit "B", attached hereto, is amended from Agriculture, Conservation, and Mixed Use: High-Intensity (Flagler County Designations), and Low and Medium Density (City of Flagler Beach Designations) to Low Density Residential and Commercial (City of Flagler Beach Designations).

**SECTION 3. CONFLICTS.** All ordinances or parts of ordinances in conflict herewith are hereby repealed.

**SECTION 4. NON-CODIFICATION.** As this amendment only changes the Future Land Use Map, it is not necessary to codify this Ordinance.

**SECTION 5. SEVERABILITY.** If any section, subsection, sentence, clause, phrase pr provision of this Ordinance is held to be unconstitutional or otherwise invalid by a court of competent jurisdiction, such unconstitutionality or invalidity shall not be construed as to render unconstitutional or invalid the remaining provisions of the Ordinance.

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

**APPROVED** on first reading after due public notice and hearing the 12th day of September 2024.

**ADOPTED** on second reading after due public notice and public hearing this 24th day of October 2024.

ATTEST:	CITY OF FLAGLER BEACH, FLORIDA CITY COMMISSION
CITY CLERK	Patti King, Mayor
APPROVED AS TO FORM AND LEGALITY:	
DREW SMITH CITY ATTORNEY	

### **EXHIBIT "A"**

### EXHIBIT "B"

### **CITY OF FLAGLER BEACH NO** Section 3, Item c. PUBLIC HEARING

The City Commission proposes to adopt Ordinance No. 2024-18 Entitled:

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF FLAGLER BEACH, FLORIDA, AMENDING THE OFFICIAL ZONING MAP DESIGNATION FOR APPROXIMATELY 899.09 ACRES OF CERTAIN REAL PROPERTY; PROVIDING FOR SEVERABILITY
PROVIDING FOR CONFLICTS; AND PROVIDING PROVIDING FOR AN EFFECTIVE DATE.

The City Commi 2024-19 Entitled: Commission proposes to adopt Ordinance No.

AN ORDINANCE OF THE CITY COMMISSION OF THE AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF FLAGLER BEACH, FLORIDA, AMENDING THE COMPREHENSIVE PLAN FUTURE LAND USE MAP DESIGNATION FOR APPROXIMATELY 899.09 ACRES OF CERTAIN REAL PROPERTY; PROVIDING FOR SEVERABILITY; PROVIDING FOR CONFLICTS; AND PROVIDING FOR AN EFFECTIVE DATE.

Applications have been submitted to rezone this property from Planned Unit Development (PUD), Reserved (R), and Single Family Residential (R1) Zoning Districts to the Master Planned Development (MPD) Zoning District, and to amend the Future Land Use Map designation of the property from Agriculture, Conservation, and Mixed Use: High Intensity to Low Density Residential and Commercial. All lands are located as depicted in the Location Map provided below.

PUBLIC HEARINGS ARE SCHEDULED TO BE HELD AT CIT HALL. 105 S. 2ND STREET, FLAGLER BEACH, FLORIDA AS FOLLOWS:

ANNING AND **ARCHITECTURAL** REVIEW BOARD: TUESDAY, SEPTEMBER 3, 2024 AT 5:30 P.M.

1ST READING: CITY COMMISSION: TUESDAY, SEPTEMBER 17, 2024 AT 5:30 P.M. OR AS SOON THEREAFTER AS OSSIBLE.

2ND READING: CITY COMMISSION: THURSDAY, OCTOBER 24, 2024 AT 5:30 P.M. OR AS SOON THEREAFTER AS PÓSSIBLE.

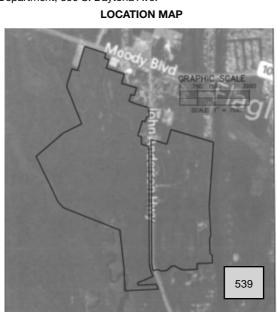
ALL INTERESTED PARTIES ARE INVITED TO ATTEND.

PLEASE DIRECT ANY QUESTIONS TO THE CITY OF FLAGLER BEACH AT (386-517-2000) EXT. 230

The public hearings may be continued to a future date the public hearings may be continued to a future date or dates. The times and dates of any continuances of a public hearing shall be announced during the public hearing without any further published notice. The request will be heard at 5:30 PM, or as soon thereafter as possible, in the City Commission chambers located at 105 South Second

Street, Flagler Beach, Florida. If a person decides to appeal any decision made with respect to any matter considered at the above referenced hearings, he/she will need a record of the proceedings. For such purposes, it may be necessary to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal includes the testimony and evidence upon which the appeal

is to be based. In accordance with the Americans with Disabilities Act, persons needing assistance to participate in any of these proceedings should contact the City Clerk's Office at 386-517-2000 Ext. 233 at least 48 hours prior to the meeting. For further information about this request, please accordance with the Americans all the Planning and Building Department at (386) 517-2000 Ext. 230. The public may inspect information that is more detailed during office hours at the Planning and Building Department, 800 S. Daytona Ave.





#### **BOARD OF EDUCATION**

September 11, 2024

William Furry Chairman

District 2 M

Ms. Penny Overstreet,

City Clerk

Christy Chong Vice Chairman

P.O. Box 70

District 4

Flagler Beach, Florida 32136

Sally Hunt Board Member District 1

RE: Notice of Intent; Voluntary Annexation

Dr. Colleen Conklin Board Member District 3 Dear Ms. Overstreet:

Cheryl Massaro Board Member District 5 The Flagler County School District ("District") has received the City of Flagler Beach's (the "City") Voluntary Annexation notice dated September 4, 2024, regarding the property commonly known as Veranda Bay. The District has been in communication with the new City Planner, Ms. Lupita McClenning, and received a copy of the current Veranda Bay Development Findings Report, dated September 4, 2024.

Brendan Wang Student School Board Member Flagler-Palm Coast High School

The City is a party to and should take note of its obligations under the Interlocal Agreement for Public School Facility Planning ("ILA"), dated October 18, 2022, which

Matanzas High School

Jessica DeFord

Stanley Gatzek
Student School Board Member

Agreement for Public School Facility Planning ("ILA"), dated October 18, 2022, which includes the School Concurrency Planning process. Please be advised that the Veranda Bay development previously known as the Gardens has a Proportionate Share Mitigation agreement with the School District for 335 Single Family housing units recorded in January 2020. There is a total outstanding balance of \$891,360.00 due to the District.

Principal of the Year Belle Terre Elementary School

The district has three (3) key concerns in this matter that must be addressed prior to the approval of the development:

Sara Novak Assistant Principal of the Year Matanzas High School

Allison Kucharski Teacher of the Year Rymfire Elementary School

Jimmy Sorrentino Employee of the Year Buddy Taylor Middle School

> LaShakia Moore Superintendent

"An Equal Opportunity Employer"

- 1) The balance of the initial Proportionate Share Mitigation agreement must be overseen and carried out by the new jurisdiction i.e., Flagler Beach once annexed.
- 2) The Veranda Bay Findings report drafted by the City Planner is incomplete and must be updated to account for the impacts of the annexation and the projected impact of 2,735 residential units on the school system. This can be accomplished by providing an application to the district under the terms outlined in the ILA. Receiving an updated application will help us initiate and complete the necessary analysis referenced in the Planners report on pg. 15 section #7.6. This process is outlined on the School District's website.
- 3) Such a large development as proposed will likely have a significant impact on the school system and a new proportionate share mitigation agreement will be required by our Office. This agreement runs with the land and will need to be approved by the City Commission and School Board.

The District wishes to ensure that proper planning takes place so that residential development is able to occur in time and place with development schools as envisioned by the State legislature and reflected in the ILA. To accomplish this, the City must participate in the planning process outlined above. The District stands ready to assist the City in compliance with its obligations under the ILA. The District looks forward to receiving positive communication from the City showing its compliance with the ILA. To that end, the District staff will make itself available to discuss this important project and the next steps moving forward.

Sincerely,

William R. Whitson, Intergovernmental

Planner/Flagler District Schools

COPY: LaShakia Moore, Superintendent

Angela O'Brien, Asst. Superintendent

Dave Freeman, Chief of Operations

Chris Wilson, Esquire-Flagler County Schools

8. White

Adam Mengel, Growth Management Director

Sean Moylan, Asst. County Atty.

Lupita McClenning, Flagler Beach Planner

Section 3, Item c.



### FLAGLER COUNTY PUBLIC SCHOOLS, FACILITIES PLANNING SCHOOL PLANNING AND CONCURRENCY APPLICATION/SCHOOL IMPACT ANALYSIS PO Box 755, Bunnell, FL 32110 (386) 586-5192 x1313

### Instructions:

\*Please submit two original copies of a completed application, location map, and the application fee. (made payable to Flagler County Public Schools) to the appropriate Jurisdiction/Municipality. Fee schedule on page four (4).

\*The Municipality will review application and forward it to the Coordinator of Planning & Intergovernmental Relations of Flagler County School.

City of Palm Coast	Flagler County	City of Bunnell	City of Flagler Beach
160 Lake Avenue Palm	1769 E. Moody Blvd., Bldg. #2	604 E. Moody Blvd.	105 S. 2 <sup>nd</sup> . Street
Coast, FL 32164	Bunnell, FL 32110	Bunnell, FL 32110	Flagler Beach, FL 32136

#### l. Application Type - Check one only

•	Non-Binding Determination (Comprehensive Plan Amendment; Rezoning)	0	Letter of Concurrency Exemption	0	Project Amendment / Reevaluation
0	School Capacity Reservation (Only at Preliminary Plat, Final Plat, Site Plan Amendment)	0	Time Extension	0	Proportionate Share Mitigation

	Information	City of Flagler People
Project Nam VE	ranua bay	Local Government: City of Flagler Beach
Parcel ID#: See	e attached legal descri	ption
Location / Addre	ss of Subject Property: ـ	
Closest Major In	tersection: SR 100/ Co	olbert Lane & John Anderson Highway
		attach separate sheet of multiple parcels – attach and location map)
	·	
III. Owners	hip Information	
Owner Name(s):	Michael D. Chiument	to III, Authorized Agent
	Michael D. Chiument	
Comact Gloom.		301, Palm Coast, FL 32164
Mailina Addraga:		
		E-mail Address: michael3@legalteamforlife.com





### FLAGLER COUNTY PUBLIC SCHOOLS, FACILITIES PLANNING SCHOOL PLANNING AND CONCURRENCY APPLICATION/SCHOOL IMPACT ANALYSIS PO Box 755, Bunnell, FL 32110 (386) 586-5192 x1313

IV.	Applicant	Information
	Applicant	momation

Contract Purchaser/Developer Name(s):	Veranda Ba	y, LLC; Pal	m Coast Intraco	oastal, LLC; Highway 100 C
Agent/Contact Person: Michael D. Chiu	umento III, Es	sq.		
Mailing Address: 145 City Place, Suite	e 301, Palm C	coast, FL 32	2164	
Telephone #: 386-445-8900	. E-mail Addre	ess: michae	el3@legalteam	forlife.com
V. Development Information	Project D	ata		
Current	770,000			Proposed
Future Land Use: Agriculture, conservation, a	Future Land Use:	ow Density Residential and General Commercial		
Zoning: Planned Unit Development, Reserved, Single Family Residential			<sup>Zoning:</sup> Master	Planned Development
R Single Family Detached: Single Family A	esidential Un	its Propose Apartments:		Mobile Homes:

350

Yes

Phased Project:

### PLEASE COMPLETE THE FOLLOWING TABLE WITH THE AMOUNT AND TYPE OF UNITS IN THE APPROPRIATE ANTICIPATED YEAR OF CONSTRUCTION

Total Acres: +/- 899

1410

Unit Type	2024	2025	2026	2027	2028	2029	2030	2031	2032
Single Family	20	73	243	173	131	313	132	132	140
Multi Family	0	0	0	0	0	0	0	350	0
Mobile Family	0	0	0	0	0	0	0	0	0

Applicant shall provide the information above so the Flagler County School District can calculate student generation, evaluate school capacity and address any potential mitigation. The applicant is responsible for obtaining any additional information required to complete the review process.

For further information regarding the application process, please contact the local government of jurisdiction.

Unit Type	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044
Single	116	112	80	100	80	100	80	100	80	100	80	0
Family												
Multi	0	0	0	0	0	0	0	0	0	0	0	0
Family												
Mobile												
Family												

975

Total Units: 2,735

Section 3. Item c.



# FLAGLER COUNTY PUBLIC SCHOOLS, FACILITIES PLANNING SCHOOL PLANNING AND CONCURRENCY APPLICATION/SCHOOL IMPACT ANALYSIS PO Box 755, Bunnell, FL 32110 (386) 586-5192 x1313

I hereby certify the statement and/or information contained in this application with any attachments submitted herewith are true and correct to the best of my knowledge.

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

I further acknowledge that the School Board of Flagler County may not defend any challenge to my proposed application and that it may be my sole obligation to defend any and all action and approvals of this application. Submission of this application initiates a process and does not imply approval by the School Board of Flagler County and any of its staff.

I further acknowledge that I have read the information contained in the application and have had sufficient opportunity to inquire with regard to matters set forth therein and accordingly, fully understand all applicable procedures and matters relating to this application. I hereby represent that I have the lawful right and authority to file this application.

		Owner:		
Name:	Michael D. Chlumento III, Authorized Agent	Michael D Signature: Chiumento	Digitally signed by Michael D Chiumento III Date: 2024.09.10 12:08:50 -04'00'	Date: 9/10/2024
	(Print)	_		
	Reviewe	ed by Jurisdiction/Munici	pality:	
Jurisdi	ction: City of Flagler Beach		D	ate:
Name:	Lupita McClenning	Signature:	Lupita McClen	ning Digitally signed by Lupita McClenning Date: 2024.09.11 10:14:31 -04'00'
	(Print)		· · · · · ·	



### FLAGLER COUNTY PUBLIC SCHOOLS, FACILITIES PLANNING SCHOOL PLANNING AND CONCURRENCY APPLICATION/SCHOOL IMPACT ANALYSIS PO Box 755, Bunnell, FL 32110 (386) 586-5192 x1313

### FLAGLER COUNTY PUBLIC SCHOOL CONCURRENCY PLANNING SERVICE FEE SCHEDULE

### Please make checks payable to Flagler County Public Schools

### School Capacity Availability Reports / Letters

### **School Capacity Determinations**

Nonbinding Review – (FLU/Rezone)\$	200.00
Letter of Concurrency Exemption\$	100.00
Time Extension\$	150.00
Concurrency Determination Re-evaluation\$	150.00
School Capacity Reservation - Certificate of School Concurre	ency
11-49 Units \$3	300.00
50+ Units\$	500.00
Proportionate Share Mitigation	
11-49 Units \$1,0	00.00
50+ Units\$2,5	500.00
Appeals\$1,0	00.00

#### **ORDINANCE NO. 2024-20**

AN ORDINANCE OF THE CITY OF FLAGLER BEACH, FLORIDA, AMENDING THE COMPREHENSIVE PLAN TO ADD A PROPERTY RIGHTS ELEMENT; PROVIDING FOR CONFLICTS, SEVERABILITY, AND AN EFFECTIVE DATE.

**WHEREAS**, Section 163.3167, Florida Statutes, requires the City to maintain acomprehensive plan to guide its future development and growth; and

**WHEREAS**, Section 163.3177(6)(i)1., Florida Statutes, requires the City's comprehensive plan to include a property rights element; and

**WHEREAS**, the City of Flagler Beach respects judicially acknowledged and constitutionallyprotected private property rights; and

**WHEREAS**, the City of Flagler Beach respects the rights of all people to participate in land use planning processes; and

**WHEREAS**, this ordinance will amend the comprehensive plan by adding a new Section "J" Property Rights Element.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY OF FLAGLER BEACH CITY COMMISSION

SECTION 1. The City of Flagler Beach comprehensive plan is amended by adding the property rights element attached as EXHIBIT A and made a part of this ordinance as if set forth in full.

SECTION 2. 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 determined to be invalid, unlawful or unconstitutional.

SECTION 3. Codification. It is the intent of the City Commission of the City of Flagler Beach that the provisions of this Ordinance shall be codified. The codifier is granted broad and liberal authority in codifying the provisions of this Ordinance.

SECTION 4. Effective Date. This Ordinance shall become after adoption in accordance with applicable law.

Ordinance 2024-20 cont.		
ADOPTED by the City Commission of the, 2024.	e City of Flagler Beach, Florida, this da	y of
	City of Flagler Beach, Florida	
Attest:	Patti King, Mayor	
Penny Overstreet, City Clerk		

#### **EXHIBIT A**

### J.- PROPERTY RIGHTS ELEMENT

GOAL J.1: Ensure that private property rights are considered in the City's decision-making process.

Objective J.1: Private property rights. The City will consider the property rights set forth in the policies of this element when making land use and zoning decisions. This objective and the policies within this element do not create any property rights or due process rights that are not already judicially acknowledged and constitutionally protected. This objective and the policies within this element are not intended to alter the legislative nature of decisions made in the adoption of comprehensive plan amendments and land development code amendments. This objective and the policies within this element are not intended to require evidence, discussion, or findings of fact concerning the matters set forth herein. Ordinances adopted and land use and zoning decisions made by the City are presumed to have considered the matters set forth in this element.

Policy J.1.1 The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.

Policy J.1.2. The right of a property owner to use, maintain, develop, and improve his or her property for personal use or the use of any other person, subject to state law and local ordinances.

Policy J.1.3. The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.

Policy J.1.4 The right of a property owner to dispose of his or her property through sale or gift.

July 30, 2024

#### **RESPONSE VIA E-MAIL ONLY**

Ms. Lupita McClenning City Planner City of Flagler Beach 800 South Daytona Avenue Flagler Beach, Florida 32136

Dear Ms. McClenning:

Thank you for submitting copies of the City of Flagler Beach's Small Scale Development Plan Amendment, adopted by Ordinance No. 2024-09 on June 13, 2024, for our records. The reference number for this amendment package is COM# 24S01.

The State Land Planning Agency <u>will not</u> conduct a compliance review or issue a Notice of Intent regarding the adopted small scale development plan amendment in accordance with procedures contained in Section 163.3187(1), Florida Statutes.

Please be aware that Chapter No. 2021-195 Laws of Florida adds Section 163.3177(6)(i), Florida Statutes. Effective July 1, 2021, each local government is now required to adopt a property rights element into its comprehensive plan. The Department's records do not reflect that the property rights element has been adopted and therefore you may wish to consult with your legal department to determine if the adopted small-scale amendment should be rescinded and readopted after the property rights element is adopted.

If you have any questions, please contact me for the DRI and Plan Processing Section at (850) 717-8491.

Sincerely,

Donna Harris, Senior Plan Processor Bureau of Community Planning and Growth

DRE/ts



## City of Flagler Beach

Planning & Zoning Department P.O. Box 70 \* 800 S Daytona Ave. Flagler Beach, FL 32136 www.cityofflaglerbeach.com

July 19, 2024

Florida Commerce Division of Community Development 107 East Madison Street, MSC 160 Tallahassee, FL 32399-4120

Re: submittal letter to transmit an adopted small-scale amendment

Florida Commerce:

The City of Flagler Beach is submitting the adopted amendment as a small-scale amendment under section 163.3187(1), Florida Statutes.

The parcel is  $\pm$  0.11 acres, and a small-scale amendment.

The total number of acres for small-scale amendments that the City of Flagler Beach has approved for the 2024 calendar year is +/- 0.11 acres.

The small-scale amendment is not within an area of critical state concern.

### Local Contact:

Lupita McClenning
City Planner
(386) 517-2000 ext. 257
Imcclenning@cityofflalgerbeach.com
800 S. Daytona Ave.
P.O. Box 70
Flagler Beach, FL 32136

Cc: Northeast Florida Regional Council (NEFRC)
Joseph Kovach, Jr. & Jeanne A. Mommaerts H&W Life Estate, Property Owner

the following ordinances:

ORDINANCE

Section 3, Item d.

AN ORDINANCE OF THE CITY OF FLAGLER BEACH, FLORIDA, AMENDING THE COMPREHENSIVE PLAN TO ADD A PROPERTY RIGHTS ELEMENT; PROVIDING FOR CONFLICTS, SEVERABILITY, AND AN EFFECTIVE DATE.

Public Hearings on this ordinance will be conducted as follows:

Planning and Architectural Review Board: Tuesday, September 03, 2024 at 5:30 p.m. or soon thereafter

September 03, 2024 at 5:30 p.m. or soon thereafter City Commission: First Reading, September 17,

2024 at 5:30 p.m. or soon thereafter

City Commission: Second and Final Reading,

October 24, 2024 at 5:30 p.m. or soon thereafter

The public hearings may be continued to a future date or dates. The times and dates of any continuances of a public hearing shall be announced during the public hearing without any further published notice. The hearings will be

conducted in the City Commission Chambers at

105 South Second Street, Flagler Beach, Florida. Pursuant to Section 166.041(3)(a), F.S. all interested parties may appear and be heard with respect to the proposed ordinance. Any person wishing to express his/her opinion may submit written comments regarding the proposed amendment to the City through the City Clerk. Comments should be made as early as possible to ensure full

consideration.

Pursuant to Sec. 286.0105 F.S. if a person decides to appeal any decision made with respect to any matter considered at the above referenced hearings, he/she will need a record of the proceedings. For such purposes, it may be necessary to ensure that a verbatim record of the proceedings is made,

which record includes the testimony and evidence upon which the appeal is to be based.

In accordance with the Americans with Disabilities Act, persons needing assistance to participate in any of these proceedings should contact of City Clerk's Office at (386) 517-2000 at least 48 hours

prior to the meeting.