City of Palm Coast, Florida
Agenda Item

Agenda Date: October 20, 2026

Agenda Item:
I.2

Department **Division**	COMMUNITY DEVELOPMENT PLANNING	**Amount** **Org/Account #**	
Subject:	ORDINANCE 2026-XX RED MILL POINTE MPD - APPLICATION # 6212		
Presenter:	**Michael Hanson, A.I.C.P, Senior Planner**		

Attachments:

1. Power Point Presentation
2. Ordinance
3. MPD Agreement with Conceptual Plan
4. Staff Report
5. Business Impact Estimate
6. Map Series
7. Applicant Cover Letter, Criteria Analysis, Application Packet
8. Survey, Title, Environmental Report, Traffic Report
9. Neighborhood Meeting, Public Notice, Public Participation Documentation
10. Red Mill Pointe TSP 4996 Development Order and Approved Site Plan

Background:

Request: The applicant is requesting an amendment to the Official Zoning Map (rezoning) from MFR-1 to MPD for their client to be able to develop the site with 216 single-family dwelling units in the form of attached fee-simple townhouses. The applicant has included a Development Agreement Currently the developer has approval from the City Council to develop the site with 216 multi-family dwelling units for rent, in the visual appearance of townhouses.

Original Background:

City Council approved a Development Order for a Master Site Plan (MSP) application (AR# 4871), conceptually approving 216 multifamily dwelling units on the site during its January 4, 2022 meeting.
The applicant received a Development Order for the related Technical Site Plan (TSP) application (AR# 4996), approving the 216 multifamily dwelling units on May 23, 2023. A copy of the Development Order and Overall Site Plan have been included as attachments for this application to compare the previously approved versus the proposed requests.
The applicant received a Development Order extension extending the TSP approval to May 23, 2026.
The applicant submitted an application to rezone the site from MFR-1 to MPD on March 31, 2025. As the application for rezoning was received while a Development Order was valid for the overall site, the TSP Development Order is considered active until a determination is made on the rezoning application. Since this time staff has worked with the applicant and their team to reduce deviations within the MPD's

Development Agreement from the Unified Land Development Code (LDC) and allow them time to host a neighborhood meeting for the MPD. During this time, it is worth noting that the majority of the time from the applicant's original submission to now was pending resubmittals from the applicant.
Project Description: The applicant's MPD Development Agreement (DA) would allow the site to be developed with the same overall density as previously approved, at up to 216 dwelling units. The applicant's purpose of the MPD rezoning and Development Agreement is to allow the applicant to develop the site as fee-simple townhouses owned by the individual residents as opposed to operating the site as a multifamily rental property.

The project is planned to be developed in three phases and feature an amenity center for the project's residents along with a publicly accessible dog park that is planned to be ±0.25 acres in size. The applicant included language to require the amenity center and dog park to be constructed during the first phase of the development and shall be completed or concurrent with the first Certificate of Occupancy for any residential unit. The MPD DA also establishes provisions to allow on-street "roadside" parking for ±34 guest parking spaces scattered throughout the project site. Section 11.1 of the MPD DA provides dimensional standards within the site.

In review of the deviations of the dimensional standards from the existing MFR-1 zoning district the MPD DA features:
Minimum Lot Width of 20 feet for interior townhouse units, the exterior units meet the LDC's 25-foot minimum lot width.
Minimum Lot Size of 1,800 square feet for interior townhouse units is a reduction of the LDC's 2,500-square-foot minimum lot size, while the DA also provides a minimum exterior unit size of 2,550 square feet.
Minimum Front setback of 20 feet, which is a reduction of the LDC's 25-foot minimum setback.
Minimum Rear setback of 10 feet, which is a reduction of the LDC's 20-foot minimum setback.
In the event that the proposed MPD is approved by City Council, the project will require platting to establish the individual tracts for wetland preservation, common open space, recreation, roads, and the residential lots for each townhouse dwelling unit. Due to that the Conceptual Plan of the MPD may undergo slight alterations due to the platting review process, but the MPD DA explicitly caps density at up to 216 dwelling units.

<u>Public Participation:</u> The applicant hosted a neighborhood meeting as required by LDC Section 2.05.02 at 6:00 p.m. on Tuesday July 14, 2026, in Rymfire Elementary School's cafeteria. The applicant also met the public notice requirements of LDC Section 2.05.03. The neighborhood meeting was attended by approximately 25 members of the public.
Documentation summarizing the neighborhood meeting and an email inquiry has been attached to the agenda item.

<u>Planning and Land Development Regulation Board:</u> The Planning and Land Development Regulation Board heard this item at their August 19, 2026 meeting. During the meeting two members of the public spoke against the proposed MPD rezoning. After deliberation, the Planning and Land Development Regulation Board voted unanimously, with a four to zero vote, to recommend approval to the City Council.

City Council First Read: The City Council heard this item for first read at its October 6, 2026 meeting. It was approved with a unanimous vote of five to zero. No members of the public spoke in regard to this item.

Updated Background: No Changes.

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

Recommended Action:
THE PLANNING AND LAND DEVELOPMENT REGULATION BOARD RECOMMENDS THAT THE CITY COUNCIL DETERMINE THAT THE PROPOSED MASTER PLANNED DEVELOPMENT (APPLICATION NO. 6212) IS CONSISTENT WITH THE COMPREHENSIVE PLAN AND APPROVE THE APPLICANT'S OFFICIAL ZONING MAP AMENDMENT TO MASTER PLANNED DEVELOPMENT.

City Council
Public Hearing October 20, 2026

Red Mill Pointe Master Planned Development
AR # 6212

Staff Presentation:
Michael Hanson, AICP, Senior Planner

Application Background

- Owner: Red Mill Pointe LLC
- Applicant: Michael D. Chiumento III, Esq. of Chiumento Law
- Subject Property: 76 Red Mill Drive
- Location: East side of Red Mill Drive approximately 3/4 miles from its intersections with Rymfire Drive.
- Request: Amend the Official Zoning Map on the subject property from Multifamily Residential (MFR-1) to Master Planned Development (MPD) with a Development Agreement, in order for the property to be developed with fee-simple townhouses.

Aerial Maps

Distant Aerial Map

Close Aerial Map

Future Land Use and Zoning Maps

Future Land Use Map

Current Zoning Map

Current and Proposed Zoning Maps

Current Zoning Map

Proposed Zoning Map

Background & History

- City Council approved a Development Order for a Master Site Plan (MSP) application (AR# 4871), conceptually approving 216 multifamily dwelling units on the site during its January 4, 2022 meeting.
- The applicant received a Development Order for the related Technical Site Plan (TSP) application (AR# 4996), approving the 216 multifamily dwelling units on May 23, 2023. A copy of the Development Order and Overall Site Plan have been included as attachments for this application to compare the previously approved versus the proposed requests.
- The applicant received a Development Order extension extending the TSP approval to May 23, 2026.
- The applicant submitted an application to rezone the site from MFR-1 to MPD on March 31, 2025. As the application for rezoning was received while a Development Order was valid for the overall site, the TSP Development Order is considered active until a determination is made on the rezoning application. Since this time staff has worked with the applicant and their team to reduce deviations within the MPD's Development Agreement from the Unified Land Development Code (LDC) and allow them time to host a neighborhood meeting for the MPD. During this time, it is worth noting that the majority of the time from the applicant's original submission to now was pending resubmittals from the applicant.

PALM COAST

Project Description

The applicant's MPD Development Agreement (DA) would allow the site to be developed with the same overall density as previously approved, at up to 216 dwelling units. The applicant's purpose of the MPD rezoning and Development Agreement is to allow the applicant to develop the site as fee-simple townhouses owned by the individual residents as opposed to operating the site as a multifamily rental property.

The project is planned to be developed in three phases and feature an amenity center for the project's residents along with a publicly accessible dog park that is planned to be ±0.25 acres in size. The applicant included language to require the amenity center and dog park to be constructed during the first phase of the development and shall be completed or concurrent with the first Certificate of Occupancy for any residential unit. The MPD DA also establishes provisions to allow on-street "roadside" parking for ±34 guest parking spaces scattered throughout the project site. Section 11.1 of the MPD DA provides dimensional standards within the site.

MPD Deviations to LDC

In review of the deviations of the dimensional standards from the existing MFR-1 zoning district the MPD DA features:

- Minimum Lot Width of 20 feet for interior townhouse units, the exterior units meet the LDC's 25-foot minimum lot width.
- Minimum Lot Size of 1,800 square feet for interior townhouse units is a reduction of the LDC's 2,500-square-foot minimum lot size, while the DA also provides a minimum exterior unit size of 2,550 square feet.
- Minimum Front setback of 20 feet, which is a reduction of the LDC's 25-foot minimum setback.
- Minimum Rear setback of 10 feet, which is a reduction of the LDC's 20-foot minimum setback.

Surrounding Land Uses

SURROUNDING LAND USES:

NORTH:	FLUM:	Residential, Canals
	Zoning:	Single-Family Residential (SFR-2 & SFR-3), Public/Semipublic (PSP)
EAST:	FLUM:	Residential, Canals
	Zoning:	Suburban Estate (EST-2), Single-Family Residential (SFR-2 & SFR-3), Public/Semipublic (PSP)
SOUTH:	FLUM:	Residential
	Zoning:	Duplex Residential (DPX), Public/Semipublic (PSP)
WEST:	FLUM:	Residential, Mixed Use, Greenbelt
	Zoning:	Single-Family Residential (SFR-2 & SFR-3), General Commercial (COM-2), Public/Semipublic (PSP)

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Approved Site Plan (AR# 4996)

Instrument No: 2023031127 7/20/2023 11:00 AM BK: 2797 PG: 1843 PAGES: 5 -
RECORDED IN THE OFFICIAL RECORDS OF Tom Bexley, Clerk of the Circuit Court & Comptroller Flagler, FL

Prepared By:
Community Development Department
City of Palm Coast
160 Lake Avenue, Suite 135
Palm Coast, FL 32164

Reserved for Recording Information:

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

CITY OF PALM COAST

TECHNICAL SITE PLAN WITH MASTER PLAN

DEVELOPMENT ORDER APPROVAL

RED MILL POINTE

Unofficial Copy

On May 23, 2023, the City of Palm Coast issued this Development Order relating to and touching and concerning the following described property:
35.41 AC PALM COAST SEC 33 RESERVE PARCEL F-3 OR 553 PG 1539 OR 846 PG 1588-CD OR 984 PG 1608 OR 1292 PG 679 OR 1364/1515 OR 1622/1965 OR 1887/91 OR 2023/551
(The afore described property description has been provided to the City of Palm Coast by the owner of the afore described property.)

FINDINGS OF FACT

Property Owner: RED MILL POINTE, LLC
7345 GREENBRIAR PARKWAY
ORLANDO, FL 32819

Project Name: RED MILL POINTE
Project No.: 2007030016
Application Type: TECHNICAL SITE PLAN WITH MASTER PLAN
Application No. 4996

Requested Development Approval: Site Plan Approval for RED MILL POINTE MULTIFAMILY TOWNHOMES (in accordance with stamped approved plans)

Zoning Classification: MFR-1
FLUM: Mixed Use

Parcel #:07-11-31-7033-0RP0F-0030
Parcel Acreage: 35.41 AC
Site S.F.: 25,639.337

SITE DEVELOPMENT DATA

Building Use: Residential Townhomes
Bldg Height: 35'
Total Bldg Square Footage: 5.04 AC
Number of Bldgs: 33
Phase 1: 60 Units; Phase 2: 88 Units; Phase 3: 68 Units
Total Units: 216
(Use table only for Multi-Family Apartments)

Bldgs Numbers: 33	Units per Bldg:
Phase 1 - 9 Bldgs	60 Units
Phase 2 - 13 Bldgs	88 Units
Phase 2 - 11 Bldgs	68 Units

Unofficial Copy

Amenity Center: 2,583
Parking Provided: Standard Spaces 506 (Single Garage Unit-189: Double Garage Units-54: Driveway Parking-216: Roadside Parking 34: Amenity Parking: 13)
Total Parking Spaces: 506
ADA Spaces: 39 Master Down Units + 9 Spaces throughout the site.
Impervious Surface Ratio (ISR): 29%
Pervious/Open Space: 71%

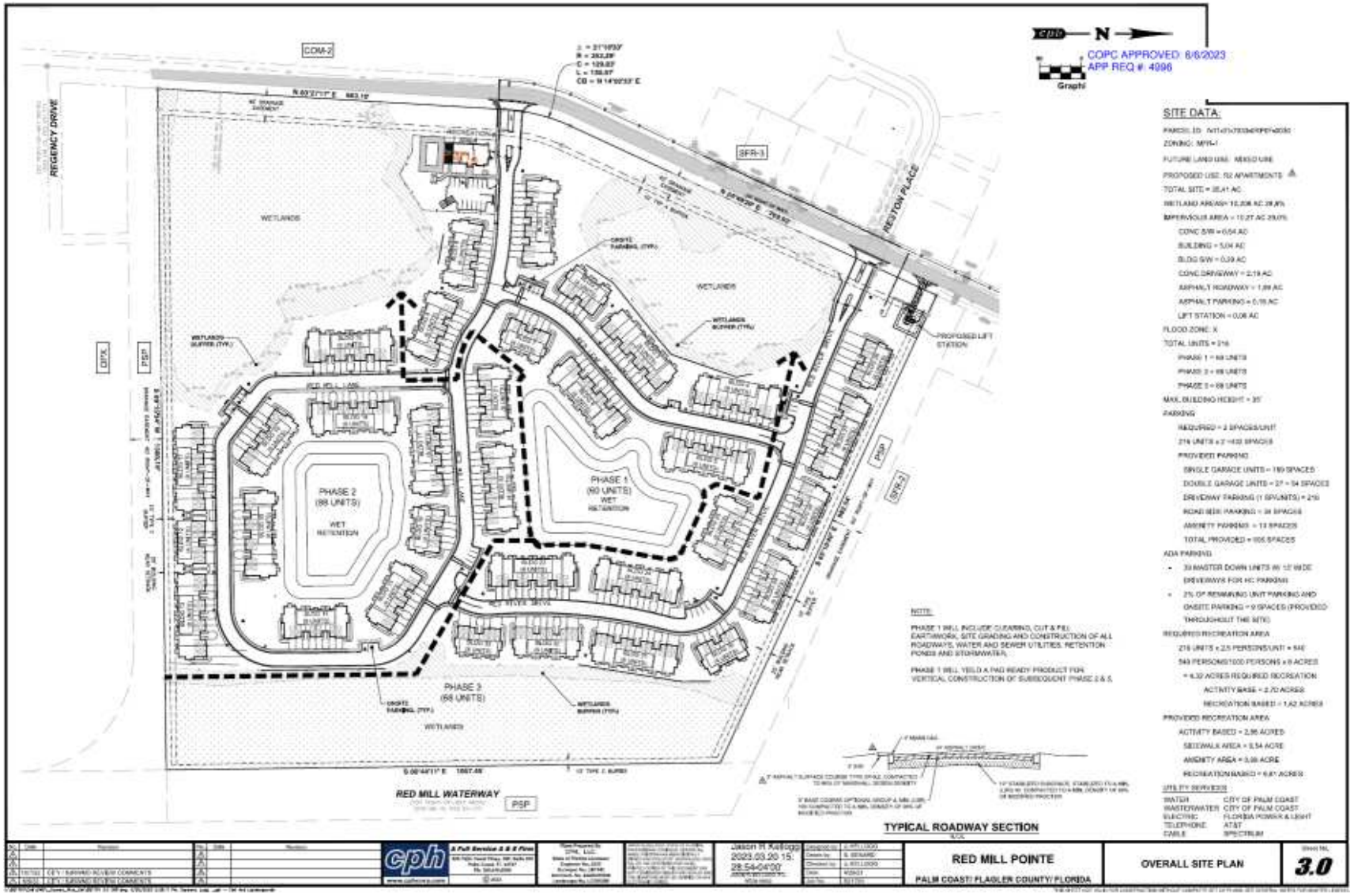
CONCLUSIONS OF LAW

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

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

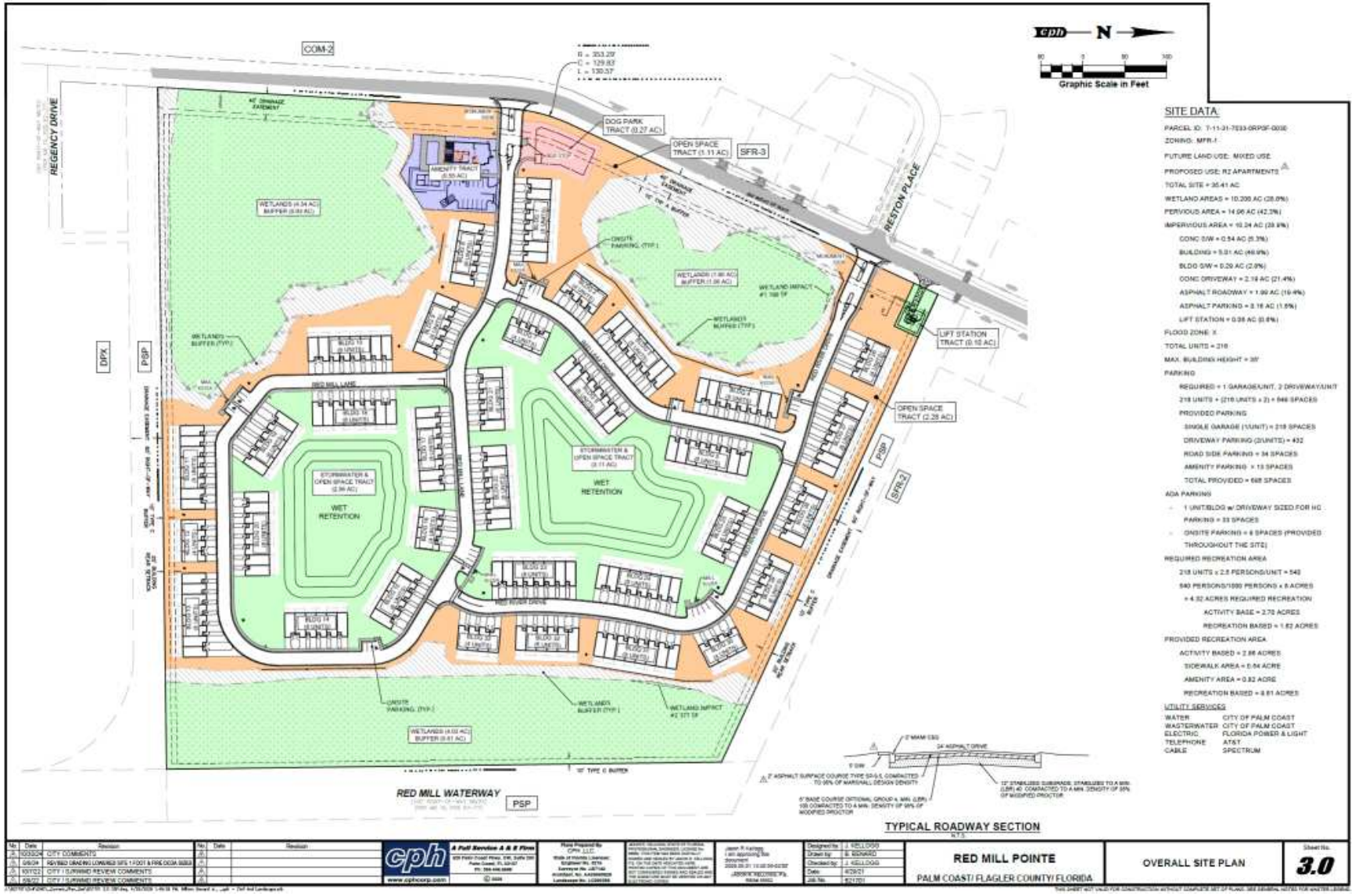
PALM COAST

Approved Site Plan (AR# 4996)



PALM COAST

Proposed MPD Conceptual Plan



PALM COAST

Master Planned Development

LDC Sec. 2.05.05
Criteria Analysis

A. *The proposed development must not be in conflict with or contrary to the public interest;*
B. *The proposed development must be consistent with the Comprehensive Plan and the provisions of this LDC;*
C. *The proposed development must not impose a significant financial liability or hardship for the City;*
D. *The proposed development must not create an unreasonable hazard, or nuisance, or constitute a threat to the general health, welfare, or safety of the City's inhabitants;*
E. *The proposed development must comply with all other applicable local, state and federal laws, statutes, ordinances, regulations, or codes.*

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Master Planned Development

LDC Sec. 2.09.04
Criteria Analysis

A. Consistency with all adopted elements of the Comprehensive Plan and whether it furthers the goals and objectives of the Comprehensive Plan.
B. Consistency with the general intent of the LDC.
C. Degree of departure of the proposed development from surrounding areas in terms of character and density/intensity.
D. Compatibility within the development and relationship with surrounding neighborhoods.
E. Adequate provision for future public education and recreation facilities, transportation, water supply, sewage disposal, surface drainage, flood control, and soil conservation as shown in the development plan.
F. The feasibility and compatibility of development phases to stand as independent developments.

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Master Planned Development

LDC Sec. 2.09.04 Criteria Analysis (continued)

G. The availability and adequacy of primary streets and thoroughfares to support traffic to be generated within the proposed development.
H. The benefits within the proposed development and to the general public to justify the requested departure from standard development requirements inherent in a Master Planned Development District classification.
I. The conformity and compatibility of the development with any adopted development plan of the City of Palm Coast.
J. Impact upon the environment or natural resources.
K. Impact on the economy of any affected area.

PALM COAST

Master Planned Development

Findings Summary

- The project currently has entitlements for 216 multifamily dwelling units already, MPD rezoning keeps the entitlements at the number previously approved by City Council,
- The MPD enables the project to be platted with the almost the same site plan layout as what Council previously approved, promoting residential home ownership.
- The requested MPD rezoning meets the developmental criteria of LDC Sections 2.05.05 and 2.09.04,
- The public gains access to a neighborhood scale dog park.

PALM COAST

Public Participation

- The applicant hosted a neighborhood meeting as required by LDC Section 2.05.02 at 6:00 p.m. on Tuesday July 14, 2026, in Rymfire Elementary School's cafeteria. The applicant also met the public notice requirements of LDC Section 2.05.03. The neighborhood meeting was attended by approximately 25 members of the public.

- Documentation summarizing the neighborhood meeting has been attached to the agenda item.

- Staff has received one email inquiry regarding the process following the neighborhood meeting at this time, it was included with the application.

Zoning Map Amendment

PLDRB Meeting

The Planning and Land Development Regulation Board heard this item at their August 19, 2026 meeting. During the meeting two members of the public spoke against the proposed MPD rezoning. After deliberation, the Planning and Land Development Regulation Board voted unanimously, with a four to zero vote, to recommend approval to the City Council.

PALM COAST

Master Planned Development

Recommendation

The Planning and Land Development Regulation Board recommends that the City Council determine that the proposed Master Planned Development (Application No. 6212) is consistent with the Comprehensive Plan and approve the applicant's official zoning map amendment to Master Planned Development.

PALM COAST

Next Steps

- The PLDRB's recommendation shall be forwarded to the City Council for consideration during first and second readings of the proposed ordinance, these are currently scheduled for October 6th, 2026, and October 20th, 2026.
- The developer will be required go through the platting process prior to developing the site.

PALM COAST

Staff is available for any questions and the applicant's team is in attendance.

Thank you.

ORDINANCE 2026-_____
REZONING APPLICATION NO. 6212
RED MILL POINTE MASTER PLAN DEVELOPMENT

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PALM COAST, FLORIDA, AMENDING THE OFFICIAL ZONING MAP, AS ESTABLISHED IN SECTION 2.06 OF THE CITY OF PALM COAST UNIFIED LAND DEVELOPMENT CODE; FOR 35.41± ACRES OF CERTAIN REAL PROPERTY GENERALLY LOCATED ON THE EAST SIDE OF RED MILL DRIVE APPROXIMATELY 3/4 MILES FROM ITS INTERSECTIONS WITH RYMFIRE DRIVE, AND BEING MORE PARTICULARLY DESCRIBED IN THE ATTACHED EXHIBIT "A" FROM THE MULTIFAMILY RESIDENTIAL (MFR-1) ZONING DISTRICT TO THE MASTER PLANNED DEVELOPMENT (MPD) ZONING DISTRICT ALONG WITH A DEVELOPMENT AGREEMENT; PROVIDING FOR SEVERABILITY; PROVIDING FOR CONFLICTS; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Palm Coast ("City"), as the governing body of the City, pursuant to the authority vested in Chapter 163 and Chapter 166, Florida Statutes, and the City of Palm Coast Unified Land Development Code, is authorized and empowered to consider applications relating to zoning; and

WHEREAS, Red Mill Point LLC, a Florida limited liability company ("Owner") is the Owner of real property identified by parcel number 07-11-31-7033-0RP0F-0030, which consists of ±35.41 acres ("Property") generally located on the east side of Red Mill Drive approximately 3/4 miles from its intersections with Rymfire Drive, in the City of Palm Coast, Flagler County, Florida, more particularly described in Exhibit "A"; and

WHEREAS, the Owner has received Master Site Plan approval for 216 multifamily dwelling units on the site as approved by City Council at their January, 4, 2022 meeting; and

WHEREAS, on May 23, 2023 the Owner received a Development Order for Technical Site Plan approval of the site to be developed with 216 multifamily dwelling units, and now desires to develop the previously approved 216 dwelling units as attached single-family townhouse residences on fee-simple lots; and

WHEREAS, as a result, the Owner requests approval for an official zoning map amendment to Master Planned Development (MPD) on the Property per the conditions set forth in this Development Agreement and its exhibits attached hereto as Exhibit "B"; and

WHEREAS, the notice and public hearing requirements, as provided for in Chapter 2 (Review Authority, Enforcement, and Procedures) of the City of Palm Coast Unified Land Development Code (Ordinance No. 2008-23) have been satisfied; and

WHEREAS, the Planning and Land Development Regulation Board and City Staff of the City of Palm Coast have recommended approval of this Ordinance and the Planning and Land Development Regulation Board has found this requested change and recommended conditions of approval consistent with the City of Palm Coast Comprehensive Plan; and

WHEREAS, the City Council of the City of Palm Coast held duly noticed public hearings on the proposed amendment set forth hereunder and considered findings and advice of staff, citizens, and all interested parties submitting written and oral comments and supporting data and analysis, and has considered the evidence and testimony presented by the applicant and other interested parties, the recommendations of the various City reviewing departments, and the recommendation of the Planning and Land Development Regulation Board (PLDRB) at its regularly scheduled meeting conducted on August 19, 2026, and after complete deliberation, the City Council hereby finds the requested change consistent with the City of Palm Coast Comprehensive Plan, and that sufficient, competent and substantial evidence supports the proposed amendment set forth hereunder; and

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

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

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

SECTION 2. ZONING MAP AMENDMENT AND MPD AGREEMENT.

(a) That the Official Zoning Map of the City of Palm Coast as described in City of Palm Coast Unified Land Development Code Section 3.01.02. is hereby amended to

include a change of classification to City of Palm Coast Master Planned Development District (MPD) for the property legally described on Exhibit "A," which is attached and incorporated herein by this reference. City Staff is hereby directed to promptly amend the Official Zoning Map upon the effective date of this Ordinance.

(b) The Red Mill Pointe Master Planned Development Agreement ("Development Agreement") and its exhibits attached hereto as Exhibit "B", with all appropriate signatures and joinders, is hereby adopted and approved by the City Council of the City of Palm Coast and shall constitute the regulations for the specific MPD District. The Development Agreement shall be recorded in the Official Records of Flagler County, Florida, by the City Clerk.

SECTION 3. SEVERABILITY.

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

SECTION 4. CONFLICTS. All Ordinances or parts of Ordinances in conflict with this Ordinance are hereby repealed.

SECTION 5. EFFECTIVE DATE. This Ordinance shall become effective immediately upon its passage and adoption.

APPROVED on first reading this 6th day of October 2026.

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

ATTEST: CITY OF PALM COAST

_____ _____

KALEY COOK, CITY CLERK MICHAEL NORRIS, MAYOR

APPROVED AS TO FORM AND LEGALITY

_____

MARCUS DUFFY, CITY ATTORNEY

Attachments:
Exhibit "A" Legal Description of subject property subject to Official Zoning Map amendment
Exhibit "B" MPD Development Agreement

EXHIBIT "A"

<u>LEGAL DESCRIPTION</u>

RESERVED PARCEL F3, ROYAL PALMS SECTION 33, PALM COAST, ACCORDING TO THE PLAT THEREOF AS RECORDED IN MAP BOOK 10, PAGES 67 THROUGH 77, INCLUSIVE, OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA.

EXHIBIT "B"
MPD DEVELOPMENT AGREEMENT

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

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

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

MASTER PLAN DEVELOPMENT AGREEMENT

FOR RED MILL POINTE

THIS MASTER PLAN DEVELOPMENT AGREEMENT, (herein referred to as the "Development Agreement") is made and executed this ____day of _____, 2026, by and between the **CITY OF PALM COAST, a Florida municipal corporation** (herein referred to as the "City"), whose address is 160 Lake Avenue, Palm Coast, Florida, 32164, and **RED MILL POINTE, LLC, a Florida limited liability company** (herein referred to from time-to-time as the "Owner" regardless of whether singular or plural ownership status) whose address is Post Office Box 770279, Orlando, Florida 32877.

WITNESSETH:

WHEREAS, the Owner is the fee simple title owner of certain real property consisting of +/- 35 acres located in the City of Palm Coast, Flagler County, Florida, more particularly described in the legal description attached hereto as **Exhibit "1"** and incorporated herein ("Owner's Property" or "Subject Property");

WHEREAS, on November 6, 2007 the City of Palm Coast issued a Development Order recorded on February 26, 2008 in O.R. Book 1645, Page 1882, Public Records of Flagler

County, Florida, relating to and concerning the Subject Property which originally approved the development of a multifamily residence community with approval for 174 townhomes.

WHEREAS, on January 4, 2022 the City of Palm Coast issued a Development Order recorded on February 11, 2022 in O.R. Book 2657, Page 1870, Public Records of Flagler County, Florida, relating to and concerning the Subject Property which originally approved the development of a multifamily residence community with approval for 216 townhomes.

WHEREAS, on May 23, 2023, the City of Palm Coast issued a Development Order recorded on July 20, 2023 in O.R. Book 2797, Page 1843, Public Records of Flagler County, Florida, relating to and concerning the Subject Property which originally approved the development of a multifamily residence community with approval for 216 townhomes.

WHEREAS, on February 11, 2025, the City approved an extension for the Development Order to May 23, 2026.

WHEREAS, the Owner voluntarily agrees with the conditions, terms, and restrictions hereinafter recited, and has agreed voluntarily to their imposition as an incident to development of the Subject Property.

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

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

powers;

WHEREAS, the City Council deems the development of the Owner's Property to be a proper public purpose, and that said development will achieve important City objectives, such as stimulating economic development in the City, improving stormwater capacity and flood prevention, and increasing property values;

WHEREAS, additional conditions of approval may also be included within the minutes of relevant meetings of the PLDRB and City Council. Furthermore, any representations or promises made by the Owner during the zoning review and approval process for the Project (whether oral or in writing) shall also be additional conditions of approval if deemed appropriate by the City;

WHEREAS, 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.

NOW, THEREFORE, it is hereby resolved and agreed by and between the City and the Owner that the Owner's application for a Master Planned Development is approved 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 Owner have relied.

SECTION 2. REPRESENTATIONS OF OWNER.

(a) The Owner hereby represents and warrants to the City that the Owner is the owner of the Owner's Property in accordance with the title opinion or title certification provided by the Owner 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.

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

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

SECTION 3. PROJECT DESCRIPTION.

The Applicant may develop a mixed-use development consistent with the Conceptual Master Plan(s) attached hereto as **Exhibit "2"** and as further described as follows: up to 216 residential units.

FUTURE LAND USE MAP (FLUM).

The future land use designation for the Subject Property is Mixed Use. This Development Agreement is consistent with the City's Comprehensive Plan (2050).

SECTION 4. APPROVAL OF MASTER PLAN DEVELOPMENT, CONCEPTUAL MASTER PLAN APPROVAL, AND DEVELOPMENT REVIEW PROCESS.

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

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

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

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

(e) The Conceptual Master Plan contains a level of detail satisfactory to permit the Project to proceed directly to Preliminary Plat.

SECTION 5. MODIFICATIONS TO THE DEVELOPMENT AGREEMENT CONCEPTUAL MASTER PLAN.

Modifications to the exact location of lots, roadways, primary sidewalk/pathway system, and other improvements may be requested by the Owner and approved by the Land

Use Administrator ("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 is authorized to approve those modifications to the Development Agreement and Conceptual Master Plan and any construction documents, and Preliminary Plat for the Subject Property or portions thereof as allowed by Code, provided that: (1) the maximum building height and number of residential lots described herein are not exceeded; (2) the Subject Property setbacks from adjacent properties are not modified; and (3) the approved plans maintain the general development standards in this Development Agreement.

SECTION 6. PERMITTED USES.

The Owner agrees to fully comply with the following uses and restrictions on the Subject Property. The Owner must develop the Subject Property consistent with the Conceptual Master Plan (Exhibit "2") with the uses of the Subject Property being limited to those provided on the table provided below. The design standards for the permitted use on the Subject Property shall comply with the LDC or design standards provided in Section 11.1, Lot Dimensional Standards, below:

ZONING DISTRICT	APPROVED USES
Residential	Town House, Amenity

(a) Town House: This use permits three or more attached single-family dwelling unit constructed in a series or group of attached units with property lines separating such units.

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

(a) The Conceptual Master Plan integrates pedestrian, bicycle, and vehicular traffic circulation systems within the Subject Property and with adjacent rights-of-ways. All uses shall have access to a roadway but are not required to front on a dedicated road. The City shall be granted access at all times to all roadways to ensure that public safety is maintained.

SECTION 7. LAND DEVELOPMENT CODE PARTIAL NON-APPLICABILITY.

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

SECTION 8. FACILITY COMMITMENTS.

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

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

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

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

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

(c) SIDEWALKS AND PEDESTRIAN PATHS: The Owner shall provide an internal integrated system of sidewalks to ensure that pedestrians maintain an easy and safe access to all uses as depicted on the Conceptual Master Plan.

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

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

(f) PARK AND RECREATION: As generally depicted on the Conceptual

Master Plan, the Owner shall provide parks and recreation for the benefit of the Project. The actual location and design of all parks and recreation facilities will be provided at a later date. In addition, the Owner shall construct and maintain a dog park on the Property, which shall be accessible to the surrounding community at no charge; provided, however, that such access shall be limited to pedestrian access only, and no vehicular access or parking rights are granted or implied. Reasonable restrictions, such as open and close time, may be imposed so long as they are equally applicable to the residents of the Property and the general public.

SECTION 9. DEVELOPMENT STANDARDS.

9.1 PARKING: Parking requirements for the Subject Property shall be depicted on the Conceptual Master Plan and shall include the following:

(a) UNIT PARKING: There shall be two (2) driveway parking spaces and one (1) single garage space per unit

(b) ROAD SIDE PARKING: There shall be thirty-four (34) spaces of road side parking available for guests throughout the Property.

(c) AMENITY PARKING: There shall be thirteen (13) spaces available for amenity parking.

9.2 OPEN SPACE: Minimum open space shall be forty percent (40%) of the Subject Property's gross area. Open space is defined in the LDC and includes on-site stormwater ponds, and all open space within the Property. Flexibility to the minimum open space requirements shall be as provided by the LDC, which may include, but not be limited to, green building principles, land donation, or other mechanisms that would justify a lower percentage of open space, if approved by the Land Use Administrator. Open space shall be maintained by either the actual owner of the property, a property owners' association, or other method satisfactory to the Owner and the City.

9.3 WATER/WASTEWATER: The Project is located wholly within the City limits and is therefore within the City's water and wastewater service areas. All permanent uses within the Project will be served by central water and sewer services. The City shall be the potable water and wastewater service provider for the Project upon payment of applicable fees. The City is under no obligation to accept the dedication of any facility.

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

9.5 DRAINAGE:

(a) The Owner 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 City's LDC. Best Management Practices (BMPs) shall be used during and after construction to minimize erosion and sedimentation and to properly manage runoff for both stormwater quantity and quality. BMPs shall be in accordance with the Florida Department of Environmental Protection (FDEP) and Florida Department of Transportation (FDOT) design standards and details.

(b) Stormwater piping, swales and ditches shall be designed to convey a ten (10)-year, twenty-four (24)-hour storm event. Stormwater detention facilities shall be designed to meet the water quality and attenuation requirements of SJRWMD and the City's LDC.

9.6 LANDSCAPING: No potable water shall be used for irrigation once a reclaimed water source is available after which all landscaping and irrigation shall comply with the LDC except for perimeter buffers, which shall be governed by section 10.20, below.

9.7 LIGHTING: 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 LDC.

9.8 FIRE PROTECTION: Fire protection requirements for the Project will be met

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

9.9 UTILITIES: The Owner shall be responsible for any and all costs associated with the extension of existing City utilities to the Subject Property that may be required to serve this Project. All internal utility lines for the Project shall be placed underground.

9.10 INTERCONNECTIVITY AND ACCESS: All units within the Subject Property 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 adjacent roadway as generally depicted on the Conceptual Master Plan.

9.11 RESOURCE PROTECTION:

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

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

9.12 WETLANDS: The Project shall be subject to all Federal, State and City of Palm Coast environmental and wetland regulations and ordinances. Impacts are limited. All preserved wetlands within the Project shall be placed into conservation easements in favor of the St. Johns River Water Management District, in a form acceptable to the District.

9.13 PROHIBITION OF DISCHARGES: The Owner shall comply with the City of Palm Coast Code of Ordinances, Article VI, Prohibition of Discharges, and all applicable local,

state, federal, and City water quality laws, rules, regulations, and ordinances.

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

9.15 WILDLIFE PROTECTION: In the event that listed species have been determined to be residing on, or otherwise be significantly dependent on the Subject Property, the Owner shall obtain the necessary permits from the Florida Fish and Wildlife Conservation Commission and other applicable agencies. Activities associated with listed flora and fauna shall comply with the LDC.

9.16 SIGNAGE: The Red Mill Pointe development may be identified as provided on the Conceptual Master Plan.

SECTION 10. PHASING OF DEVELOPMENT.

(a) The Subject Property 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 Owner shall submit a Preliminary Plat for the relevant phase. A Subdivision Master Plan as provided in Section 2.10, LDC is not required. Each phase of the Project will include infrastructure to support the proposed uses, including water and wastewater service, drainage, private roads, vehicular, and pedestrian access facilities. All infrastructure necessary to support each phase that is constructed on the 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 insure that contiguous roadways are available at all times prior to the issuance of any

building permits for that phase.

(c) The amenity centers and public benefit uses associated with the development shall be constructed as part of the first phase of development and shall be completed prior to or concurrent with the issuance of the first Certificate of Occupancy for any residential unit within the project.

SECTION 11. LOT AND BUILDING STANDARDS.

11.1 LOT DIMENSIONAL STANDARDS: Dimensional standards for the permitted use shall comply with the LDC for townhomes and are as follows:

Townhome Site Development Requirements

Type	**Townhome**
Min. Lot Width interior/exterior	**20'/25'**
Min. Lot Depth	**90'**
Min. Lot Size (SF) interior/exterior	**1800/2550**
Min. Side Setback Interior/exterior	**0'/10**
Min. Street-Side Setback	**20'**
Min. Front Setback	**20'**
Max. Bldg. Height	**50'**
Min. Rear Setback	**10'**
Max. Impervious Surface Ratio	**70%**
Min. Square Footage	**1400**

(Note – All lot sizes, setbacks and dimensions are minimum unless otherwise indicated and may be increased.)

11.2 ARCHITECTURE: Prior to issuance of the Preliminary Plat Development order, the Owner shall submit to the LUA an architectural program for the Project which shall be consistent with Chapter 13 of the City's LDC. Such program shall include signage and lighting for the Project.

SECTION 12. LIST OF OUTSTANDING PERMITS/APPROVALS AND PROPER SEQUENCING.

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

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

SECTION 13. DEVELOPMENT FEES.

The Owner acknowledges and agrees that the City has enacted citywide impact fees, and may in the future increase the amount of those fees. The Owner acknowledges that the Subject Property shall be subject to all fees in effect at the time of permitting.

SECTION 14. COMMON AREAS AND MAINTENANCE.

For all common areas, to ensure the long-term ownership, maintenance, and control of those areas, prior to the issuance of any building permit and before recording the final plat, the

Owner shall maintain or establish an association, in accordance with Florida law, comprised of the owners of lots or parcels with the development (the "Association"). The Association documentation shall be subject to the prior reasonable review of the City to ensure adequate provisions for the ongoing care and maintenance of the common areas. The documentation, whether contained in a deed restriction or otherwise, shall provide for the permanent maintenance of the Common Areas by the Association, minimum insurance requirements for the Association, adequate mechanisms to force financial participation by members of the Association, and restrictions on the ability to amend these requirements without the City's approval. The City shall not be required to accept ownership or maintenance of any of the Project's common elements including but not limited to roads, landscaping and buffers.

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

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

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

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

SECTION 16. NOTICES.

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

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

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

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

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

As to the Owner: Red Mill Pointe, LLC
Attn: Robert Kociecki
Post Office Box 770279
Orlando, FL 32877

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

SECTION 17. SEVERABILITY.

The terms and provisions of this Development Agreement are not severable and in the

event any portion of this Development Agreement shall be found to be invalid or illegal, then the entire Development Agreement shall remain valid and binding on the parties.

SECTION 18. SUCCESSORS AND ASSIGNS.

(a) This Development Agreement and the terms and conditions hereof shall be binding upon and inure to the benefit of the City and Owner and their respective successors-in-interest. The terms and conditions of this Development Agreement similarly shall be binding upon the 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 Owner has expressly covenanted and agreed to this provision and all other terms and provisions of this Development Agreement.

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

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

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

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

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

land development regulations and requirements.

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

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

SECTION 20. TERM / EFFECTIVE DATE.

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

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

Development of the Project shall commence within the timeframes set forth herein. Such timeframes may be extended in accordance with the extension provisions of the City's Land Development Code, as may be amended from time to time, or pursuant to any applicable statutory tolling provisions. In the event the Project fails to commence within the required timeframe, as may be extended, this Development Agreement and the approvals granted herein may expire. Any subsequent development of the Property shall require approval by the City through an amendment to this Development Agreement, rezoning, or other applicable development order, in accordance with the City's Land Development Code. SECTION 21. RECORDATION.

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

SECTION 22. THIRD PARTY RIGHTS.

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

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

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

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

SECTION 24. ATTORNEYS' FEES.

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

SECTION 25. FORCE MAJEURE.

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

Development Agreement to the contrary, that failure shall not constitute a default under this Development Agreement and any Time Period prescribed hereunder shall be extended by the amount of time that such party was unable to perform solely due to the Uncontrollable Event.

SECTION 26. INDEMNIFICATION.

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

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

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

(b) The failure by the Owner to perform each and every one of its obligations hereunder shall constitute a default, entitling the City to pursue whatever remedies are available to it under Florida law or equity, including, without limitation, an action for specific performance and/or injunctive relief, or alternatively, the termination of this Development Agreement. Prior to the City filing any action or terminating this Development Agreement as a result of a default under this Development Agreement, the City shall first provide the Owner written notice of said default. Upon receipt of said notice, the Owner shall be provided a thirty

(30) day period in which to cure the default to the reasonable satisfaction of the City prior to the City filing an action or terminating this Development Agreement. If thirty (30) days is not considered by the parties to be a reasonable period in which to cure the default, the cure period shall be extended to such cure period acceptable to the City, but in no case shall that cure period exceed ninety (90) days from initial notification of default. Upon termination of the Development Agreement, the Owner shall immediately be divested of all rights and privileges granted hereunder.

SECTION 28. CAPTIONS.

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

SECTION 29. EXHIBITS.

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

SECTION 30. INTERPRETATION.

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

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

of this Development Agreement.

SECTION 31. FURTHER ASSURANCES.

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

SECTION 32. COUNTERPARTS.

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

SECTION 33. MODIFICATIONS, AMENDMENTS AND NON-WAIVER.

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

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

SECTION 34. ENTIRE AGREEMENT AND EFFECT ON PRIOR AGREEMENTS.

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

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

CITY OF PALM COAST, FLORIDA

_____

Michael Norris, Mayor

ATTEST:

_____

Kaley Cook, City Clerk

APPROVED AS TO FORM AND LEGALITY:

_____

Marcus Duffy, City Attorney

The foregoing instrument was acknowledged before me this _____ day of _____, 2026, by Michael Norris, Mayor of the CITY OF PALM COAST, (check one) □ who is personally known to me or □ who produced _____ as identification.

_____

Notary Public – State of Florida

Print Name:_____

My Commission expires:

WITNESSES:

"OWNER"
Red Mill Pointe, LLC, a Florida limited liability company

_____

By:_____

_____

Robert Kociecki, Manager

(print)

_____

_____

(print)

STATE OF FLORIDA

COUNTY OF FLAGLER

The foregoing instrument was acknowledged before me this _____ day of _____, 2026, by Robert Kociecki, Manager Red Mill Pointe, LLC (check one) □ who is personally known to me or □ who produced _____as identification.

_____

Notary Public – State of Florida

Print Name:_____

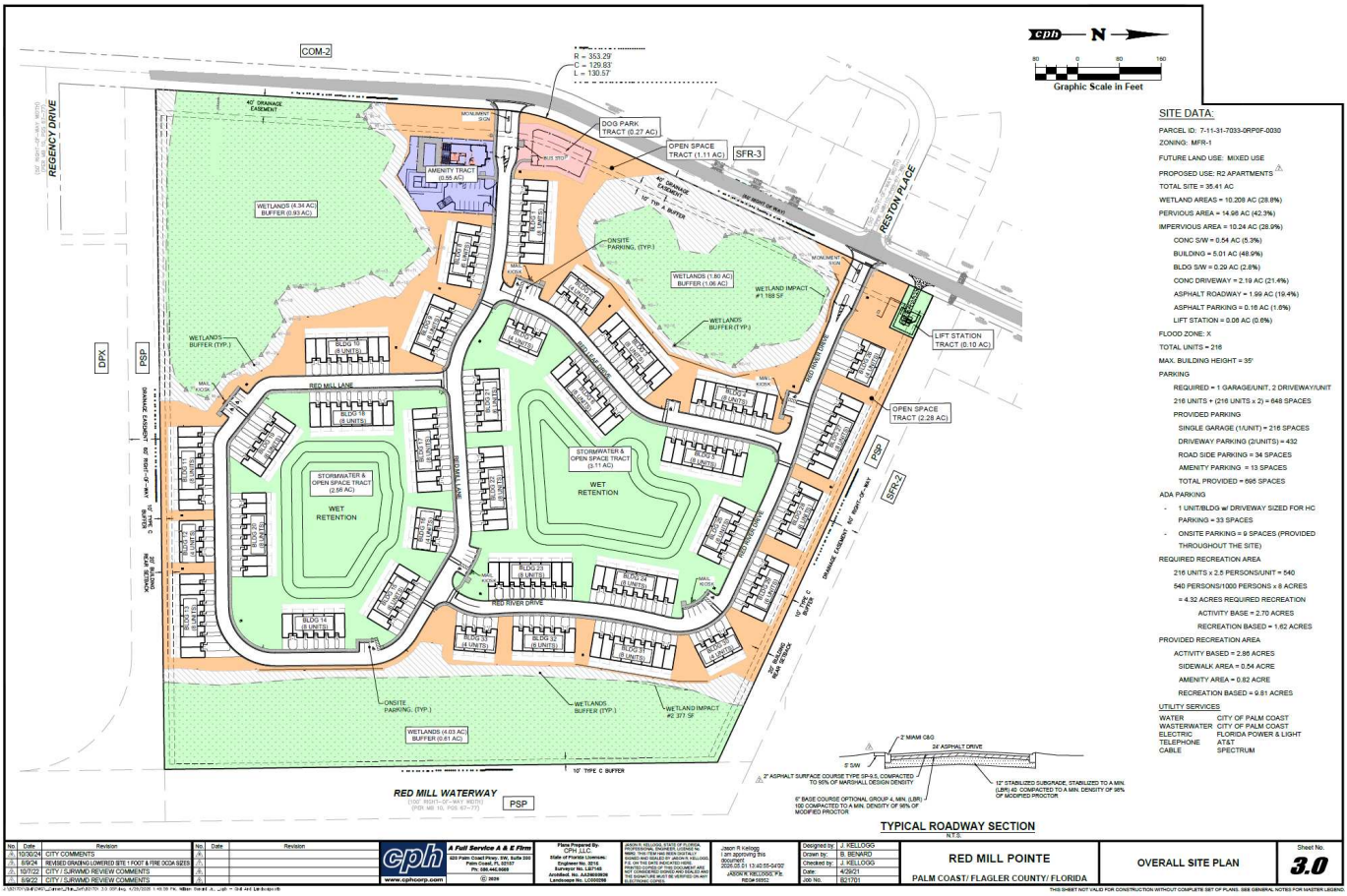
My Commission expires:

EXHIBIT "1"

RESERVED PARCEL F3, ROYAL PALMS SECTION 33, PALM COAST, ACCORDING TO THE PLAT THEREOF AS RECORDED IN MAP BOOK 10, PAGES 67 THROUGH 77, INCLUSIVE, OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA.

EXHIBIT "2"

CONCEPTUAL MASTER PLAN



COMMUNITY DEVELOPMENT DEPARTMENT
STAFF REPORT FOR RED MILL POINTE MASTER PLANNED DEVELOPMENT
CITY COUNCIL
PUBLIC HEARING ON OCTOBER 20, 2026

OVERVIEW

Application Number:	6212
Applicant:	Michael D. Chiumento III, Esq. of Chiumento Law
Property Description:	The east side of Red Mill Drive approximately 3/4 miles from its intersections with Rymfire Drive.
Property Owner:	Red Mill Pointe LLC
Parcel ID #:	07-11-31-7033-0RP0F-0030
Parcel Address:	76 Red Mill Drive
Current FLUM:	Mixed Use
Current Zoning:	Multifamily Residential (MFR-1)
Current Use:	Vacant
Size of Property:	±35.41 acres
Requested Action:	Amend the Official Zoning Map on the subject property from Multifamily Residential (MFR-1) to Master Planned Development (MPD) with a Development Agreement, in order for the property to be developed with fee-simple townhouses.

ANALYSIS

REQUESTED ACTION

The applicant is requesting an amendment to the Official Zoning Map (rezoning) from MFR-1 to MPD for their client to be able to develop the site with 216 single-family dwelling units in the form of attached fee-simple townhouses. The applicant has included a Development Agreement Currently the developer has approval from the City Council to develop the site with 216 multi-family dwelling units for rent, in the visual appearance of townhouses.

BACKGROUND/SITE HISTORY

- City Council approved a Development Order for a Master Site Plan (MSP) application (AR# 4871), conceptually approving 216 multifamily dwelling units on the site during its January 4, 2022 meeting.
- The applicant received a Development Order for the related Technical Site Plan (TSP) application (AR# 4996), approving the 216 multifamily dwelling units on May 23, 2023. A copy of the Development Order and Overall Site Plan have been included as attachments for this application to compare the previously approved versus the proposed requests.
- The applicant received a Development Order extension extending the TSP approval to May 23, 2026.

- The applicant submitted an application to rezone the site from MFR-1 to MPD on March 31, 2025. As the application for rezoning was received while a Development Order was valid for the overall site, the TSP Development Order is considered active until a determination is made on the rezoning application. Since this time staff has worked with the applicant and their team to reduce deviations within the MPD's Development Agreement from the Unified Land Development Code (LDC) and allow them time to host a neighborhood meeting for the MPD. During this time, it is worth noting that the majority of the time from the applicant's original submission to now was pending resubmittals from the applicant.

PROJECT DESCRIPTION

The applicant's MPD Development Agreement (DA) would allow the site to be developed with the same overall density as previously approved, at up to 216 dwelling units. The applicant's purpose of the MPD rezoning and Development Agreement is to allow the applicant to develop the site as fee-simple townhouses owned by the individual residents as opposed to operating the site as a multifamily rental property.

The project is planned to be developed in three phases and feature an amenity center for the project's residents along with a publicly accessible dog park that is planned to be ±0.25 acres in size. The applicant included language to require the amenity center and dog park to be constructed during the first phase of the development and shall be completed or concurrent with the first Certificate of Occupancy for any residential unit. The MPD DA also establishes provisions to allow on-street "roadside" parking for ±34 guest parking spaces scattered throughout the project site. Section 11.1 of the MPD DA provides dimensional standards within the site.

In review of the deviations of the dimensional standards from the existing MFR-1 zoning district the MPD DA features:

- Minimum Lot Width of 20 feet for interior townhouse units, the exterior units meet the LDC's 25-foot minimum lot width.
- Minimum Lot Size of 1,800 square feet for interior townhouse units is a reduction of the LDC's 2,500-square-foot minimum lot size, while the DA also provides a minimum exterior unit size of 2,550 square feet.
- Minimum Front setback of 20 feet, which is a reduction of the LDC's 25-foot minimum setback.
- Minimum Rear setback of 10 feet, which is a reduction of the LDC's 20-foot minimum setback.

In the event that the proposed MPD is approved by City Council, the project will require platting to establish the individual tracts for wetland preservation, common open space, recreation, roads, and the residential lots for each townhouse dwelling unit. Due to that the Conceptual Plan of the MPD may undergo slight alterations due to the platting review process, but the MPD DA explicitly caps density at up to 216 dwelling units.

LAND USE AND ZONING INFORMATION

USE SUMMARY TABLE:

CATEGORY:	EXISTING:	PROPOSED:
Future Land Use Map (FLUM)	Mixed Use	Mixed Use

Zoning District	MFR-1	MPD
Use	Vacant Land	Townhouse subdivision
Acreage	±35.41 acres	±35.41 acres

SURROUNDING LAND USES:

NORTH:	FLUM:	Residential, Canals
	Zoning:	Single-Family Residential (SFR-2 & SFR-3), Public/Semipublic (PSP)
EAST:	FLUM:	Residential, Canals
	Zoning:	Suburban Estate (EST-2), Single-Family Residential (SFR-2 & SFR-3), Public/Semipublic (PSP)
SOUTH:	FLUM:	Residential
	Zoning:	Duplex Residential (DPX), Public/Semipublic (PSP)
WEST:	FLUM:	Residential, Mixed Use, Greenbelt
	Zoning:	Single-Family Residential (SFR-2 & SFR-3), General Commercial (COM-2), Public/Semipublic (PSP)

ANALYSIS BASED ON UNIFIED LAND DEVELOPMENT CODE, CHAPTER 2, SECTION 2.05.05

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

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

Staff Finding: The proposed MPD does not add any additional density to the overall project's previous approved 216 dwelling units. The TSP application proposed a total of 33 buildings with the appearance of townhouses. Reviewing the MPD's conceptual plan versus the previously approved site plan is almost identical with the addition of the MPD providing a publicly accessible dog park. The MPD proposes using the same two access points from Red Mill Drive. Although the MPD DA has some deviations to the LDC's MFR-1 minimum setbacks and lot size/width requirements, the project enables the developer to create fee-simple townhouse lots utilizing the overall design of the previously approved multifamily project. Staff finds that will the proposed MPD DA does not create a further impact upon the public than what was previously approved by City Council, and therefore the criteria is met.

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

Staff Finding: The request is consistent with the Comprehensive Plan. The following policies are provided for elaboration:

- **<u>Chapter 1 Future Land Use Element:</u>**

-Objective 1.1.4 – Discourage Urban Sprawl – Promote compact and contiguous development, a mixture of land uses, and discourage urban sprawl.

The project site is a contiguous pocket of land that was previously approved for 216 multi-family residential units.

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

The project does not expand into areas which are currently not served by infrastructure. The attached concept plan proposes a lift station in the northwest of their development. During the Preliminary Plat process, the applicant will have to ensure that the facilities are adequate to serve the proposed development. City review staff will evaluate the plans at that point to determine if any additional improvements are necessary to support the project.

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

Staff Finding: Potable water and sewer services are available nearby to serve the project. The developer will be required to pay applicable impact fees to ensure that the City does not have a financial liability for the project.

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

Staff Finding: The project already has approved residential entitlements to support the 216 dwelling units as multifamily apartments in the form of townhomes on the site. The proposed MPD would allow the applicant to modify developmental dimensional standards in order to convert their proposed project into platted fee-simple lots that are owned by the individual residents which promotes home ownership and community investment.

The proposed conceptual plan is almost identical to the approved TSP with the exception of an additional public benefit of the previously discussed dog park. It has the same perimeter buffers that were required with the TSP application. Therefore, the MPD rezoning does not create an unreasonable hazard, nuisance, or threat to the general health, welfare, or safety of the City's inhabitants. As the MPD is a zoning district, and the concept plan is conceptual, City review staff shall evaluate the project during its platting to ensure compliance with all applicable code requirements and ensure all concurrency monitored facilities are met.

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

Staff Finding: If the subject property's MPD rezoning is approved by City Council, it will be required to comply with its Development Agreement, the LDC, the Comprehensive Plan, and all other applicable local, state and federal regulations throughout the development process.

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

The Unified Land Development Code, Chapter 2, Part II, Sec. 2.09.04 states: "*The Planning and Land Development Regulation Board and City Council shall consider the following criteria, in addition to the findings listed in Subsection 2.05.05, when reviewing a master planned development application*":

A. Consistency with all adopted elements of the Comprehensive Plan and whether it furthers the goals and objectives of the Comprehensive Plan.

Staff Finding: As previously stated, the proposed application is consistent with the Comprehensive Plan.

B. Consistency with the general intent of the LDC.

Staff Finding: The MPD DA is significantly consistent with the general intent of the LDC, as the conceptual plan almost identically mirrors the approved TSP site plan of AR# 4996. As discussed during the project description section some deviations include modifying the minimum dimensional standards such as:

- Minimum Lot Width of 20 feet for interior townhouse units, the exterior units meet the LDC's 25-foot minimum lot width.
- Minimum Lot Size of 1,800 square feet for interior townhouse units is a reduction of the LDC's 2,500-square-foot minimum lot size, while the DA also provides a minimum exterior unit size of 2,550 square feet.
- Minimum Front setback of 20 feet, which is a reduction of the LDC's 25-foot minimum setback.
- Minimum Rear setback of 10 feet, which is a reduction of the LDC's 20-foot minimum setback.

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

Staff Finding: The property has a Mixed Use Future Land Use Map (FLUM) designation which allows a potential of 15 dwelling units (DU) per acre by itself. That potential density is limited by the property's zoning district. Its current zoning district of MFR-1 allows for a maximum density of eight DU per acre. The proposed MPD DA would cap the project at a maximum unit count of 216 DU, which when looking at the gross acreage of the site equates to a density of ±6.10 DU per acre which is a reduction of the potential density from the current MFR-1 zoning. As City Council has previously found the project's density consistent with the character of the surrounding area, this criteria is met.

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

Staff Finding: The project is largely consistent with the LDC's townhouse requirement, with some deviations as previously discussed to minimum setbacks and lot sizes. The project will require its own platting and is contained within its own pocket of the "R" Section of Palm Coast. The previous approval of City Council evaluated the impact of 216 dwelling units within the property and was found consistent with the neighborhood.

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

Staff Finding: As this project submits for a Preliminary Plat, a concurrency analysis will be required to determine the adequacy of available infrastructure to serve the project. The applicant will be required during the platting process to ensure that the application is able to meet the City's adopted levels of service. The applicant has already reached out to Flagler Schools to evaluate school concurrency and shall be required to mitigate school concurrency during the platting process.

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

Staff Finding: The MPD DA proposes that the project shall be constructed in three phases with the recreational amenity center and publicly accessible dog park to be constructed as part of phase one. Additionally, internal road infrastructure will be developed as the corresponding phases of their residential lots. The developer will be required to ensure that each phase is able to stand as independent developments including utility, road, pedestrian connectivity, and secondary access requirements during the platting process.

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

Staff Finding: The project proposes two points of access via Red Mill Drive, which is consistent as approved under the TSP application. The MPD submitted a Transportation Impact Analysis with its application and was reviewed by Transportation Engineering and the City's Transportation Planner. The proposed MPD did not have any additional traffic vehicular traffic generated by the project compared to the previous approved TSP; however, during the platting process, the project's transportation impacts and trip distribution will be further analyzed. The proposed MPD is unlikely to cause Red Mill Drive to fall below the City's adopted level of service.

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

Staff Finding: The MPD proposes to provide a dog park that is publicly accessible so that the surrounding community will be able to utilize. As written the MPD does not require the City to accept dedication of the park or any other infrastructure.

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

Staff Finding: The request has minor deviations to the MFR-1 zoning district's dimensional requirements pertaining to townhouse developments as previously discussed, but the requested deviations are comparatively in scope with other MPDs within the City. Additionally, the project largely mirrors the approved TSP application but exchanges multifamily rental units for single-family attached fee-simple ownership of townhouse units.

J. Impact upon the environment or natural resources.

Staff Finding: The applicant's Environmental Assessment states the project proposes 0.86 acres of secondary impacts due to the project not being able to provide a minimum 15-foot upland buffer and provided Uniform Mitigation Assessment Method (UMAM) analysis and was required to purchase 0.06 UMAM credits to offset the secondary impacts of the project. The applicant purchased the wetland mitigation credits from the Fishtail Mitigation Bank. The MPD DA proposes to place all preserved wetlands into regulatory conservation easements to the benefit of St. Johns River water Management District.

K. Impact on the economy of any affected area.

Staff Finding: The proposed project will provide jobs during construction of the project and provide housing for residents.

PUBLIC PARTICIPATION

The applicant hosted a neighborhood meeting as required by LDC Section 2.05.02 at 6:00 p.m. on Tuesday July 14, 2026, in Rymfire Elementary School's cafeteria. The applicant also met the public notice requirements of LDC Section 2.05.03. The neighborhood meeting was attended by approximately 25 members of the public.

Documentation summarizing the neighborhood meeting and an email inquiry has been attached to the agenda item.

PLANNING AND LAND DEVELOPMENT REGULATION BOARD

The Planning and Land Development Regulation Board heard this item at their August 19, 2026 meeting. During the meeting two members of the public spoke against the proposed MPD rezoning. After deliberation, the Planning and Land Development Regulation Board voted unanimously, with a four to zero vote, to recommend approval to the City Council.

CITY COUNCIL FIRST READ

The City Council heard this item for first read at its October 6, 2026 meeting. It was approved with a unanimous vote of five to zero. No members of the public spoke in regard to this item.

RECOMMENDATION

The Planning and Land Development Regulation Board recommends that the City Council determine that the proposed Master Planned Development (Application No. 6212) is consistent with the Comprehensive Plan and approve the applicant's official zoning map amendment to Master Planned Development.

THE CITY OF PALM COAST
160 LAKE AVENUE
PALM COAST, FL 32164

BUSINESS IMPACT ESTIMATE
PURSUANT TO F.S. 166.041(4)

Meeting Date: October 6, 2026
Ordinance Number: 2026-XX
Posted To Webpage: August 19th, 2026

This Business Impact Estimate is given as it relates to the proposed ordinance titled:

> **AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PALM COAST, FLORIDA, AMENDING THE OFFICIAL ZONING MAP, AS ESTABLISHED IN SECTION 2.06 OF THE CITY OF PALM COAST UNIFIED LAND DEVELOPMENT CODE; FOR 35.41± ACRES OF CERTAIN REAL PROPERTY GENERALLY LOCATED ON THE EAST SIDE OF RED MILL DRIVE APPROXIMATELY 3/4 MILES FROM ITS INTERSECTIONS WITH RYMFIRE DRIVE, AND BEING MORE PARTICULARLY DESCRIBED IN THE ATTACHED EXHIBIT "A" FROM THE MULTIFAMILY RESIDENTIAL (MFR-1) ZONING DISTRICT TO THE MASTER PLANNED DEVELOPMENT (MPD) ZONING DISTRICT ALONG WITH A DEVELOPMENT AGREEMENT; PROVIDING FOR SEVERABILITY; PROVIDING FOR CONFLICTS; AND PROVIDING FOR AN EFFECTIVE DATE.**

The sections below <u>are not</u> required to be completed if the ordinance involves any one of the following types of regulations. Please check if applicable:

__ 1. Ordinances required for compliance with federal or state law or regulation;
__ 2. Ordinances relating to the issuance or refinancing of debt;
__ 3. Ordinances relating to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget;

__ 4. Ordinances required to implement a contract or an agreement, including, but not limited to, any federal, state, local, or private grant, or other financial assistance accepted by a municipal government;
__ 5. Emergency ordinances;
__ 6. Ordinances relating to procurement; or
X 7. Ordinances enacted to implement the following:

a. Development orders, and development agreements, and development permits, as those terms are defined in S 163.3164, and development agreements, as authorized by the Florida Local Government Development Acts SS. 163.3220-163.3243;

b. Comprehensive Plan amendments and land development regulation amendments initiated by an application by a private party other than the city;

__ c. Sections 190.005 and 190.046;

__ d. Section 553.73, relating to the Florida Building Code; or

__ e. Section 633.202, relating to the Florida Fire Prevention Code.

Part I. Summary of the proposed ordinance and statement of public purpose:

This ordinance implemented to amend development agreements relating to the subject parcels has been initiated from a private party other than the City, and therefore exempt from addressing the following sections.

ECONOMIC IMPACT ON BUSINESS

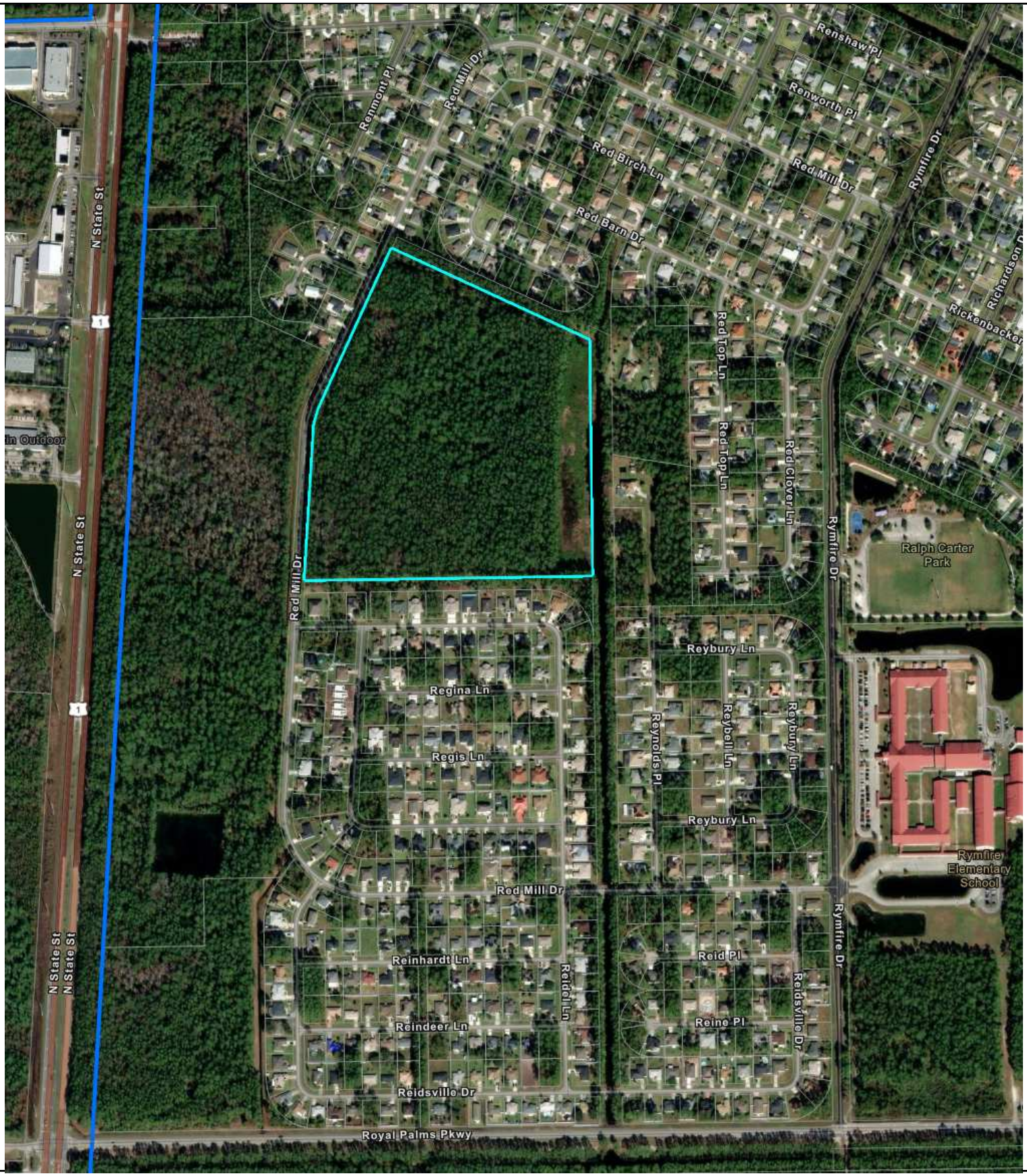
a. Estimated number of businesses impacted: Not applicable.

b. Types of businesses affected: Not applicable.

Estimated direct economic impact: Not applicable.

Negative impact: Not applicable.

Compliance Costs: Not applicable.



Close Up Aerial

Subject Property

City Limits

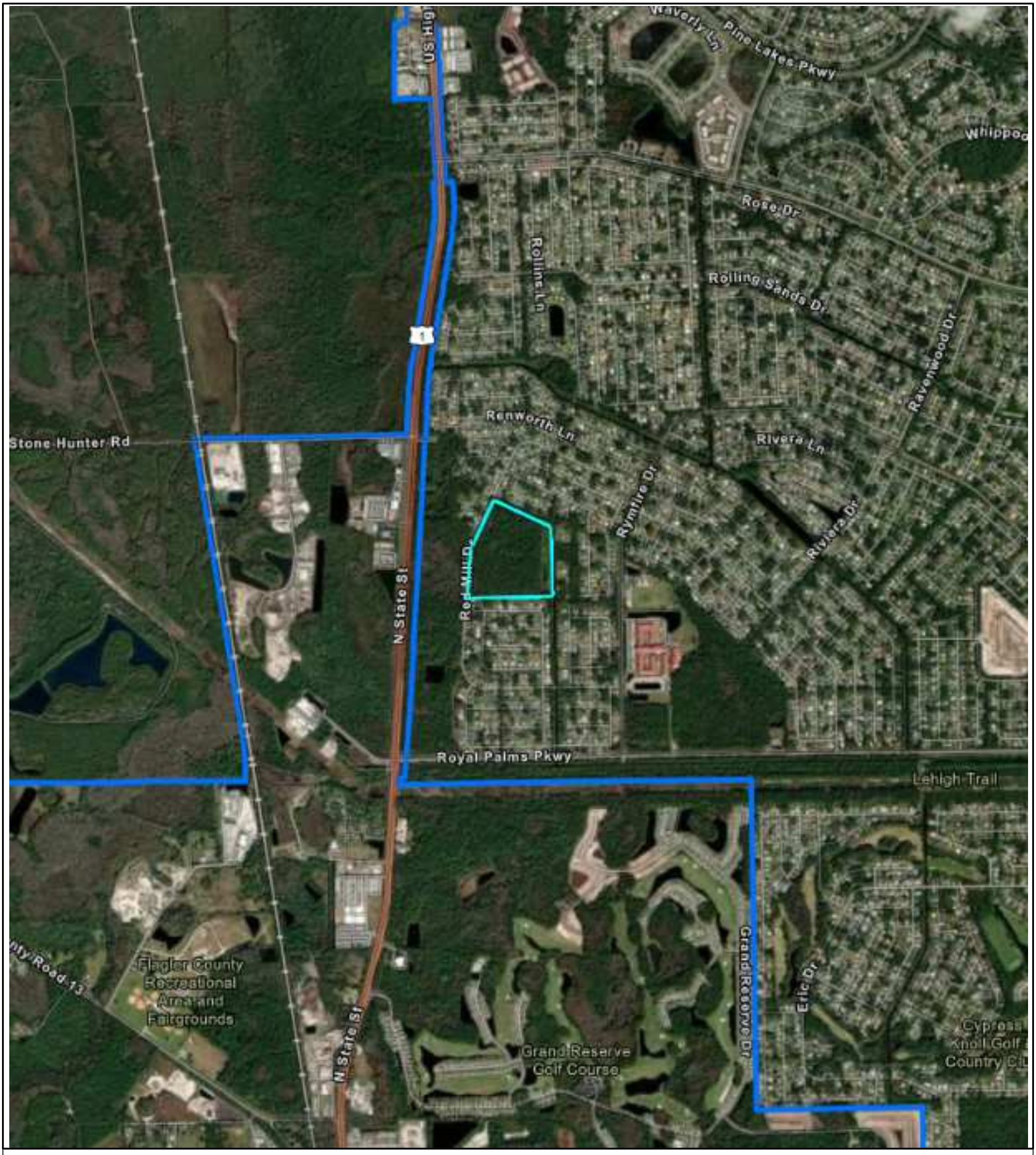
N
W E
S

0 500 Feet

Map Provided by the Planning Division

August 10, 2026

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



Distant Aerial

Subject Property

City Limits

N
W E
S

0 2,000 Feet

Map Provided by the Planning Division

August 10, 2026

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Future Land Use Map

Palm Coast City Limits
Subject Properties

Palm Coast FLUM
Canals

Conservation
DRI-Mixed Use
Greenbelt
Institutional
Mixed Use

Residential
AGRICULTURE & TIMBERLANDS, Annexed Area, Flagler County FLUM adopted

Unincorporated Flagler Future Land Use
AGRICULTURE & TIMBERLANDS
CONSERVATION

N
W E
S

0 500 Feet

CITY OF PALM COAST, FLORIDA
PALM COAST
INCORPORATED 1999

Map Provided by the Planning Division

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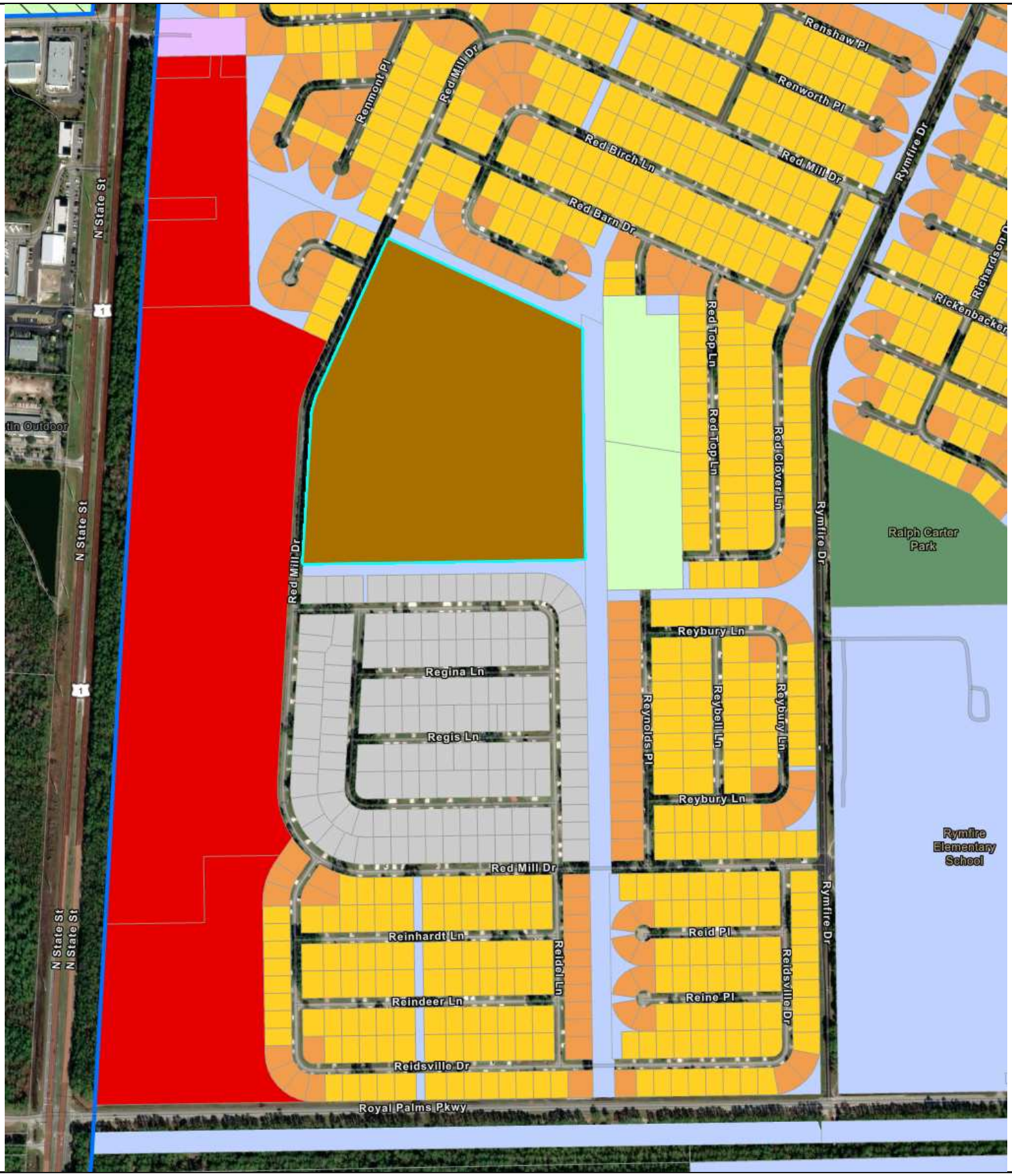

Current Zoning Map

- Palm Coast City Limits
- Subject Properties

Palm Coast Zoning Districts

- AGR
- COM-2
- COM-3
- DPX
- EST-1
- EST-2
- MFR-1
- P & G
- PRS
- PSP
- SFR-1
- SFR-2
- SFR-3
- MPD, MPD post 11-16-08 designation
- MPD, MPD pre 11-16-08 designation

Unincorporated Flagler Zoning

- AC

N W E S

0 500 Feet

CITY OF PALM COAST, FLORIDA — PALM COAST — INCORPORATED 1999

Map Provided by the Planning Division

August 10, 2026

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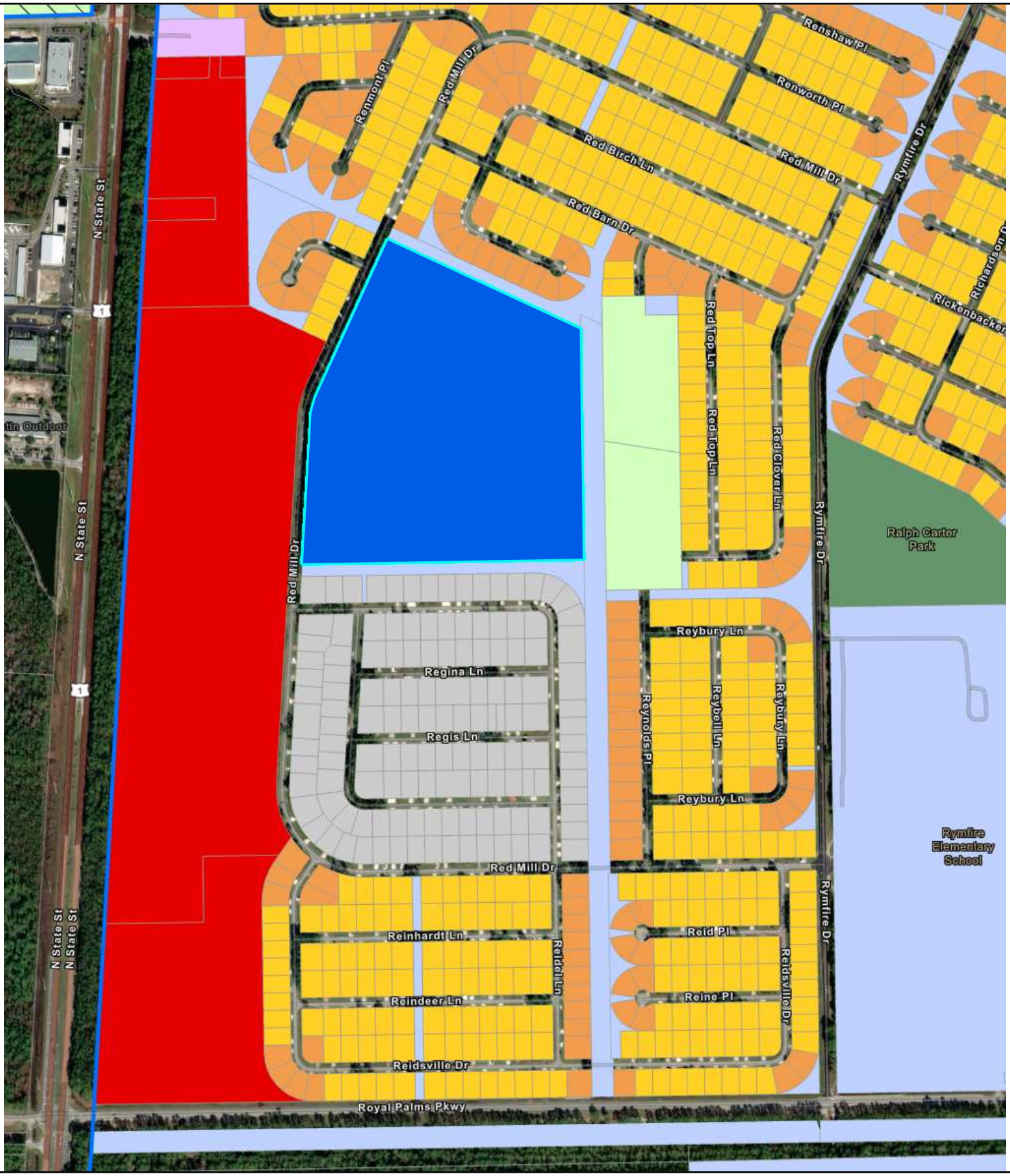

Proposed Zoning Map

Palm Coast City Limits
Subject Property

Palm Coast Zoning Districts

AGR
COM-2
COM-3
DPX
EST-1
EST-2
MFR-1
P & G
PRS
PSP
SFR-1
SFR-2
SFR-3
MPD, MPD post 11-16-08 designation
MPD, MPD pre 11-16-08 designation

Unincorporated Flagler Zoning

AC

N W E S

0 500 Feet

CITY OF PALM COAST, FLORIDA
PALM COAST
INCORPORATED 1999

Map Provided by the Planning Division

August 10, 2026

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Tel. (386) 445-8900
Fax: (386) 445-6702

2 Camino Del Mar
Palm Coast, FL 32137

By Appointment Only:
57 W. Granada Blvd.
Ormond Beach, FL 32174

CHIUMENTO LAW

March 26, 2025

City of Palm Coast
Attn: Ray Tyner
Via City Portal Only

RE: Red Mill Pointe

Dear Mr. Tyner:

I have the pleasure of representing Red Mill Pointe, LLC, a Florida limited liability company (hereinafter "Red Mill") in connection with an application for rezoning. Enclosed please find the Application for Rezoning of the 35.41 acre parcel located on Red Mill Drive, Palm Coast and further identified in the application.

In 2007 the property was approved for the development of a multifamily residence community with approval for 174 townhomes. In May 2023 the property was approved for the development of a multifamily residence with approval for 216 townhomes. The property has always been intended for the development of a townhome community and Red Mill submits this application to rezone to Master Planned Development in order to bring the vision of their project to fruition.

In addition to the application to Rezone to MPD with he corresponding owner authorizations, please find enclosed a list of property owners within 300 feet, Title Opinion letter, Concept Plan, Landscape Design Plans, and a survey. Once you have had an opportunity to review the application, we request you schedule a meeting to discuss your questions and comments. In addition, I will provide a Comprehensive Plan Consistency Analysis under separate cover in the near future. As always, thank you for your cooperation. Should you need any additional information, please contact me at your earliest convenience.

Sincerely,

Michael D. Chiumento III
Attorney
MDC/cm Enclosures

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Proudly serving Flagler and Volusia Counties for over 50 years

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57 W. Granada Blvd.
Ormond Beach, FL 32174

May 27, 2025

City of Palm Coast
Attn: Michael Hanson, Project Manager
160 Lake Avenue
Palm Coast, FL 32164

RE: Red Mill Pointe Master Planned Development (MPD)
Application Number 6212

Dear Mr. Hanson:

<u>ANALYSIS BASED ON UNIFIED LAND DEVELOPMENT CODE, CHAPTER 2, SECTION 2.05.05</u>

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

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

The proposed MPD is not in conflict with, or contrary to, the public interest as the MPD Master Plan shows the proposed uses to be in harmony within the project and with neighboring lands.

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

The proposed development is consistent with the City of Palm Coast's Comprehensive Plan, as it aligns with the Future Land Use Map designation of Mixed Use and supports policies promoting compact, walkable communities. The plan furthers the objectives of diverse housing and efficient infrastructure use. The development also complies with all applicable standards in the Land Development Code, including zoning requirements for density and setbacks, stormwater management, and transportation access. All necessary utilities are available, and environmental features are protected in accordance with City Code.

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

Chapter 1 Future Land Use Element:

-Objective 1.1.4 – Discourage Urban Sprawl – Promote compact and contiguous development, a mixture of land uses, and discourage urban sprawl.

This project is located in an area adjacent to other properties where development is under construction or in the design/permitting stage, which will discourage urban sprawl.

-Policy 1.1.4.2 – The Master Planned Development (MPD) zoning district shall allow residential housing types to be developed within existing residential development. Potential areas for MPDs are strategically located throughout the City to promote infill development and to maximize vehicular and pedestrian accessibility.

The property subject to the MPD will provide for a neighborhood community of townhomes with access to community amenities.

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

The proposed MPD is consistent with the above policy as the proposed residential community will be located within an existing residential neighborhoods that are already serviced by nearby schools, grocery stores and gas stations thereby taking advantage of facilities servicing local areas.

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

The proposed MPD does not expand into areas that are currently not served by infrastructure. The applicant will provide an analysis during the Preliminary Plat process to ensure that facilities to serve the proposed development are adequate. In addition, the property is currently subject to a site plan approval and permit.

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

All proposed development within the MPD will be required to pay applicable impact fees which will ensure the City does not have a financial liability for this project.

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

The project will not create issues that will threaten the City's inhabitants as the proposed land use

will be buffered from neighboring properties by appropriate landscape buffers as required in the LDC.

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

The development of this MPD must also comply with the development standards of the City's Land Development Code, the Comprehensive Plan, and the requirements of all other applicable agencies throughout the development process.

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

The Planning and Land Development Regulation Board and City Council shall consider the following criteria, in addition to the findings listed in Subsection 2.05.05, when reviewing the Master Planned Development Application.

A. *Consistency with all adopted elements of the Comprehensive Plan and whether it furthers the goals and objectives of the Comprehensive Plan.*

As previously stated, the proposed application is consistent and furthers the goals and objectives of the Comprehensive Plan.

B. Consistency with the general intent of the LDC.

The standards established in the Red Mill Pointe Master Planned Development (MPD) are consistent with the general intent of the LDC.

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

The standards established in the Red Mill Pointe MPD are consistent with the general intent of the LDC. The proposed MPD Development Agreement has only minor and moderate departures from the LDC.

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

The proposed MPD is compatible with the neighboring properties.

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

As this project is submitted for a Preliminary Plat, a concurrency analysis will be required to determine the adequacy of available infrastructure to serve the project.

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

This is not a multi-phased project so this will not be of concern.

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

Rymfire Drive and Redmill Drive have sufficient capacity to handle the project's traffic.

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

The development utilizes existing roads and utilities, reducing the need for costly infrastructure extensions and supporting infill development in a responsible manner. The project provides attainable housing options for young families, professionals, and retirees in a rapidly growing market.

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

The project is in compliance with the Mixed Use designation of the Future Land Use Element, supporting residential uses in line with the City's intent to create vibrant, walkable neighborhoods.

J. Impact upon the environment or natural resources.

The project meets the LDC in compliance with protecting natural resources as its development site contains an area of low-quality wetlands.

K. Impact on the economy of any affected area.

The proposed project will provide jobs during the construction of the project and provide housing for residents.

Sincerely yours,

Michael D. Chiumento III
MDC/cm

GENERAL - APPLICATION

DATE	03/31/2025
APPLICATION TYPE	REZONING MASTER PLANNED DEVELOPMENT

PROJECT NAME	Red Mill Pointe				
LOCATION OF SUBJECT PROPERTY (PHYSICAL ADDRESS)	76 RED MILL DR PALM COAST FL 32137-				
PROPERTY APPRAISER'S PARCEL NUMBER	07-11-31-7033-0RP0F-0030				
LEGAL DESCRIPTION	35.41 AC PALM COAST SEC 33 RESERVE PARCEL F-3 OR 553 PG 1539 OR 846 PG 1588-CD OR 984 PG 1608 OR 1292 PG 679 OR 1364/1515 OR 1622/1965 OR 1887/91 OR 2023/551				
SUBDIVISION NAME					
SECTION	07	BLOCK	0RP0F	LOT	0030
PROPERTY ACRES	35.41	PROPERTY SQ FT	1542460		
FUTURE LAND USE MAP DESIGNATION		EXISTING ZONE DISTRICT			
OVERLAY DISTRICT					
COMMUNITY PANEL NUMBER	120684	MAP PANEL DATE	06/06/2018		
FLOOD ZONE					
PRESENT USE OF PROPERTY					

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

Application to Rezone to MPD

PROPOSED NUMBER OF LOTS		IS THERE EXISTING MORTGAGE?	No

Owner	Applicant / Agent
Name: RED MILL POINTE LLC	Name: MICHAEL D. CHIUMENTO III
Mailing Address: POST OFFICE BOX 770279 ORLANDO, FL 328192877	Mailing Address: 145 CITY PLACE, SUITE 301 PALM COAST, FL 32164
Phone Number: (312) 952-6831	Phone Number: (386) 264-6035
E-mail Address: SHARRIS@BRITEHOMES.COM	E-mail Address: CMCNEIL@LEGALTEAMFORLIFE.COM
Mortgage Holder	**Engineer or Professional**
Name:	Name:
Mailing Address:	Mailing Address:
Phone Number:	Phone Number:
E-mail Address:	E-mail Address:
Architect	**Traffic Engineer**
Name:	Name:
Mailing Address:	Mailing Address:
Phone Number:	Phone Number:
E-mail Address:	E-mail Address:
Surveyor	**Landscape Architect**
Name:	Name:
Mailing Address:	Mailing Address:
Phone Number:	Phone Number:
E-mail Address:	E-mail Address:
Attorney	
Name:	
Mailing Address:	
Phone Number:	
E-mail Address:	

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

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

Signature of Property Owner or Applicant

MICHAEL D CHIUMENTO III

GENERAL APPLICATION: ☐ Rezoning ☐ Special Exception
☐ Nonstatutory Land Division/Parcel Reconfiguration ☐ Vacating Plat
☐ Subdivision Master Plan ☐ Preliminary Plat ☐ Final Plat
☐ Master Site Plan ☐ Nonresidential Controlling Master Site Plan
☐ Technical Site Plan ☐ Site Plan Addition ☐ Development Order Modification
☐ Variance ☐ Parking Flexibility
☐ Wireless Communication Facility (new structure)

CD Plus Application #: _____ Application Submittal Date: _____
Fee Paid: $_____ Date of Acceptance: _____
Employee Name Accepting Application (print name): _____
Rejected on _____ Rejected by: _____
Reason for Rejection: _____

A. PROJECT NAME: Red Mill Pointe

B. LOCATION OF SUBJECT PROPERTY (PHYSICAL ADDRESS): Red Mill Drive, Palm Coast, Florida 32164

C. PROPERTY APPRAISER'S PARCEL NUMBER(s): 07-11-31-7033-0RP0F-0030

D. LEGAL DESCRIPTION: _____ Subdivision Name; ____ Section; ____ Block; _____ Lot

Reserved Parcel F3, ROYAL PALMS SECTION 33, PALM COAST, ACCORDING TO THE PLAT THEREOF AS RECORDED IN MAP BOOK 10, PAGES 67 THROUGH 77, INCLUSIVE, OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA.

E. SUBJECT PROPERTY ACRES / SQUARE FOOTAGE: 35.41 ACRES

F. FUTURE LAND USE MAP DESIGNATION: Mixed Use EXISTING ZONING DISTRICT: MFR-1

OVERLAY DISTRICT: _____

G. FLOOD ZONE: X COMMUNITY PANEL NUMBER: _____ DATE: _____

H. PRESENT USE OF PROPERTY: Multi-Use

I. DESCRIPTION OF REQUEST / PROPOSED DEVELOPMENT (MAY ATTACH ADDITIONAL SHEETS):
Rezone from MFR-1 to MPD

J. **PROPOSED NUMBER OF LOTS:** _____

K. CHECK APPROPRIATE BOX FOR SITE PLAN:

☑ Tier 1 (up to 40,000 sq. ft. / 40 units)
☐ Tier 2 (up to 100,000 sq. ft. / 100 units)
☐ Tier 3 (exceeding 100,000 sq. ft. / 100 units)

L. LIST BELOW ANY APPLICATIONS CURRENTLY UNDER REVIEW OR RECENTLY APPROVED ASSOCIATED WITH THIS APPLICATION: None

M. WATER/SEWER PROVIDER: City of Palm Coast

N. IS THERE AN EXISTING MORTGAGE? ☐ Yes ☑ No

General Application (sheet 1 of 2)

OWNER:		APPLICANT / AGENT:	
Name:	Red Mill Pointe, LLC	Name:	Michael D. Chiumento III, Esq.
Mailing Address:	Post Office Box 770279 Orlando, FL 32877	Mailing Address:	145 City Place, Suite 301 Palm Coast, FL 32164
Phone Number:		Phone Number:	386-445-8900 ext 102
E-mail Address:	SHarris@britehomes.com & BKociecki@britehomes.com	E-mail Address:	Michael3@legalteamforlife.com

MORTGAGE HOLDER:		ENGINEER OR PROFESSIONAL:	
Name:		Name:	
Mailing Address:		Mailing Address:	
Phone Number:		Phone Number:	
E-mail Address:		E-mail Address:	

PLANNER:		TRAFFIC ENGINEER:	
Name:		Name:	
Mailing Address:		Mailing Address:	
Phone Number:		Phone Number:	
E-mail Address:		E-mail Address:	

SURVEYOR:		LANDSCAPE ARCHITECT:	
Name:		Name:	
Mailing Address:		Mailing Address:	
Phone Number:		Phone Number:	
E-mail Address:		E-mail Address:	

ATTORNEY:		DEVELOPER OR DOCKMASTER:	
Name:	Michael D. Chiumento III, Esq.	Name:	
Mailing Address:	145 City Place, Suite 301 Palm Coast, FL 32164	Mailing Address:	
Phone Number:	386-445-8900 ext 102	Phone Number:	
E-mail Address:	Michael3@legalteamforlife.com	E-mail Address:	

I HEREBY CERTIFY THAT ALL INFORMATION ON THIS APPLICATION IS CORRECT:
Signature of owner OR person authorized to represent this application

Signature(s) _____ _____

Printed or typed name(s): Robert Kociecki, Manager of Red Mill Pointe, LLC

NOTARY: This instrument was acknowledged before me on this 24 **day of** February, 20 25 **by**

Robert Kociecki, Manager of Red Mill Pointe, LLC **who is/are personally known to me, or who has/have produced**

_____ **as identification.** **(SEAL)**

Signature of Notary Public, State of Florida

NOTARY PUBLIC STATE OF FLORIDA
JAMIE FUENTES
Commission # HH 614846
Expires January 10, 2029

Property Owner Letter of Authorization
**********IFAPPLICANT IS NOT THE PROPERTY OWNER**********

Dear Planning Manager,

I/We, Robert Kociecki, as Manager of Red Mill Pointe, LLC being the
(All property owners)

current property owner(s) of the property legally described as

Parcel # 07-11-31-7033-0RP0F-0030 and also described as

Subdivision _____ Section_____, Block_____ ,Lot _____.

Street address Red Mill Drive, Palm Coast, Florida

Do hereby designate and authorize Michael D. Chiumento III, Esq.
(name of authorized agent)

representing Red Mill Pointe, LLC
(All property owners)

To sign on my/our behalf, as my/our agent to submit an application for a

Application for Rezoning to MPD
(type of application)

Signature of property owner

Robert Kociecki
Print Name

Robert Kociecki, as Manager of Red Mill Pointe, LLC
Print Name

Print Name

NOTARY: This instrument was acknowledged before me on this by means of ☑ physical presence or ☐ online notarization 24 **day of** February, 20 25 **by**

Robert Kociecki, as Manager of Red Mill Pointe, LLC **who is/are personally known to me, or who has/have produced** _____ **as identification.**

(SEAL)

Signature of Notary Public, State of Florida

NOTARY PUBLIC STATE OF FLORIDA

JAMIE FUENTES
Commission # HH 614846
Expires January 10, 2029

AFFIDAVIT OF CORPORATE IDENTITY/AUTHORITY

STATE OF FLORIDA

COUNTY OF _____

COMES NOW, Robert Kociecki, being first duly sworn, who deposes and says:

(1) That he/she is the Manager, an officer of Red Mill Point, LLC corporation existing under the laws of the State of Florida.

(2) That he/she is authorized to execute the following deeds or instruments on behalf of the above named corporation: _____ relating to the following described real property: Red Mill Drive, Palm Coast, Florida 32164

(3) That this affidavit is made to induce the City of Palm Coast to accept the above described property.

Signature of owner OR person authorized to represent this application

Signature **Print**

Robert Kociecki, as Manager of Red Mill Pointe, LLC

NOTARY: This instrument was acknowledged before me on this by means of ☐ physical presence or ☐ online notarization 24 **day of** February, **20**25 **by** Robert Kociecki, as Manager of Red Mill Pointe, LLC **who is/are personally known to me, or who has/have produced** _____ **as identification.**

(SEAL)

Signature of Notary Public, State of Florida

NOTARY PUBLIC STATE OF FLORIDA

JAMIE FUENTES
Commission # HH 614846
Expires January 10, 2029

Detail by Entity Name

Florida Limited Liability Company
RED MILL POINTE LLC

Filing Information

Document Number	L21000372112
FEI/EIN Number	87-3739841
Date Filed	08/19/2021
State	FL
Status	ACTIVE

Principal Address

6751 Forum Drive
Suite 210
Orlando, FL 32821

Changed: 07/05/2023

Mailing Address

P O Box 770279
Orlando, FL 32877

Changed: 07/05/2023

Registered Agent Name & Address

WHARTON LAW GROUP, PA
456 S. CENTRAL AVE
OVIEDO, FL 32765

Authorized Person(s) Detail

Name & Address

Title MGR

BRITE GROUP HOLDINGS FLORIDA LLC
6751 Forum Drive
Suite 210
Orlando, FL 32821

Title Manager

KOCIECKI, ROBERT
6751 FORUM DR
SUITE 210
ORLANDO, FL 32821

Annual Reports

Report Year	Filed Date
2023	02/16/2023
2023	07/05/2023
2024	03/25/2024

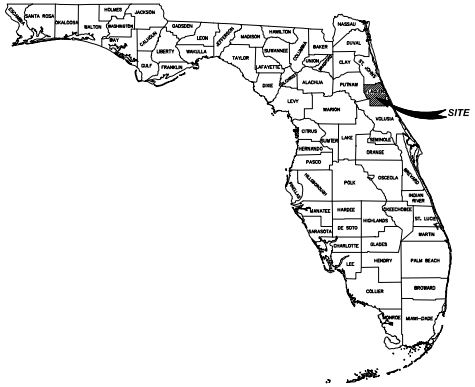
Document Images

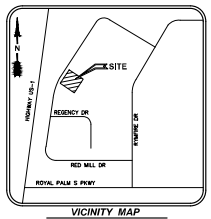
03/25/2024 -- ANNUAL REPORT	View image in PDF format
07/05/2023 -- AMENDED ANNUAL REPORT	View image in PDF format
02/16/2023 -- ANNUAL REPORT	View image in PDF format
04/29/2022 -- ANNUAL REPORT	View image in PDF format
08/19/2021 -- Florida Limited Liability	View image in PDF format

Florida Department of State, Division of Corporations

Survey Sheet 1

BOUNDARY & TOPOGRAPHIC SURVEY
ALSO BEING AN
(ALTA/NSPS LAND TITLE SURVEY)
FOR
M&M DEVELOPMENT OF FLAGLER LLC
AT
RED MILL DRIVE
LYING IN
SECTION 7-TOWNSHIP 11 SOUTH-RANGE 31 EAST
CITY OF PALM COAST, FLAGLER COUNTY, FLORIDA





VICINITY MAP
NOT TO SCALE

SCHEDULE B-SECTION II PER WFG NATIONAL TITLE INSURANCE COMPANY TITLE COMMITMENT NO. 1806666FL-A EFFECTIVE DATE JULY 20, 2021 AT 8:00 A.M.

(9.) EASEMENTS, RESTRICTIONS, COVENANTS AND CONDITIONS AS SET FORTH IN THE PLAT OF ROYAL PALMS SECTION 33, PALM COAST, RECORDED IN MAP BOOK 10, PAGE 67 THROUGH 77, INCLUSIVE. (AFFECTS SUBJECT PARCEL) (AS SHOWN ON SURVEY)

(10.) COVENANT BY ITT COMMUNITY DEVELOPMENT, CORP A&F., AND ITT LAND CORPORATION RECORDED IN OFFICIAL RECORDS BOOK 130, PAGE 19. (AFFECTS SUBJECT PARCEL) (BLANKET IN MATURE) (NOT PLOTTABLE)

(11.) RESOLUTION 91-61 RECORDED IN OFFICIAL RECORDS BOOK 458, PAGE 1209. (AFFECT SUBJECT PARCEL) (BLANKET IN NATURE) (NOT PLOTTABLE)

(12.) DRAINAGE EASEMENT IN FAVOR OF PALM COAST COMMUNITY SERVICE CORPORATION RECORDED IN OFFICIAL RECORDS BOOK 549, PAGE 991, AS AFFECTED BY ASSIGNMENT OF RESERVED RIGHTS RECORDED IN OFFICIAL RECORDS BOOK 602, PAGE 53. (AFFECTS SUBJECT PARCEL) (AS SHOWN ON SURVEY)

(13.) NON-EXCLUSIVE ASSIGNMENT OF EASEMENT RIGHTS RECORDED IN OFFICIAL RECORDS BOOK 641, PAGE 1049, AS CORRECTED IN OFFICIAL RECORDS BOOK 686, PAGE 272. ((AFFECTS SUBJECT PARCEL) (BLANKET IN NATURE) (NOT PLOTTABLE)

(14.) CITY OF PALM COAST DEVELOPMENT ORDER APPROVAL RECORDED IN OFFICIAL RECORDS BOOK 1645, PAGE 1882. (AFFECTS SUBJECT PARCEL) (BLANKET IN NATURE) (NOT PLOTTABLE)

LEGAL DESCRIPTION: (PER EXHIBIT "A", AS PROVIDED BY CLIENT)

RESERVED PARCEL F3, ROYAL PALMS SECTION 33, PALM COAST, ACCORDING TO THE PLAT THEREOF AS RECORDED IN MAP BOOK 10, PAGES 67 THROUGH 77, INCLUSIVE OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA.

SITUATE IN THE COUNTY OF FLAGLER, STATE OF FLORIDA.

SURVEY NOTES:

1. COPIES OF THIS SURVEY ARE NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
2. ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.
3. THIS SURVEY IS BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD '88)

   THE SITE BENCHMARKS FOR THIS TOPOGRAPHIC SURVEY ARE DISPLAYED ON THE RESPECTIVE SURVEY FILE. THESE BENCHMARKS ARE BASED ON A CLOSED VERTICAL CONTROL LOOP HAVING AN ACTUAL ERROR OF CLOSURE OF 0.018' WHICH MEETS THE ALLOWABLE CLOSURE OF 0.045'. THIS FIELDWORK WAS PERFORMED USING A TOPCON LEVEL MODEL # DL-502 AND REFERENCES THE FOLLOWING PUBLISHED BENCHMARKS AS ESTABLISHED BY THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD '88) AND ALL VERTICAL INFORMATION INCLUDING SPOT ELEVATIONS, NOTATIONS AND THE CONTOUR LINES DERIVED THEREFROM ARE BASED ON AND MATCHED TO VERTICAL CONTROL BENCHMARKS SUPPLIED BY NGS DATA SHEETS PUBLISHED AT WWW.LABINS.ORG AS FOLLOWS:

   a) DESIGNATION #U 721, PID #DM2626
      (NAVD '88) ELEVATION = 34.74'

   b) DESIGNATION #T 721, PID #DM2625
      (NAVD '88) ELEVATION = 29.64'

   SITE BENCHMARKS ARE AS SHOWN ON SHEET 3 & 5 OF 5.
4. THIS SURVEY IS NOT VALID WITHOUT SHEETS 1 THROUGH 5 OF 5.
5. THE LAST DAY FIELD WORK WAS PERFORMED WAS APRIL 7, 2021; ALL BOUNDARY CORNERS WERE RECOVERED OR SET AS NOTED HEREON.
6. THE "LEGAL DESCRIPTION" HEREON IS IN ACCORD WITH EXHIBIT "A" OF THE TITLE COMMITMENT, AND WAS PROVIDED BY THE CLIENT.
7. BEARINGS SHOWN HEREON ARE RELATIVE TO THE CENTERLINE OF RED MILL DRIVE AS SHOWN ON THE SUBDIVISION PLAT ROYAL PALMS – SECTION 33 PALM COAST, AS RECORDED IN MAP BOOK 10, PAGES 67 THROUGH 77, INCLUSIVE OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA. SAID BEARING BEING NORTH 03°27'17" EAST.
8. HAVING CONSULTED THE NATIONAL FLOOD INSURANCE PROGRAM, FLOOD INSURANCE RATE MAP (FIRM) NUMBER 12035C0120E, COMMUNITY PANEL NO. 120684-0120-E, CITY OF PALM COAST, REVISED DATE JUNE 6, 2018, THE SUBJECT PROPERTY APPEARS TO LIE IN ZONE X, WHICH ARE AREAS OF MINIMAL FLOOD HAZARD (NAVD '88). THIS DETERMINATION WAS BASED ON A GRAPHIC INTERPOLATION OF SAID MAP AND NOT ON ACTUAL FIELD MEASUREMENTS.
9. HORIZONTAL WELL-IDENTIFIED FEATURES IN THIS SURVEY AND MAP HAVE BEEN MEASURED TO AN ESTIMATED HORIZONTAL POSITIONAL ACCURACY OF 0.05 (FT). THE EQUIPMENT USED TO VERIFY THE HORIZONTAL CONTROL ON THE SUBJECT SURVEY WAS A TOPCON HIPER V. THE EQUIPMENT USED TO LOCATE THE FEATURES WAS A TOPCON PS-103A ROBOTIC TOTAL STATION.
10. FLAGLER COUNTY PROPERTY APPRAISER INFORMATION DISPLAYED HEREON AS PARCEL# IS PER THE FLAGLER COUNTY PROPERTY APPRAISER'S WEBSITE WWW.FLAGLERPACOM) AS OF APRIL 7, 2021.
11. UNLESS OTHERWISE NOTED, ALL RECORD INFORMATION SHOWN HEREON IS BASED ON INFORMATION CONTAINED IN THE COMMITMENT FOR TITLE INSURANCE BY WFG NATIONAL TITLE INSURANCE COMPANY, COMMITMENT NO. 1806666FL-A, EFFECTIVE DATE JULY 20, 21021, AND WAS PROVIDED BY THE CLIENT.
12. NO UNDERGROUND UTILITIES, FOUNDATIONS OR IMPROVEMENTS, IF ANY, HAVE BEEN LOCATED EXCEPT AS SHOWN.
13. THIS SURVEY DOES NOT IDENTIFY THE LIMITS OR EXTENT OF POTENTIAL JURISDICTIONAL WETLAND BOUNDARIES. WETLANDS SHOWN HAVE NOT BEEN APPROVED BY JURISDICTIONAL AGENCIES.
14. FENCES AND WALLS EXISTING ON, OVER OR ADJACENT TO SUBJECT PROPERTY, ARE DISPLAYED HEREON; OWNERSHIP WHETHER SINGULAR OR JOINT WAS NOT DETERMINED BY THIS SURVEY.
15. VERTICAL FEATURE ACCURACY: "ELEVATIONS OF WELL-IDENTIFIED FEATURES CONTAINED IN THIS SURVEY AND MAP HAVE BEEN MEASURED TO AN ESTIMATED VERTICAL POSITIONAL ACCURACY OF 0.05 (FT)."
16. DIMENSIONS ARE SHOWN RELATIVE TO UNITED STATES STANDARD FEET AND DECIMALS THEREOF, UNLESS THE OBJECT SHOWN IS COMMONLY IDENTIFIED IN INCHES, I.E. TREE DIAMETER, PIPE DIAMETER, ETC. TREES DEPICTED ARE COMMON NAMES AND MEASURED AND LABELED AS DIAMETER AT BREAST HEIGHT IN INCHES.
17. CERTAIN INSTRUMENTS OF RECORD REFLECTING EASEMENTS, RIGHTS-OF-WAY, AND/OR OWNERSHIP WERE FURNISHED TO THIS SURVEYOR AS NOTED OR DISPLAYED HEREON.
18. THE UNDERGROUND UTILITIES DEPICTED BY PIPE LINETYPES ARE APPROXIMATE IN NATURE BASED UPON AN INSPECTION OF THE MANHOLE, GRATE, ETC. OF EACH FACILITY. EXISTING PIPES WERE NOT LAMPED OR REMOTELY VIEWED FOR DIRECTION, OBSTRUCTIONS OR CONNECTIVITY.

Line Legend:
NOT TO SCALE

- = 1 FOOT CONTOURS
- = 5 FOOT CONTOURS
- = ADJOINER PROPERTY LINES
- = BARBED WIRE FENCE
- = BROKEN LINE
- UC = BURIED CABLE
- UCTV = BURIED CABLE TELEVISION
- UE = BURIED ELECTRIC
- UFO = BURIED FIBER OPTICS
- UG = BURIED GAS
- URW = BURIED RECLAIMED WATER LINE
- SAN = BURIED SANITARY LINES
- FM = BURIED SANITARY SEWER FORCE MAIN LINE
- TC = BURIED TRAFFIC CONTROL
- UT = BURIED TELEPHONE LINE
- UW = BURIED WATER LINES
- = CENTER LINE R/W
- = CHAIN LINK FENCE
- = EASEMENT LINES (EXISTING)
- = EASEMENT LINES (PROPOSED)
- EOW = EDGE OF WATER LINES
- = EXISTING DRAINAGE PIPES
- = EXISTING DRAINAGE PIPES (TERMINUS & ANGLE UNKNOWN)
- FW = FIRE WATER MAIN LINES
- HW = HOT WATER SUPPLY LINES
- IRR = IRRIGATION LINES
- OTL = OVERHEAD TRAFFIC LINES
- OHU = OVERHEAD UTILITY LINES
- = RAILROAD TRACKS
- = RIGHT-OF-WAY LINES
- = SECTION LINES
- = STONE WALL LINES
- TOB = TOP OF BANK LINES
- TOE = TOE OF SLOPE LINES
- = TREE LINES
- TRAV = TRAVERSE LINES
- UNK = UNKNOWN BURIED LINES
- = VINYL FENCE
- = WOOD FENCE
- = WETLAND LINE
- OP = ORANGE PAINT LINE
- GP = GREEN PAINT LINE
- RP = RED PAINT LINE
- WP = WHITE PAINT LINE
- PP = PURPLE PAINT LINE
- BP = BLUE PAINT LINE
- YP = YELLOW PAINT LINE

Symbol Legend:
NOT TO SCALE

- AIR RELEASE VALVE
- BORING HOLE LOCATION
- BRICK PAVERS
- CABLE TV RISER
- CENTRAL ANGLE
- CLEAN OUT
- COMMUNICATION MANHOLE
- CONCRETE
- CONCRETE LIGHT POLE
- CONCRETE LIGHT POLE (DUAL)
- CONCRETE LIGHT POLE (TRIPLE)
- CONCRETE LIGHT POLE (QUAD)
- CONCRETE MITERED END SECTION
- CONCRETE PAVERS
- CONCRETE RIP RAP
- CONCRETE UTILITY POLE
- COUNTY ROAD SYMBOL
- CROSSWALK SIGNAL POLE
- DETECTABLE WARNING AREA
- DUAL SUPPORT SIGN
- ELECTRICAL MANHOLE
- ELECTRIC METER
- ELECTRICAL JUNCTION BOX
- ELECTRIC OUTLET
- ELECTRIC RISER
- FIBER OPTIC MARKER
- FIRE DEPARTMENT CONNECTION
- FIRE HYDRANT
- FLOOD LIGHT
- FOUND CONCRETE MONUMENT (AS NOTED)
- FOUND IRON PIPE (AS NOTED)
- FOUND IRON REBAR (AS NOTED)
- FOUND/SET NAIL (AS NOTED)
- GARBAGE CAN
- GAS MARKER
- GAS VALVE
- GOPHER TORTOISE HOLE
- GRATE INLET
- GRAVEL/DIRT
- GREASE TRAP MANHOLE
- GROUND LIGHT
- GUY ANCHOR
- HANDICAP PARKING SPACE
- INTERSTATE SYMBOL
- IRRIGATION CONTROL VALVE
- LIGHT POLE
- LIGHT POLE (DUAL)
- LIGHT POLE (TRIPLE)
- LIGHT POLE (QUAD)
- MAILBOX
- MONITOR WELLS
- NAIL & DISC (AS NOTED)
- PARKING SPACES (2)
- POST INDICATOR VALVE
- PULL BOX (AS NOTED)
- REVISION NUMBER (3)
- RECLAIMED WATER METER
- RECLAIMED WATER VALVE
- ROOF DRAIN
- SANITARY SEWER MANHOLE
- SANITARY SEWER VALVE
- TITLE OR REPORT ITEM NUMBER
- SECTION CORNER
- 4" X 4" CM LB #7143
- 5/8" IR&C LB #7143
- SIGN
- SITE BENCH MARK
- STORM SEWER MANHOLE
- STRIPING (DIRECTIONAL)
- TELEPHONE CABLE RISER
- TELEPHONE MANHOLE
- TELEPHONE LINE MARKER
- TELEPHONE JUNCTION BOX
- TEST HOLE
- TRAFFIC SIGNAL BOX
- TRAFFIC SIGNAL SUPPORT POLE
- UNKNOWN MANHOLE
- UNKNOWN UTILITY MARKER
- UNKNOWN RISER
- UNKNOWN VALVE
- UTILITY FLAG (AS NOTED)
- VENT (AS NOTED)
- WATER METER
- WATER RISER
- WATER SERVICE
- WATER SPIGOT
- WATER SPRINKLER
- WATER VALVE
- WELL
- WETLAND FLAG
- WOOD UTILITY POLE
- WATER LINE MARKER
- WIRE HEIGHTS (SEE CHART)

Sign Legend:
NOT TO SCALE

- (R1) = ROW NUMBER SIGN
- (B) = BUS STOP SIGN
- (DE) = DEAD END SIGN
- (DNE) = DO NOT ENTER SIGN (R5-1)
- (HC) = HANDICAP SIGN
- (HC) = DUAL HANDICAP SIGN
- (FDC) = FIRE DEPARTMENT CONNECTION
- (INFO) = INFORMATION SIGN
- (KR) = KEEP RIGHT SIGN
- (LTO) = LEFT TURN ONLY
- (ME) = MEDIAN SIGN
- (ND) = NO DUMPING SIGN
- (NL) = NO LEFT TURN SIGN (R3-2)
- (NLI) = NO LITTERING SIGN
- (NO) = NO OUTLET SIGN
- (FL) = NO PARKING FIRE LANE SIGN
- (NOR) = NO RIGHT TURN SIGN (R3-1)
- (NTT) = NO THRU TRAFFIC SIGN
- (NOT) = NO TRUCKS (R5-2)
- (NP) = NO PARKING SIGN
- (1W) = ONE WAY SIGN (R6-2)
- (PE) = PEDESTRIAN CROSSING SIGN
- (RTO) = RIGHT TURN ONLY
- (SL) = SPEED LIMIT SIGN
- (ST) = STOP SIGN (R1-1)
- (SS) = STREET SIGN
- (TZ) = TOW AWAY ZONE SIGN
- (TE) = TRUCK ENTRANCE SIGN
- (U) = UNKNOWN SIGN
- (WL) = WEIGHT LIMIT SIGN
- (WW) = WRONG WAY SIGN
- (Y) = YIELD SIGN

Reference Material

1) SUBDIVISION PLAT ROYAL PALMS – SECTION 33 PALM COAST, AS RECORDED IN MAP BOOK 10, PAGES 67 THROUGH 77, INCLUSIVE OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA.

TITLE BLOCK ABBREVIATIONS
Eng. = ENGINEERING — L.B. = LICENSED BUSINESS
C.O.A. = CERTIFICATE OF AUTHORIZATION — Arch.= ARCHITECTURAL
Landscp. = LANDSCAPE — N/A = NOT APPLICABLE — Lic. = LICENSED
No. = NUMBER — P.O. = POST OFFICE — © = COPYRIGHT

Surveyor's Certification:

Certified to: Red Mill Pointe, LLC, Wharton Law Group, P.A., WFG National Title Insurance Company, Fuse 10, LLC and Leopold Korn P.A..

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes items 1-5, and 13 of Table A thereof.
The field work was completed on April 7.2021.

Also

I hereby certify that the attached "ALTA/NSPS Land Title Survey" of the property described property is true and correct to the best of my knowledge, information and belief as it was surveyed in the field on April 7, 2021. I further certify that this "ALTA/NSPS Land Title Survey" meets the standards of practice set forth in Rule Chapter 5J-17 of the Florida Administrative Code, pursuant to FS 472.027.

THE ELECTRONIC SIGNATURE HEREON IS IN COMPLIANCE WITH THE FLORIDA ADMINISTRATIVE CODE (FAC) 5J-17.062(3) AND THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY JEFFREY W. PATTERSON, PSM, 6384 ON JANUARY 6, 2022 PER SJ17-062(3)

For the Firm By:

Jeffrey W. Patterson
STATE OF FLORIDA
Professional Surveyor and Mapper
Florida Registration No. 6384

cph
www.cphcorp.com
A Full Service A & E Firm
520 Palm Coast Pkwy. SW, Suite 200
Palm Coast, FL 32137
Ph: 386.445.6969
Plans Prepared By:
CPH, Inc.
State of Florida Licenses:
Engineer No. 3215
Surveyor No. LB7143
Architect. No. AA26000526
Landscape No. LC000298

No.	Date	Revision	By
1	1/6/22	UPDATED CERTIFICATIONS (NOT FIELD UPDATED)	B.J.B.
2	10/1/21	REVISED ACREAGE (NOT FIELD UPDATED)	B.J.B.
3	8/4/21	REVISED TITLE WORK (NOT FIELD UPDATED)	B.J.B.

Field Crew: D. Sillivan
Drawn By: B. Benard
Checked By: R. Roberts
Approved By: J. Patterson
Job No.: B21701
Date: 4/7/2021
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BOUNDARY & TOPOGRAPHIC SURVEY
ALSO BEING AN
(ALTA/NSPS LAND TITLE SURVEY)
M&M DEVELOPMENT OF FLAGLER LLC
RED MILL DRIVE
SECTION 7-TOWNSHIP 11 SOUTH-RANGE 31 EAST
CITY OF PALM COAST, FLAGLER COUNTY, FLORIDA

Index of Survey Sheets

1	ALTA/NSPS LAND TITLE SURVEY (COVER SHEET)
2	ALTA/NSPS LAND TITLE SURVEY (BOUNDARY SURVEY)
3-5	ALTA/NSPS LAND TITLE SURVEY (TOPOGRAPHIC SURVEY)

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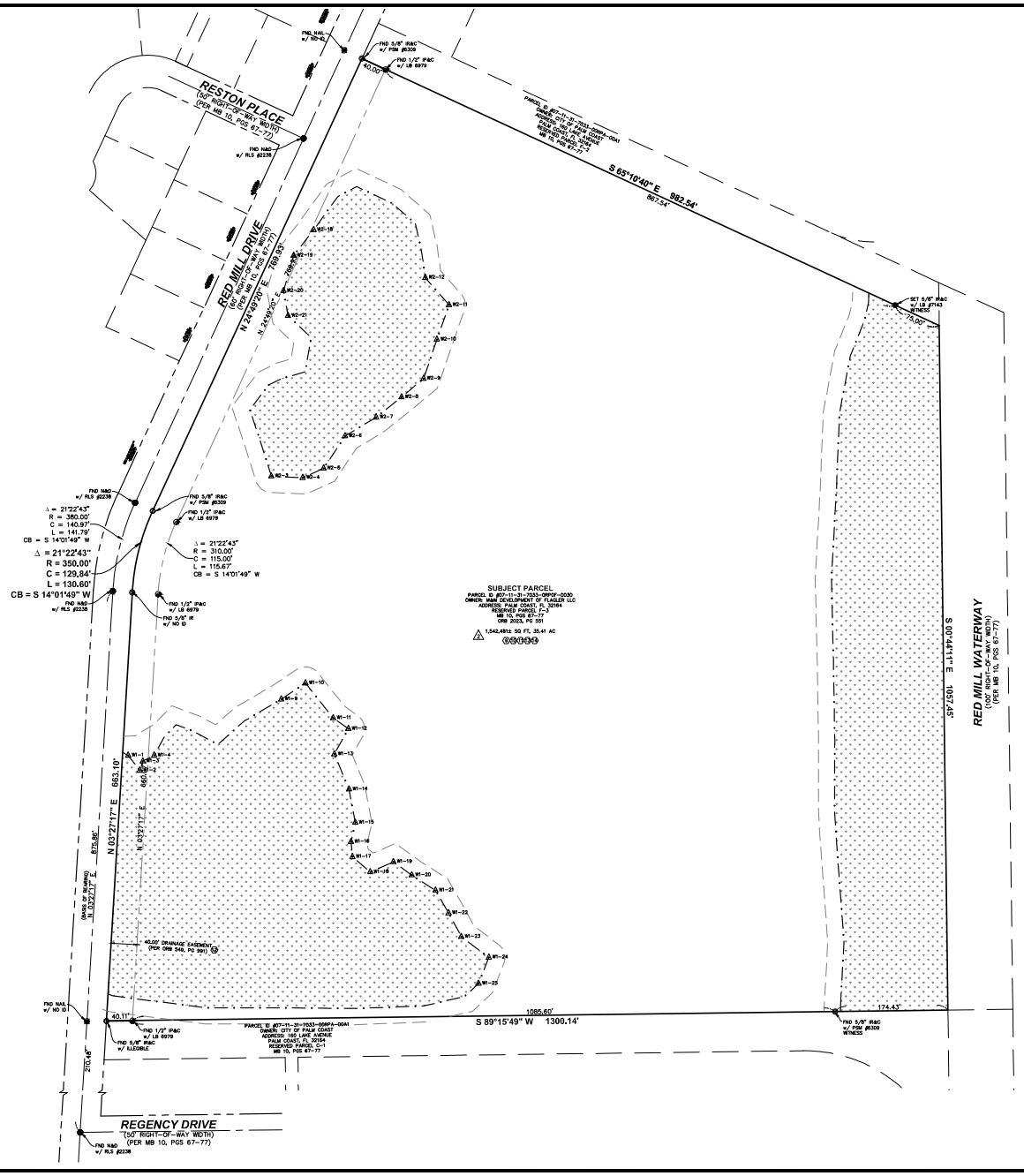
Sheet No.
V0.1

Abbreviation Legend:

(A)	– ACTUAL	MBX	– MAILBOX
A/C	– AIR CONDITIONER	MES	– MITERED END SECTION
ACSM	– AMERICAN CONGRESS ON SURVEYING & MAPPING	MH	– MANHOLE
ADA	– AMERICANS WITH DISABILITIES ACT	MLP	– METAL LIGHT POLE
ALTA	– AMERICAN LAND TITLE ASSOCIATION	MPH	– MILES PER HOUR
APPROX	– APPROXIMATE	MPP	– METAL POWER POLE
ARV	– AIR RELEASE VALVE	N/A	– NOT APPLICABLE
AVE	– AVENUE	NAVD	– NORTH AMERICAN VERTICAL DATUM
AVG	– AVERAGE	NAD	– NORTH AMERICAN DATUM
(BB)	– BEARING BASIS	NG	– NATURAL GROUND
BFP	– BACK FLOW PREVENTER	NGS	– NATIONAL GEODETIC SURVEY
BLK	– BLOCK	NGVD	– NATIONAL GEODETIC VERTICAL DATUM
BLDG	– BUILDING	N & D	– NAIL AND DISK
BLVD	– BOULEVARD	NO.	– NUMBER
BM	– BENCH MARK	NR	– NON–RADIAL
BOC	– BACK OF CURB	NSPS	– NATIONAL SOCIETY OF PROFESSIONAL SURVEYORS
BOW	– BACK OF WALK		
BSL	– BUILDING SETBACK LINE	NT	– NON–TANGENT
BWF	– BARBED WIRE FENCE	NTS	– NOT TO SCALE
C–X	– DENOTES SHEET NUMBERING FOR ENGINEERING PLANS	OD	– OUTSIDE DIAMETER
(C)	– CALCULATED	ORB	– OFFICIAL RECORDS BOOK
C	– CHORD	OR	– OFFICIAL RECORDS
CATV	– CABLE TELEVISION RISER	OUL	– OVERHEAD UTILITY LINES
CB	– CHORD BEARING	OTL	– OVERHEAD TRAFFIC LINES
CBS	– CONCRETE BLOCK STRUCTURE	(P)	– PLAT
C.C.R.	– CERTIFIED CORNER RECORD	PB	– PLAT BOOK
C&G	– CURB & GUTTER	PC	– POINT OF CURVATURE
CI	– CATCH INLET	PCC	– POINT OF COMPOUND CURVATURE
C/L	– CENTERLINE	PCP	– PERMANENT CONTROL POINT
CLF	– CHAIN LINK FENCE	PFF	– PROPOSED FINISHED FLOOR
CM	– CONCRETE MONUMENT	PG	– PAGE
CMP	– CORRUGATED METAL PIPE	PGS	– PAGES
CO	– CLEANOUT	PI	– POINT OF INTERSECTION
CONC	– CONCRETE	PIV	– POST INDICATOR VALVE
COR	– CORNER	PK	– PARKER KAYLON
CRPP	– CORRUGATED PLASTIC PIPE	POB	– POINT OF BEGINNING
CUE	– COUNTY UTILITY EASEMENT	POC	– POINT OF COMMENCEMENT
CVS	– CAN'T VERIFY SIZE	POL	– POINT ON LINE
CVS&T	– CAN'T VERIFY SIZE & TYPE	PP	– POWER POLE
CWS	– CROSSWALK SIGNAL	PRC	– POINT OF REVERSE CURVATURE
Δ	– DELTA	PRM	– PERMANENT REFERENCE MONUMENT
(D)	– DESCRIPTION	PSM	– PROFESSIONAL SURVEYOR & MAPPER
DB	– DEED BOOK	PT	– POINT OF TANGENCY
DBH	– DIAMETER AT BREAST HEIGHT IN INCHES	PVC	– POLYVINYL CHLORIDE PIPE
DE	– DRAINAGE EASEMENT	PVMT	– PAVEMENT
DEPT	– DEPARTMENT	R31E	– RANGE 31 EAST
DIP	– DUCTILE IRON PIPE	R	– RADIUS
DR	– DRIVE	RAD	– RADIAL
D/U	– DRAINAGE AND UTILITY EASEMENT	RCP	– REINFORCED CONCRETE PIPE
(E)	– ENGINEERING PLAN	REC	– RECOVERED
EJB	– ELECTRIC JUNCTION BOX	REV	– REVISION
EL	– UNDERGROUND ELECTRICAL LINES	RP	– RADIUS POINT
ELEC	– ELECTRIC	R/W	– RIGHT–OF–WAY
ELEV	– ELEVATION	RLS	– REGISTERED LAND SURVEYOR
ELLIP	– ELLIPTICAL	RP	– RADIUS POINT
EOI	– END OF INFORMATION	RWL	– UNDERGROUND RECLAIM WATER LINE
EOP	– EDGE OF PAVEMENT	RWM	– RECLAIMED WATER METER
FB	– FIELD BOOK	SE	– SPECIAL EASEMENT
FDC	– FIRE DEPARTMENT CONNECTION	SEC 7	– SECTION 7
FDOT	– FLORIDA DEPARTMENT OF TRANSPORTATION	SMH	– SANITARY SEWER MANHOLE
FF	– FINISH FLOOR	(SP)	– STATE PLANE
FG	– FLAT GRATE INLET	SQ	– SQUARE
FGLP	– FIBERGLASS LIGHT POLE	SQ FT	– SQUARE FEET
FHYD	– FIRE HYDRANT	ST	– STREET
FM	– FORCE MAIN	STMH	– STORM DRAINAGE MANHOLE
FND	– FOUND	S/W	– SIDEWALK
FP&L	– FLORIDA POWER AND LIGHT	TB	– TANGENT BEARING
FS	– FLORIDA STATUTES	T11S	– TOWNSHIP 11 SOUTH
(G)	– GRID (STATE PLANE)	TELE	– TELEPHONE
GL	– UNDERGROUND GAS LINES	TL	– OVERHEAD TRAFFIC SIGNAL LINES
GOVT	– GOVERNMENT	TOB	– TOP OF BANK
GPR	– GROUND PENETRATING RADAR	TOE	– TOE OF SLOPE
GTMH	– GREASE TRAP MANHOLE	TR	– TELEPHONE RISER
HDPE	– HIGH DENSITY POLYETHYLENE PIPE	TRANS	– TRANSFORMER
HWF	– HOG WIRE FENCE	TSB	– TRAFFIC SIGNAL BOX
ID	– IDENTIFICATION	TSSP	– TRAFFIC SIGNAL SUPPORT POLE
ICV	– IRRIGATION CONTROL VALVE	TVL	– UNDERGROUND CABLE TV LINES
INFO	– INFORMATION	(TYP)	– TYPICAL
INV	– INVERT	UE	– UTILITY EASEMENT
IP	– IRON PIPE	UNK	– UNKNOWN
IP&C	– IRON PIPE & CAP	UTL	– UNDERGROUND TELEPHONE LINES
IR	– IRON ROD	W/	– WITH
IR&C	– IRON REBAR & CAP	WIF	– WROUGHT IRON FENCE
IRR	– IRRIGATION	WL	– UNDERGROUND WATER LINE
L	– ARC LENGTH	WLP	– WOOD LIGHT POLE
LB#	– LICENSED BUSINESS NUMBER	WM	– WATER METER
LP	– LIGHT POLE	WP	– WORK PROGRAM
(M)	– MEASURED	WPF	– WOOD POST FENCE
MB	– MAP BOOK	WPP	– WOOD POWER POLE
		WV	– WATER VALVE



Graphic Scale in Feet

80 0 80 160

TITLE BLOCK ABBREVIATIONS
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Survey Sheet 2

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A Full Service A & E Firm
520 Palm Coast Pkwy. SW, Suite 200
Palm Coast, FL 32137
Ph: 386.445.6569
Plans Prepared By:
CPH, Inc.
State of Florida Licenses:
Engineer No. 3215
Surveyor No. LB7143
Architect. No. AA26000526
Landscape No. LC000298

No.	Date	Revision	By
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2	10/11/21	REVISED ACREAGE (NOT FIELD UPDATED)	B.J.B.
3	8/4/21	REVISED TITLE WORK (NOT FIELD UPDATED)	B.J.B.

Field Crew: D. Sillivan
Drawn By: B. Benard
Checked By: R. Roberts
Approved By: J. Patterson
Job No.: B21701
Date: 4/7/2021
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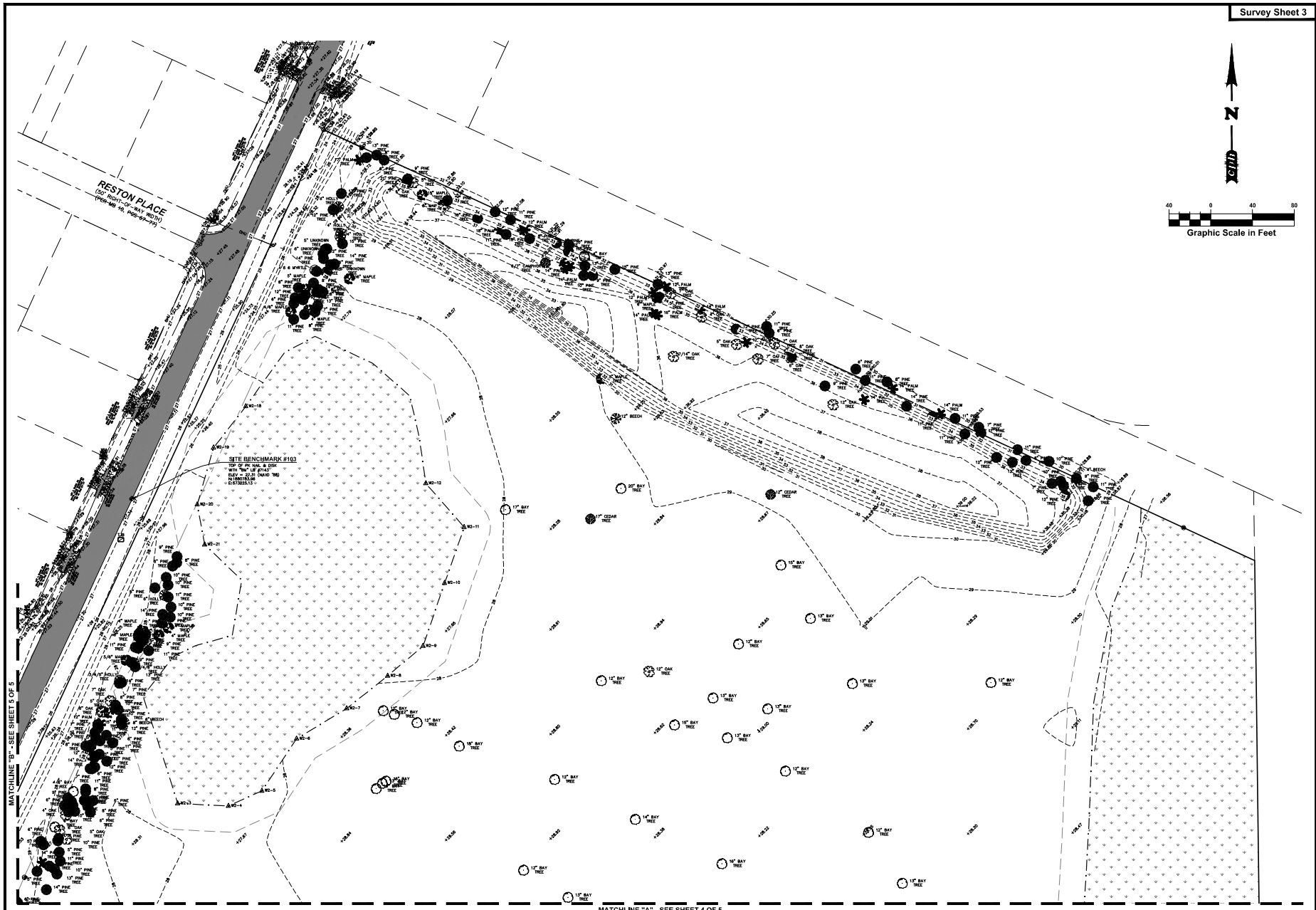
Survey Sheet 3



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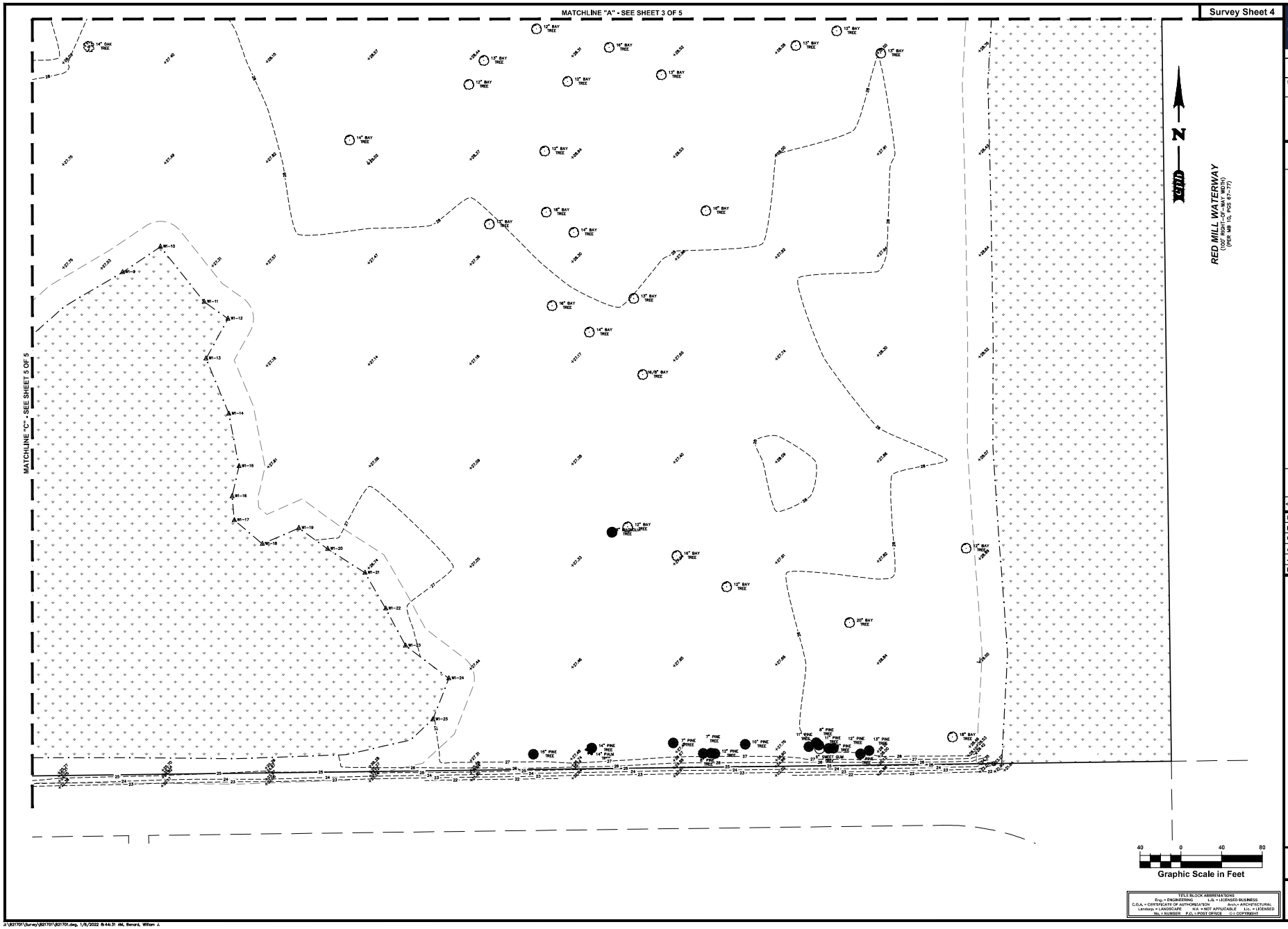

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State of Florida Licensee:
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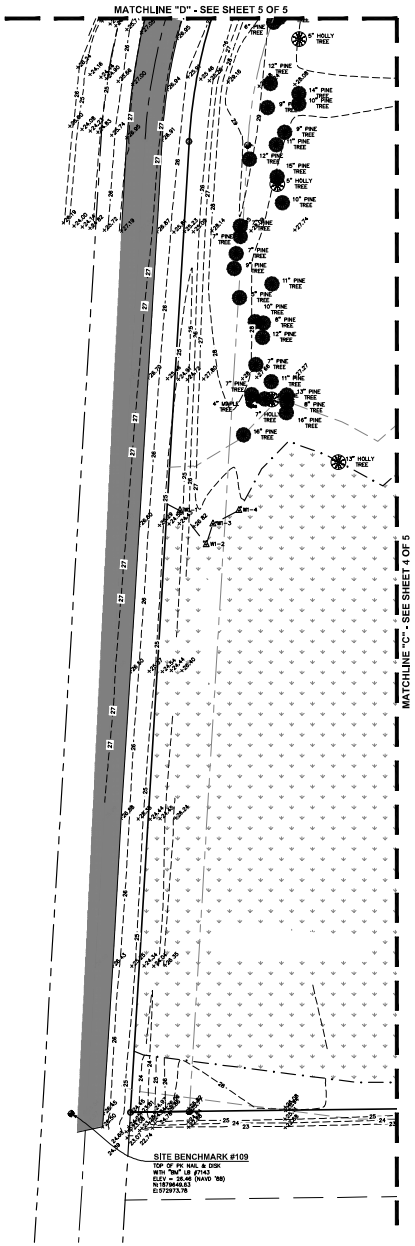

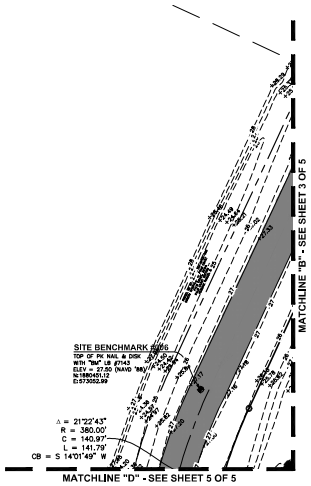

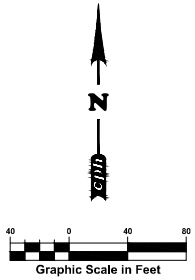

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Field Crew: D. Sillivan
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Michael D. Chiumento
Michael D. Chiumento III
William J. Bosch
Vincent L. Sullivan
Diane A. Vidal
Kareen Movsesyan
Sydney L. Nix
Mark A. Hall
Eric R. Sloan
Meredith Wearsch
Thomas R. Pycraft, *of-counsel*

Michael D. Chiumento III
Managing Partner
Michael3@legalteamforlife.com

CHIUMENTO LAW

145 City Place, Suite 301
Palm Coast, FL 32164
Tel. (386) 445-8900
Fax: (386) 445-6702

2 Camino Del Mar
Palm Coast, FL 32137

By Appointment Only:
57 W. Granada Blvd.
Ormond Beach, FL 32174

March 20, 2025

City of Palm Coast
Attn: Ray Tyner
160 Lake Avenue
Palm Coast, FL 32164

RE: Red Mill Pointe
Parcel Identification No. 07-11-31-7033-0RP0F-0030

Dear Mr. Tyner:

I have reviewed the title with respect to the property as described in Exhibit "A" attached hereto: Based upon my examination of the title search, it is my legal opinion that as of February 28, 2025; that fee simple title to the property is vested in **Red Mill Pointe, LLC, a Florida limited liability company,** subject to the following matters:

1. All matters as contained on the Plat of Royal Palms, Section 33, Palm Coast, as recorded in Plat Book 10, Page 67; as affected by Surveyor's Affidavits as recorded in O.R. Book 86, Page 497, O.R. Book 122, Page 239, and O.R. Book 189, Page 255, Public Records of Flagler County, Florida.
2. Drainage Easement to Palm Coast Community Service Corporation as recorded in O.R. Book 549, Page 991; as assigned in O.R. Book 602, Page 53, Public Records of Flagler County, Florida.
3. Right of others to use any portion of the land lying within the waters of Red Mill Waterway as shown on Plat Book 10, Page 74, Public Records of Flagler County, Florida.
4. Development Order Approval as recorded in O.R. Book 1645, Page 1882; O.R. Book 2657, Page 1870 and O.R. Book 2797, Page 1843, Public Records of Flagler County, Florida.
5. Covenants, conditions and restrictions as recorded in O.R. Book 40, Page 692; as amended in O.R. Book 53, Page 426; O.R. Book 81, Page 560; O.R. Book 95, Page 254; O.R. Book 100, Page 9; O.R. Book 119, Page 620; O.R. Book 119, Page 641; O.R. Book 218, Page 594; O.R. Book 381, Page 168; O.R. Book 391, Page 144; O.R. Book 641, Page 982 and evidence of transfer of authority to the City of Palm Coast as recorded in O.R. Book 1303, Page 1664 and joinder recorded in O.R. Book 1303, Page 1681, Public

Records of Flagler County, Florida, which contain provisions creating easements and/or assessments.

6. Covenant recorded in O.R. Book 130, Page 19, Public Records of Flagler County, Florida.
7. Easement contained in instrument recorded in O.R. Book 458, Page 6, as assigned by instrument recorded in O.R. Book 679, Page 537, and O.R. Book 1814, Page 118, Public Records of Flagler County, Florida.
8. Declaration of Consent as recorded in O.R. Book 641, Page 980, Public Records of Flagler County, Florida.
9. Bill of Sale recorded in O.R. Book 641, Page 1048, Public Records of Flagler County, Florida.

Sincerely,

Michael D. Chiumento
Attorney
MDC/cm

EXHIBIT "A"

RESERVED PARCEL F3, ROYAL PALMS SECTION 33, PALM COAST, ACCORDING TO THE PLAT THEREOF AS RECORDED IN MAP BOOK 10, PAGES 67 THROUGH 77, INCLUSIVE, OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA.

Prepared by and Return to:
Michael D. Chiumento III, Esq.
CHIUMENTO LAW, PLLC
145 City Place, Suite 301
Palm Coast, FL 32164
Attn: Caroline McNeil

Affidavit
Survey - No Additional Improvements

BEFORE ME, the undersigned authority, duly authorized to take acknowledgments and administer oaths, personally appeared **Robert Kociecki, Manager of Red Mill Pointe, LLC, a Florida limited liability company** ("Affiant"), who depose(s) and say(s) under penalties of perjury that:

1. This affidavit is made with regard to the following described property:

Parcel Identification Number 07-11-31-7033-0RP0F-0030

Reserved Parcel F3, Royal Palms Section 33, Palm Coast, according to the Plat thereof as recorded in Map Book 10, Pages 67 through 77, inclusive, of the Public Records of Flagler County, Florida.

2. Affiant is the fee simple owner of the real property described under item 1 above ("Property").
3. Affiant has reviewed the survey of the Property prepared by CPH, dated April 7, 2021 and recertified on January 6, 2022 under Job No. B21701.
4. There has been no construction on the Property since the original survey and no construction on adjoining land that would encroach onto the Property.

Red Mill Pointe, LLC

By:_____
Robert Kociecki, Manager

STATE OF FLORIDA
COUNTY OF Orange

The foregoing instrument was sworn to and subscribed before me by means of [X] physical presence or [_] online notarization, this 22 day of May, 2025 by Robert Kociecki, Manager of Red Mill Pointe, LLC, who [_] is personally known or [X] has produced a driver's license as identification.

[Notary Seal]

Notary Public

MICHELLE BRANA
Commission # HH 204027
Expires January 15, 2026

Environmental Assessment

For the

Red Mill Drive
Palm Coast, Flagler County, Florida

Prepared By:
Atlantic Ecological Services, LLC
Attention: Jody Sisk
201 Basque Road
St. Augustine, FL 32080
jody@atlanticeco.com
(904) 347-9133

Prepared For:

Stephen Harris
Brite Homes
6751 Forum Drive, 215
Orlando, FL 32821

February 2026

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2.2 Wetlands **2**

3.0 SOILS **2**

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- **Location Map**
- **Aerial Map**
- **Topographic Map**
- **Soils Map**
- **Habitat Map**
- **Wetland Map**
- **Wetland Impact Map**

1.0 PROJECT INTRODUCTION

The Red Mill Drive property is located within the City of Palm Coast, Flagler County, Florida, in Section 34, Township 11 South, Range 31 East. The project area is approximately 35.41 acres in total size and is located in Flagler County Parcel ID# 07113170330RP0F0030. The subject property is located north of Regency Drive and east of Red Mill Drive. The project area consists of undeveloped land. Please see the attached Location Map and Aerial Map within Appendix I for details. The latitude and longitude coordinates for the approximate center of the project are 29° 30' 21.843" North and 81° 15' 33.75" West.

The owner/applicant for the project is:

Stephen Harris
Brite Homes
6751 Forum Drive, 215
Orlando, FL 32821

The proposed project is to construct residential housing.

Atlantic Ecological Services (AES) conducted an Environmental Assessment (EA) on the Red Mill Drive property (herein referred to as the subject property). The subject property was reviewed to determine habitat types present, boundaries of habitat types, presence of or the potential for protected species, wildlife utilization of the site and other environmental constraints noted during the site visits. The subject property field visit and surveys occurred on February 12, 2026. This EA report discusses the methods used to conduct the EA, the results thereof and includes several supplementary figures.

Mr. Jody Sisk of AES performed the wetland and protected species review on the subject property. Mr. Sisk currently holds certifications from the City of Palm Coast as a Qualified Environmental Professional, including Gopher Tortoise Agent (#19567), Wetlands (#19568), and Listed Species (#19569).

Wetlands within the subject property were reviewed and approved in the field with Mr. Cameron Allen and Mrs. Lauren Brogley of the St. Johns River Water Management District (SJRWMD) on 12/05/2022. The wetland approval remains valid under ERP Application #111135 – 2.

2.0 EXISTING SITE CONDITIONS

The subject property consisted of forested upland and wetlands with a canal located along the eastern boundary.

The communities and land use areas were categorized according to the Florida Department of Transportation (FDOT) (1991) *Florida Land Use, Cover and Forms Classification*

System (FLUCFCS). The communities and land uses observed and delineated on the subject property are described in detail below and are shown on the attached Habitat Map.

2.1 Uplands

Pine Plantation (FLUCCS 441) – Uplands within the subject property consisted of former planted silviculture lands. The tree canopy is slash pine (*Pinus elliottii)* and longleaf pine (*Pinus palustris*) planted in bedded rows. Sub-canopy species are limited to saw palmetto (*Serona repens*).

2.2 Wetlands

Wetland Mixed Forest (FLUCCS 630) – Two isolated wetland areas were located along the western portions of the subject property. Vegetation consisted of slash pine, cypress (*Taxodium* sp.), cabbage palm (*Sabal palmetto*), Virginia chain fern (*Woodwardia virginicus*), cinnamon fern (*Osmunda cinnamomea*) and fetter bush (*Lyonia lucida*).

Marsh (FLUCCS 641) – The wetland located along the eastern boundary which abuts a large canal and consists of an herbaceous marsh with sapling trees and shrubs. Vegetation included salt bush (*Baccharis halimifolia*), shiny lyonia (*Lyonia lucida*), spike rush (*Rhynchospora* sp.), bushy broom sedge (*Andropogon glomeratus*), yellow eyed grass (*Xyris* sp.), cinnamon fern (*Osmundastrum cinnamomeum*), maiden cane (*Panicum hemitomon).*

3.0 SOILS

A discussion of each soil type present on the subject property is documented below. Please see the attached Soils Map within Appendix I for the location of each soil type.

Placid, Basinger, & St. Johns soils, depressional (12) – These are very deep, poorly drained soils which are present in depressions along flatwoods. Undrained areas are ponded for long periods. They range from 3 to 400 acres in size. In most years, undrained areas are ponded for more than 6 months, and the seasonal high-water table is as much as 2 feet above the surface.

Valkaria Fine Sand (19) – This is a very deep, nearly level, poorly drained soil on flatwoods. Areas in this soil are irregular and range from 40 to 300 acres. The seasonal high water table is at a depth of 6 to 18 inches for 1 to 4 months of the year. It is at a depth of 10 to 40 inches or more during extended dry periods.

Smyrna fine sand (21) – This is a very deep, poorly drained soil which is present in nearly level flatwoods areas. They range from 4 to 400 acres. The seasonal high-water table is at a depth of 6 to 18 inches for 1 to 4 months during wet seasons and at 10 to 40 inches for more than 6 months.

Udarents, moderately wet (29) – This map unit consists of heterogenous soil material that was removed from other soils and used in land-leveling operations as fill material. The seasonal high-water table is at a depth of 18 to 36 inches for 2 to 6 months.

4.0 WETLANDS AND SURFACE WATERS

4.1 Methods and Jurisdiction

Criteria used to determine the presence of the boundaries of wetlands and surface waters were in accordance with Chapter 62-340 F.A.C. The onsite wetlands were reviewed and approved by Cameron Allen and Lauren Brogley of the SJRWMD. Wetland limits are approved under ERP Application #111135 – 2. A total of approximately 10.21 acres of wetland are found on the subject property.

Wetlands within the subject property are jurisdictional to the St. Johns River Water Management District (SJRWMD), City of Palm Coast and Florida Department of Environmental Protection (FDEP). The wetland is considered moderate quality under the City of Palm Coast LDC.

Based on preliminary desktop review, the wetland areas W-1 and W-2 lack a direct connection to navigable waters and may not meet federal jurisdiction requirements. Wetland W-3 connects directly to a large canal which maintains a direct hydrologic connection to Graham Swamp. W-3 would be considered a jurisdictional water of the U.S. An Approved Jurisdictional Determination with the United States Army Corps of Engineers will be required to confirm jurisdiction.

4.2 Wetland Impacts

This project proposes 0.86 acres of secondary impacts due to not providing a minimum 15' upland buffer to the wetland. No direct dredge or fill impacts within wetlands are proposed. A UMAM analysis was conducted and 0.06 UMAM credits will be required to completely offset all secondary impacts. Please find the wetland impact map and UMAM sheet within Appendix II. Wetland mitigation was provided through the purchase of 0.06 forested freshwater UMAM credits from Fishtail Mitigation Bank.

5.0 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 5.1 Wildlife species observed on the subject project area in Palm Coast, Flagler County, Florida.

Taxon	Common Name	Scientific Name	Protected*
Birds	Mourning dove	*Zenaida macroura*	No
	Northern mockingbird	*Mimus polyglottos*	No
	Northern cardinal	*Cardinalis cardinalis*	No
Mammals	Nine-banded armadillo	*Dasypus novemcinctus*	No

6.0 PROTECTED SPECIES

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 the subject property. The primary sources of literature reviewed include the Florida Natural Areas Inventory Biodiversity Matrix and the United States Fish and Wildlife Service Information, Planning, and Consultation System (IPAC). During the site reconnaissance, observations or evidence of protected species and the likelihood of occurrence of each protected species were noted. Further review was completed following the habitat mapping and descriptions.

6.1 Protected Wildlife Species

The protected animal species with at least some likelihood of occurrence are listed in Table 6.1.1, below. The likelihood of occurrence of each species is noted in the table and those species with at least a moderate likelihood of occurrence are discussed following the table.

Table 6.1.1: Protected wildlife species with the potential to occur on the subject property, in Palm Coast, Flagler County, Florida.

Species Name	Common Name	Agency Listing		Likelihood of Occurrence	Habitat
		FWC	FWS/NMFS		
Drymarchon corais couperi	Eastern indigo snake	T	T	Low	Wide variety of habitats
Gopherus Polyphemus	Gopher tortoise	T		Low	Sandhills, scrub, hammocks, dry prairies, flatwoods, & ruderal

T=Threatened

No listed species are anticipated to utilize the subject property. Vegetative coverage within the subject property is thick with a dense canopy and sub-canopy which provides non-suitable habitat for the gopher tortoise. A preliminary survey for gopher tortoise burrows was completed on February 12, 2026 and no burrows were observed.

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 (BGEPA). Development guidelines are required for any proposed projects with 330 feet for urban areas and 660 feet for non-urban areas. Two known bald eagle nests are both located approximately 5 miles northeast of the subject property. Therefore, this project is not likely to adversely affect the southern bald eagle.

No other protected species are anticipated to utilize the subject property.

6.2 Protected Plant Species

The protected plant species with some potential to occur on the subject property are listed in Table 6.2.1, below.

Table 6.2.1: Protected plant species with the potential to occur on the subject property, in Palm Coast, Flagler County, Florida.

Species Name	Common Name	Agency Listing		Likelihood of Occurrence	Habitat
		FDACS	FWS		
Calopogon multiflorus	Many-flowered grass pink	E		Low	Pine flatwoods, esp. recently burned
Centrosema arenicola	Sand butterfly pea	E		Low	pine flatwoods, sandhills, coastal strands and interdunal swales
Helianthus carnosus	Lakeside sunflower	E		Low	Wet flatwoods
Lechea cernua	Nodding pineweed	E		Low	dry sandy areas, sand pine scrub, scrub, dunes and sandy ridges
Nemastylis floridana	Fall-flowering ixia; celestial lily	E		Low	Swamps, marshes and wet pine flatwoods
Nolina atopocarpa	Florida beargrass	T		Low	grassy areas of mesic and wet flatwoods
Pteroglossaspis ecristata	Giant orchid	T		Low	Sandhill, scrub, pine flatwoods, pine rocklands

E= Endangered; T= Threatened; CE= Commercially Exploited

No federally protected plant species are expected to occur on the subject property.

7.0 Cultural Resources

A master file search was reviewed by the Division of Historical Resources (DHR) for potential of cultural resources. No cultural resources were identified within the subject property. Please find DHR letter within Appendix III.

8.0 Summary

The Red Mill Drive property is located within the City of Palm Coast, Flagler County, Florida. The parcel is approximately 35.41 acres in size and includes 10.21 acres of wetlands. Wetlands within the property were delineated, and approved by the SJRWMD under ERP Application #111135 – 2. The proposed project will cause 0.86 acres of secondary impacts due to upland buffer impacts. Mitigation was provided in the form of 0.06 forested freshwater UMAM credits from Fishtail Mitigation Bank.

The subject property does not provide suitable habitat for the gopher tortoise. A preliminary gopher tortoise burrow was completed on February 12, 2026, and no potentially occupied gopher tortoise burrows were identified.

No other protected fauna species are anticipated within the project area. No federally protected flora species are anticipated on the subject property.

Technical Literature References

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APPENDIX I

Figures

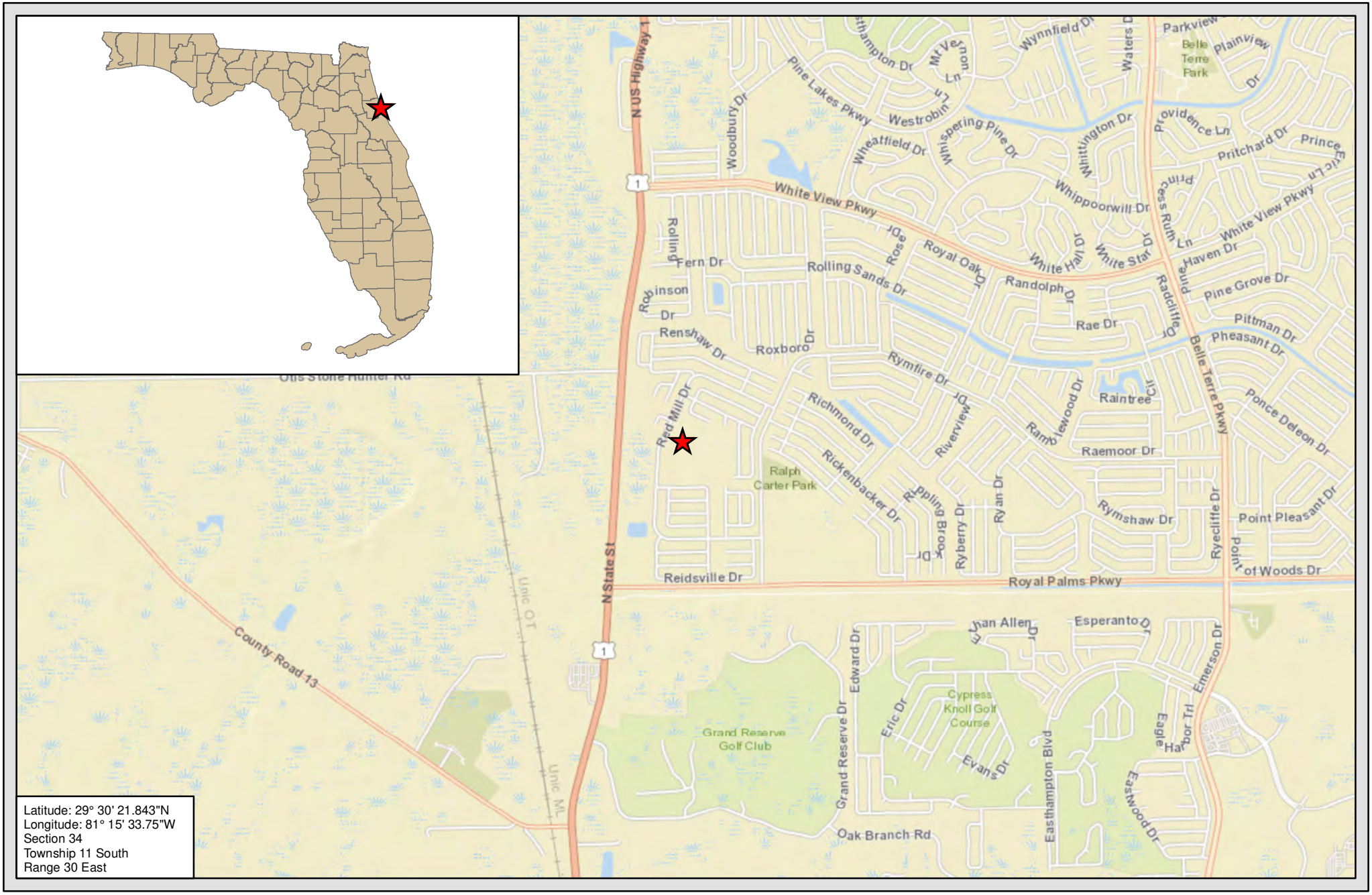

Image Source: ESRI 2026
Date: 2-12-16

0 1,500 3,000 Feet

N

Location Map
Red Mill Dr
Flagler County, Florida

ATLANTIC ECOLOGICAL SERVICES
WWW.ATLANTICECO.COM
904-347-9133 | jody@atlanticeco.com
201 Basque Rd | St. Augustine, FL 32080

Document Path: C:\Users\JonathanOravetz\Desktop\GIS\Redmill-Dr\Redmill-Dr\mxd\aerial.mxd

Image Source: ESRI 2022
Date: 2-12-26

0 100 200 Feet

N

Aerial Map
Redmill Dr
Flagler County, Florida

ATLANTIC ECOLOGICAL SERVICES
WWW.ATLANTICECO.COM
904-347-9133 | jody@atlanticeco.com
201 Basque Rd | St. Augustine, FL 32080

Document Path: C:\Users\jorav\Desktop\GIS\Redmill-Dr\mxd\topo.mxd

Image Source: ESRI 2026
Date: 2-12-26

0 250 500 Feet

N

Topographic Map
Redmill Dr
Flagler County, Florida

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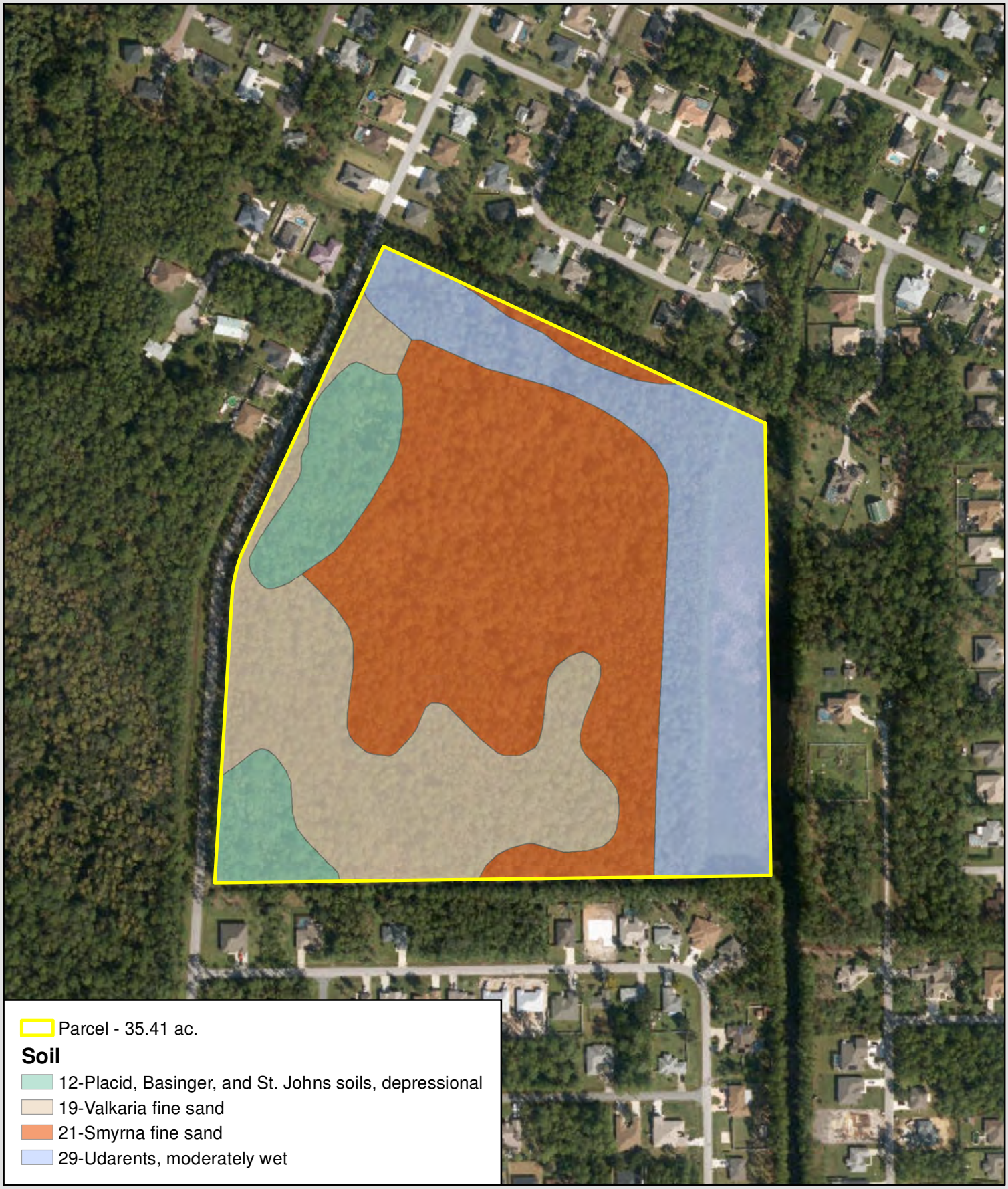
Document Path: C:\Users\JonathanOravetz\Desktop\GIS\Redmill-Dr\Redmill-Dr\mxd\soil.mxd



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Date: 2-12-26

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N

Soil Map
Redmill Dr
Flagler County, Florida

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WWW.ATLANTICECO.COM
904-347-9133 | jody@atlanticeco.com
201 Basque Rd | St. Augustine, FL 32080

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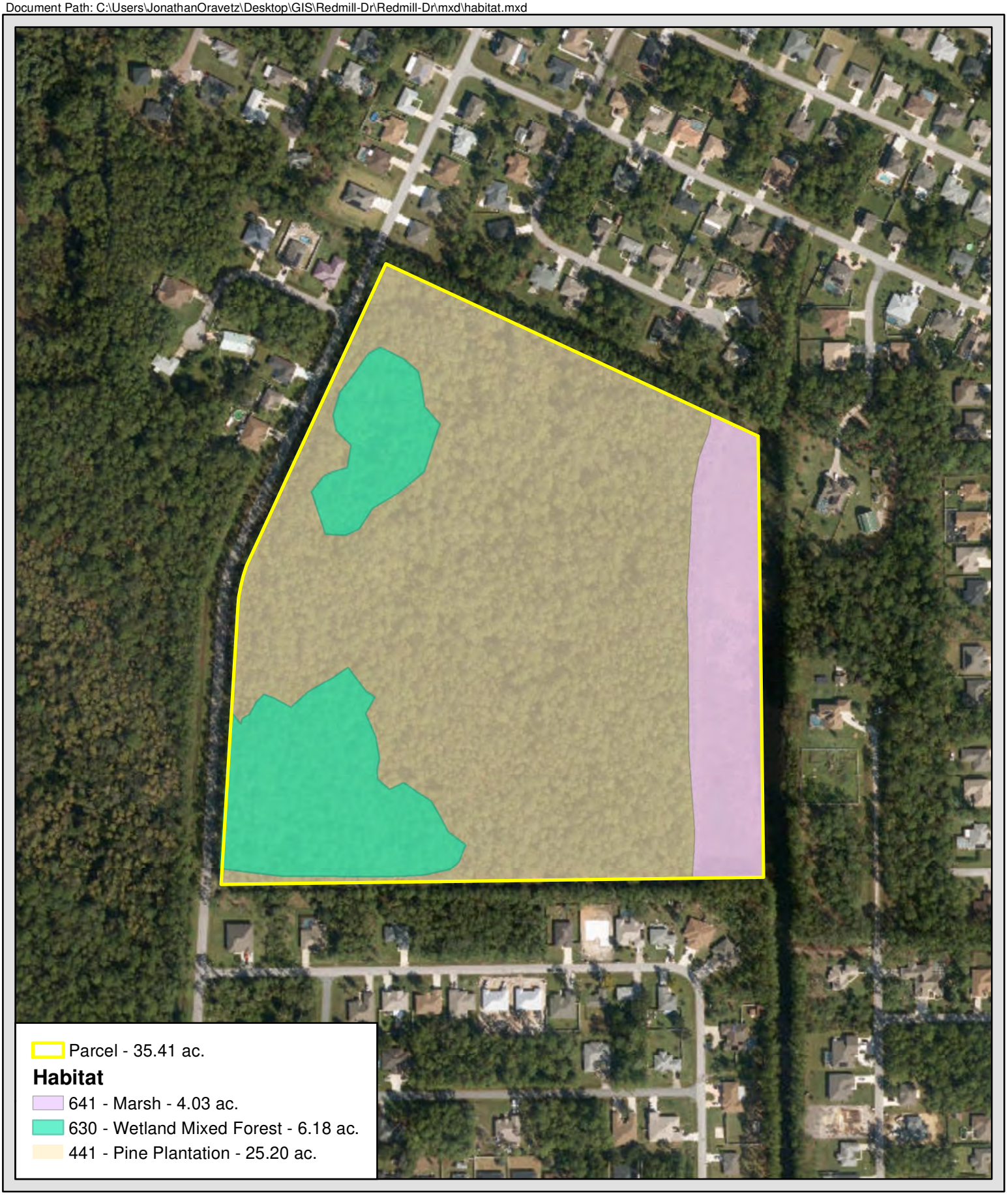

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Date: 2-12-26

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N

Habitat Map
Redmill Dr
Flagler County, Florida

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904-347-9133 | jody@atlanticeco.com
201 Basque Rd | St. Augustine, FL 32080

Document Path: C:\Users\JonathanOravetz\Desktop\GIS\Redmill-Dr\Redmill-Dr\mxd\wetland.mxd

Image Source: ESRI 2022
Date: 2-12-26

0 100 200 Feet

N

Wetland Map
Redmill Dr
Flagler County, Florida

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904-347-9133 | jody@atlanticeco.com
201 Basque Rd | St. Augustine, FL 32080

Document Path: C:\Users\jorav\Desktop\GIS\Redmill-Dr\mxd\wetland impact 4-25-22.mxd

Site Plan
Parcel - 35.41 ac.
Secondary Impact - 0.86 ac.
Wetland

Date: 4-25-22

0 100 200 Feet

N

Wetland Impact Map
Redmill Dr
Flagler County, Florida

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WWW.ATLANTICECO.COM
904-347-9133 | jody@atlanticeco.com
201 Basque Rd | St. Augustine, FL 32080

APPENDIX II

UMAM

Project: *Red Mill Dr*						**date onsite:** 5-Dec-22				
	Habitat	Location and Landscape Support		Water Environment		Community Structure			Functional	Total Impact
Impacts	type	before	after	before	after	before	after	Acres	loss	Acres
										0.86
Secondary	630/641	6	5	7	7	7	6	0.86	0.0573	
		0	0	0	0	0	0	0	0.0000	
		0	0	0	0	0	0	0	0.0000	Total
		0	0	0	0	0	0	0	0.0000	Functional
		0	0	0	0	0	0	0	0.0000	Loss
		0	0	0	0	0	0	0	0.0000	0.057
		0	0	0	0	0	0	0	0.0000	
		0	0	0	0	0	0	0	0.0000	
									0.0000	
									0.0000	

PART I – Qualitative Description
(See Section 62-345.400, F.A.C.)

Site/Project Name	Application Number	Assessment Area Name or Number
Red Mill	111135 – 2	630/641

FLUCCs code	Further classification (optional)	Impact or Mitigation Site?	Assessment Area Size
630/641		Secondary Impact	0.86

Basin/Watershed Name/Number	Affected Waterbody (Class)	Special Classification (i.e.OFW, AP, other local/state/federal designation of importance)
9 - Pellicer Creek & Matanzas River	Class III	

Geographic relationship to and hydrologic connection with wetlands, other surface water, uplands

An isolated forested wetland area within pine silviculture and a wetland marsh which abuts drainage canal.

Assessment area description

Area 1 - Isolated forested wetland within pine silviculture. Vegetation comprises slash pine cypress, cabbage palm, Virginia chain fern, cinnamon fern, fetter bush. Area 2 - a wetland marsh where vegetation comprises salt bush, shiny lyonia, spike rush, bushy broom sedge, yellow eyed grass, cinnamon fern, and maiden cane

Significant nearby features	Uniqueness (considering the relative rarity in relation to the regional landscape.)
none	not unique

Functions	Mitigation for previous permit/other historic use
Refugia for wildlife, water filtration and storage, nutrient cycling, water recharge	

Anticipated Wildlife Utilization Based on Literature Review (List of species that are representative of the assessment area and reasonably expected to be found)	Anticipated Utilization by Listed Species (List species, their legal classification (E, T, SSC), type of use, and intensity of use of the assessment area)
frogs, snakes, mosquito fish, raccoon, song birds	none

Observed Evidence of Wildlife Utilization (List species directly observed, or other signs such as tracks, droppings, casings, nests, etc.):

none

Additional relevant factors:

Assessment conducted by:	Assessment date(s):
J. Sisk	12/5/2022

PART II – Quantification of Assessment Area (impact or mitigation)
(See Sections 62-345.500 and .600, F.A.C.)

Site/Project Name	Application Number	Assessment Area Name or Number
Red Mill		630/641
Impact or Mitigation	**Assessment conducted by:**	**Assessment date:**
Secondary Impact	J. Sisk	12/5/2022

Scoring Guidance	Optimal (10)	Moderate(7)	Minimal (4)	Not Present (0)
The scoring of each indicator is based on what would be suitable for the type of wetland or surface water assessed	Condition is optimal and fully supports wetland/surface water functions	Condition is less than optimal, but sufficient to maintain most wetland/surface water functions	Minimal level of support of wetland/surface water functions	Condition is insufficient to provide wetland/surface water functions

.500(6)(a) Location and Landscape Support	The minimum upland buffer distance is not maintained. One point of decrease is applied for secondary impacts related to the change of adjacent land use from silviculture to residential development.	
w/o pres or current: 6		with: 5
.500(6)(b)Water Environment (n/a for uplands)	no changes anticipated in water environments.	
w/o pres or current: 7		with: 7
.500(6)(c)Community structure 1. Vegetation and/or 2. Benthic Community	The minimum upland buffer distance is not maintained. One point of decrease is applied for secondary impacts related to encroachment into the wetland including edge effects such as increased light, woody vegetation encroachment, reduced biodiversity, and establishment of weedy species.	
w/o pres or current: 7		with: 6

Score = sum of above scores/30 (if uplands, divide by 20)	
current or w/o pres: 20	with: 18

Delta = [with-current]
0.0573

If preservation as mitigation,
Preservation adjustment factor =
Adjusted mitigation delta =

If mitigation
Time lag (t-factor) =
Risk factor =

For impact assessment areas
FL = delta x acres = **0.057**

For mitigation assessment areas
RFG = delta/(t-factor x risk) =

APPENDIX III

DHR Correspondence

FLORIDA DEPARTMENT of STATE

RON DESANTIS
Governor

CORD BYRD
Secretary of State

St. Johns River Water Management District
4049 Reid Street
Palatka, Florida 32177

August 31, 2022

RE: DHR Project File No.: 2022-5341, Received by DHR: August 2, 2022
Application No.: 111135 - 2
Project: Red Mill Pointe
County: Flagler

To whom it may concern:

Our office reviewed additional information the referenced project in accordance with Chapters 267.061 and 373.414, *Florida Statutes*, and implementing state regulations, for possible effects on historic properties listed, or eligible for listing, in the *National Register of Historic Places*, or otherwise of historical, architectural or archaeological value.

It is the opinion of this office that the proposed project is unlikely to affect historic properties. However, since unexpected finds may occur during ground disturbing activities, we request that the permit, if issued, include the following special condition regarding inadvertent discoveries:

- If prehistoric or historic artifacts, such as pottery or ceramics, projectile points, dugout canoes, metal implements, historic building materials, or any other physical remains that could be associated with Native American, early European, or American settlement are encountered at any time within the project site area, the permitted project shall cease all activities involving subsurface disturbance in the vicinity of the discovery. The applicant shall contact the Florida Department of State, Division of Historical Resources, Compliance and Review Section at (850)-245-6333. Project activities shall not resume without verbal and/or written authorization. In the event that unmarked human remains are encountered during permitted activities, all work shall stop immediately and the proper authorities notified in accordance with Section 872.05, *Florida Statutes*.

If you have any questions, please contact Daniel Vasquez, Historic Sites Specialist, by email at *Daniel.Vasquez@dos.myflorida.com*.

Sincerely,

Kelly L Chase
For

Alissa S. Lotane
Director, Division of Historical Resources
& State Historic Preservation Officer

Project: *Red Mill Dr* **date onsite:** 5-Dec-22

Impacts	Habitat type	Location and Landscape Support before	Location and Landscape Support after	Water Environment before	Water Environment after	Community Structure before	Community Structure after	Acres	Functional loss
Secondary	630	6	5	7	7	7	6	0.86	0.0573
		0	0	0	0	0	0		0.0000
		0	0	0	0	0	0	0	0.0000
		0	0	0	0	0	0	0	0.0000
		0	0	0	0	0	0	0	0.0000
		0	0	0	0	0	0	0	0.0000
		0	0	0	0	0	0		0.0000
		0	0	0	0	0	0		0.0000
									0.0000
									0.0000

Total Impact Acres	Total Creation Acres	Total Enhancement Provided	Upland Acres Provided
0.1	0	0	0

Total Functional Loss	Total Functional Gain Units
0.057	0.000

Mitigation	Habitat Type	Location and Landscape Support w/o CE	Location and Landscape Support w/ CE	Water Environment w/o CE	Water Environment w/ CE	Community Structure w/o CE	Community Structure w/ CE	time lag	risk factor	Preservation Adjustment Factor	Relative Functional Gain	Acres Provided	Functional Gain Units
wetland preservation													
		0	0	0	0	0	0	1	1.00	1	0.0000		0.0000
		0	0	0	0	0	0	1	1.00	1	0.0000		0.0000
		0	0	0	0	0	0	1	1.00	1	0.0000		0.0000
		0	0	0	0	0	0	1	1.00	1	0.0000		0.0000
		0	0	0	0	0	0	1	1.00	1	0.0000		0.0000
		0	0	0	0	0	0	1	1.00	1	0.0000		0.0000
								1	1.00		0.0000		0.0000
enhancement		before	after	before	after	before	after						
		0	0	0	0	0	0	1	1.00	1	0.0000		0.0000
		0	0	0	0	0	0	1	1.00	1	0.0000		0.0000
		0	0	0	0	0	0	1	1.00	1	0.0000		0.0000
		0	0	0	0	0	0	1	1.00	1	0.0000		0.0000
		0	0	0	0	0	0	1	1.00	1	0.0000		0.0000
		0	0	0	0	0	0	1	1.00	1	0.0000		0.0000
								1	1.00	1	0.0000		0.0000
uplands		w/o CE	w/ CE	w/o CE	w/ CE	w/o CE	w/ CE						
		0	0	x	x	0	0	1	1.00	1	0.0000		0.0000
		0	0	x	x	0	0	1	1.00	1	0.0000		0.0000
				x	x			1	1.00		0.0000		0.0000
				x	x			1	1.00		0.0000		0.0000

TRAFFIC IMPACT ANALYSIS

RED MILL POINTE

CITY OF PALM COAST, FLORIDA

Prepared for:

Brite Properties of Florida LLC
7345 Greenbriar Parkway
Orlando, Florida 32819

Prepared by:

Traffic Planning and Design, Inc.
535 Versailles Drive
Maitland, Florida 32751
407-628-9955

January 2026

TPD № 5537.1

PROFESSIONAL ENGINEERING CERTIFICATION

I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic Planning & Design, Inc., a corporation authorized to operate as an engineering business, EB-3702, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

PROJECT: Red Mill Pointe

LOCATION: City of Palm Coast, Florida

CLIENT: Brite Properties of Florida LLC

I hereby acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.

NAME: Turgut Dervish, P.E.

P.E. No.: 20400

DATE: **January 30, 2026**

SIGNATURE: _____

TURGUT DERVISH
LICENSE
No. 20400
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

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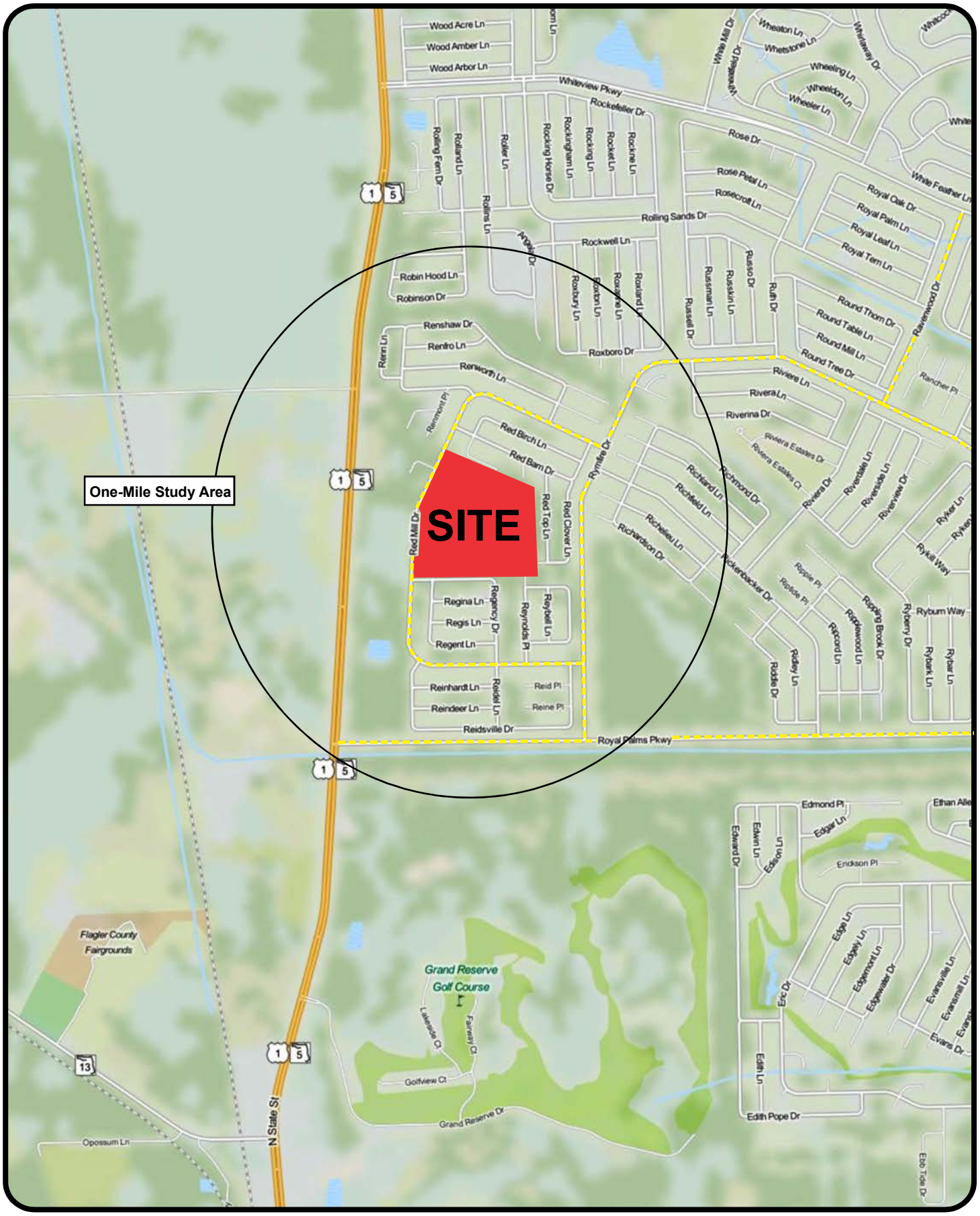
INTRODUCTION

This traffic analysis was performed in order to assess the impact of the proposed Red Mill Pointe development in the City of Palm Coast, Florida. Located on Red Mill Drive to the west of Rymfire Drive, the proposed townhome development will consist of 216 dwelling units. **Figure 1** depicts the site location of the development and its one-mile impact area. Access to the site will be provided by two roadway connections to Red Mill Drive. **Figure 2** depicts the site plan of the development and its access configuration.

The analysis was conducted in accordance with City of Palm Coast Unified Land Development Code (LDC), Chapter 7. A traffic study methodology was submitted to and approved by the City of Palm Coast. The methodology coordination and correspondence are provided in **Appendix A**. Data used in this analysis consists of site plan/development information provided by the Developers, 2024 Transportation Facility Status Report from the City of Palm Coast, and A.M. and P.M. peak hour traffic counts at intersections collected by Traffic Planning and Design, Inc. (TPD).



Red Mill Point
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Figure 1
Page 2

Site Location

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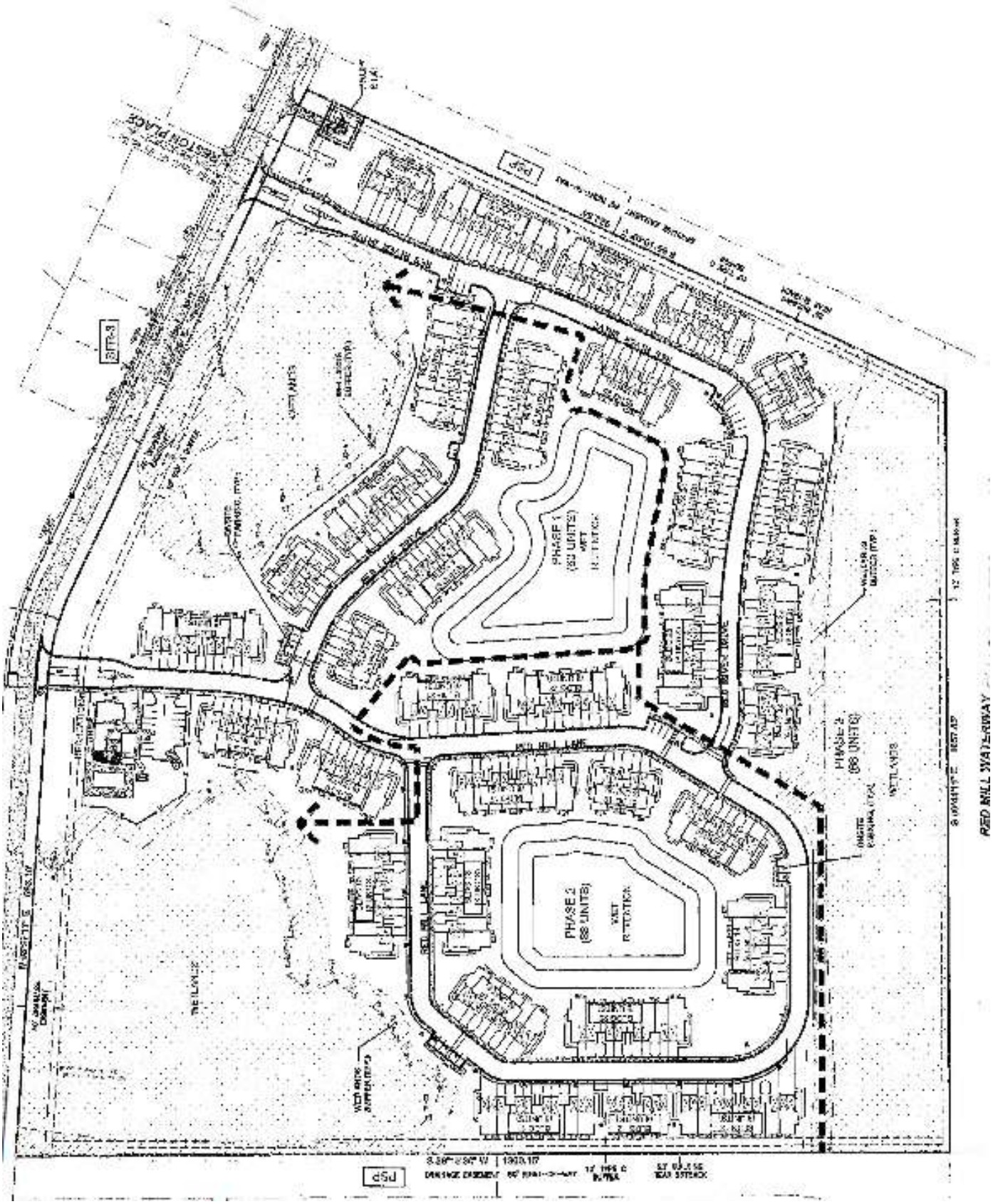

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Figure 2
Page 3

Site Plan

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EXISTING CONDITIONS ANALYSIS

An existing conditions analysis was conducted for the study roadway segments and intersections to establish their current operating conditions in terms of Levels of Service. The study roadways were identified to consist of those roadway segments included in the City's 2024 Transportation Facility Status Report within one mile of the project site. The study intersections were determined to include four intersections inside the one-mile impact area as follows:

- Rymfire Drive and Red Mill Drive North
- Rymfire Drive and Red Mill Drive South
- Rymfire Drive and Royal Palms Parkway
- US 1 and Royal Palms Parkway

Roadway Segment Analysis

The study roadway segments were analyzed by comparing the existing P.M. peak hour and vested trips with their respective capacities at the adopted LOS standards. The 2024 Transportation Facility Status Report is provided in **Appendix B**. A summary of the roadway capacity analysis is presented in **Table 1**. The results of the analysis reveal that the study segments currently operate at satisfactory LOS.

Table 1
Existing 2-Way P.M. Peak Hour Roadway Capacity Analysis

Roadway	Facility Type	# of Lns	Adopted		2-way P.M. Peak Hour Trips[1]	Vested Trips	Total 2-way Peak Hour Trips	LOS
			LOS	Capacity				
Rymfire Drive								
Royal Palms Pkwy to Ravenwood Dr	Collector UFH	2	D	2,170	584	0	584	B
Royal Palms Parkway								
US 1 to Rymfire Dr	Art MCCR1	2	D	1,600	744	178	922	C
Rymfire Dr to Belle Terre Pkwy	Art MCCR1	2	D	1,600	556	178	734	C
US 1 (SR 5)								
Whiteview Pkwy to Royal Palms Pkwy	Art State 1	4	D	3,580	2,057	463	2,520	C
Royal Palms Pkwy to Espanola Rd	Art State 1	4	D	3,580	2,225	273	2,498	C

[1]Existing 2023 counts

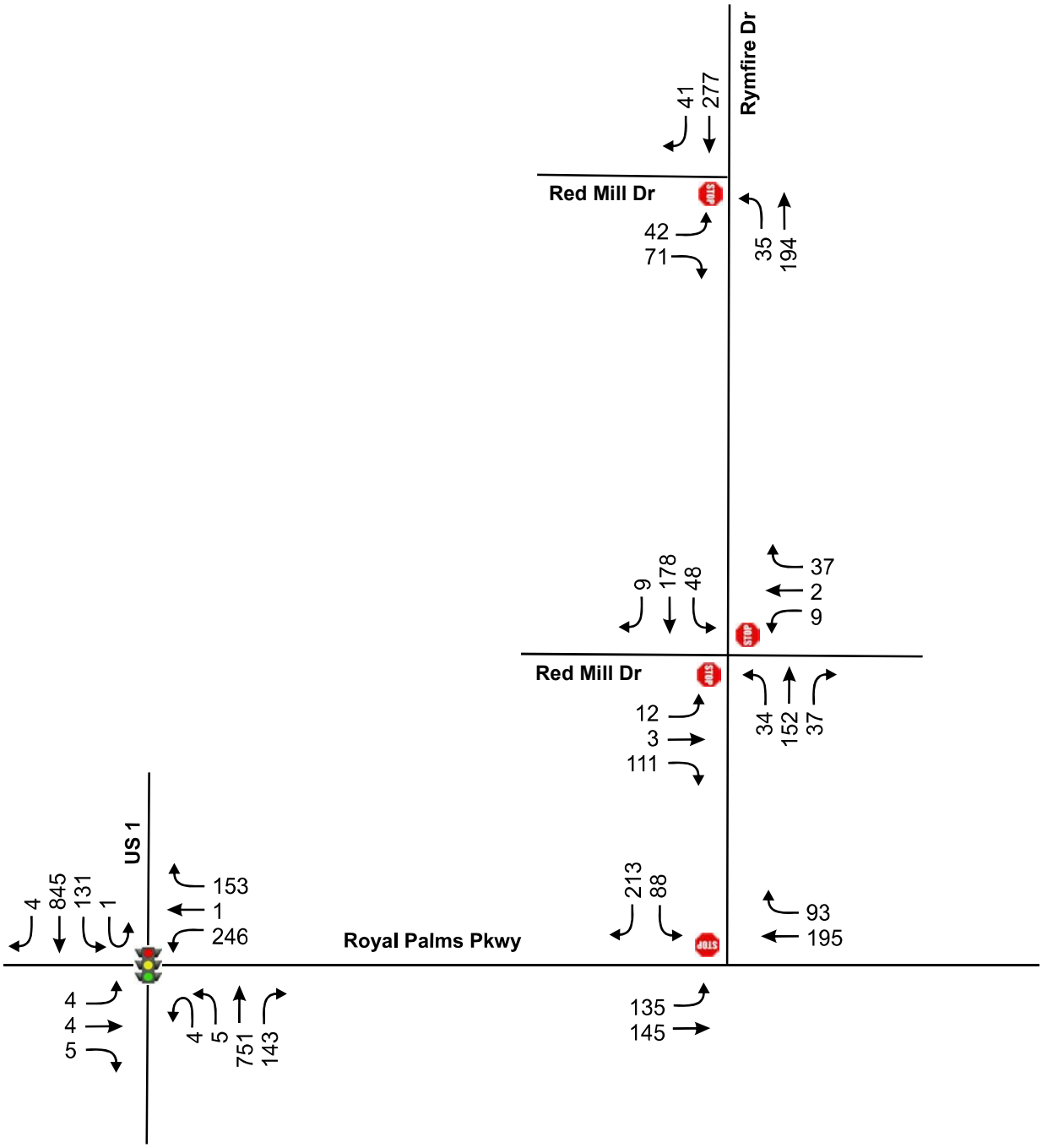
Intersection Analysis

A capacity analysis was conducted for each study intersection using *Highway Capacity Software (HCS)* in accordance with the procedures of the *Highway Capacity Manual (HCM)*. The capacity analysis was performed using the existing intersection geometries and intersection traffic counts during the A.M. and P.M. peak hour. The intersection counts were made on December 10, 2025, when the FDOT seasonal factor was 1.03 and therefore the counts were adjusted. **Figures 3a and 3b** depict the A.M. and P.M. peak hour traffic volumes, respectively at the study intersections. The intersection capacity analysis results are summarized in **Table 2**.

Table 2
Existing Intersection Capacity Analysis

Intersection	Control	Time Period	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Rymfire Dr/Red Mill Dr North	Stop	A.M.	20.5	C	--	--	1.8	A	--	--	--	--
		P.M.	12.2	B	--	--	2.4	A	--	--	--	--
Rymfire Dr/Red Mill Dr South	Stop	A.M.	12.3	B	12.7	B	1.2	A	1.6	A	--	--
		P.M.	12.1	B	15.7	C	2.3	A	1.2	A	--	--
Rymfire Dr/ Royal Palms Pkwy	Stop	A.M.	4.1	A	--	--	--	--	17.5	C	--	--
		P.M.	4.6	A	--	--	--	--	25.0	D	--	--
US 1/Royal Palms Pkwy	Signal	A.M.	46.3	D	60.7	E	21.2	C	34.1	C	33.7	C
		P.M.	46.1	D	53.5	D	24.5	C	44.0	D	36.3	D

This analysis indicates that the study intersections currently operate at satisfactory LOS. The intersection turning movement counts and FDOT's seasonal factor report are included in **Appendix C**. Detailed HCS worksheets and existing signal timing are included in **Appendix D**.



Red Mill Point
Project № 5537.1
Figure 3a
Page 6

Existing A.M. Peak Hour Traffic Volumes

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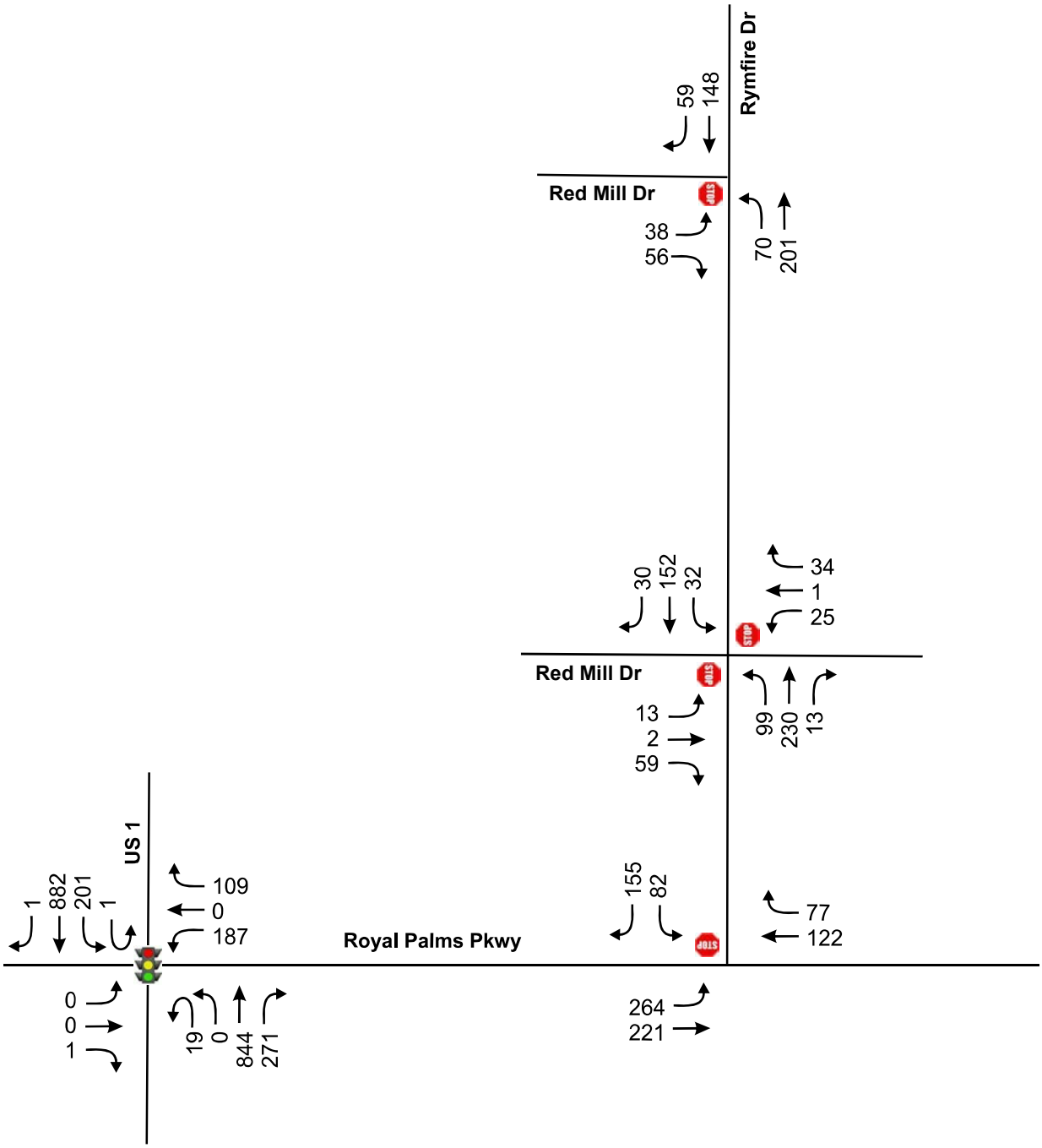

Red Mill Point
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Figure 3b
Page 7

Existing P.M. Peak Hour Traffic Volumes

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PROPOSED DEVELOPMENT AND TRIP GENERATION

The proposed development will consist of 216 dwelling unit multi-family development to be completed by 2028. To determine the impact of this development, an analysis of its trip generation characteristics was conducted. This included the determination of the trips to be generated along with their distribution and assignment to the area roadways.

Trip Generation

The trip generation of the proposed development was calculated with the use of equations obtained from the 12th Edition of the *Institute of Transportation Engineers* (ITE) *Trip Generation Manual.* **Table 3** provides a summary of the trip generation calculation. The development is expected to generate 1,337 daily trips of which 89 will occur during the A.M. peak hour and 111 during the P.M. peak hour.

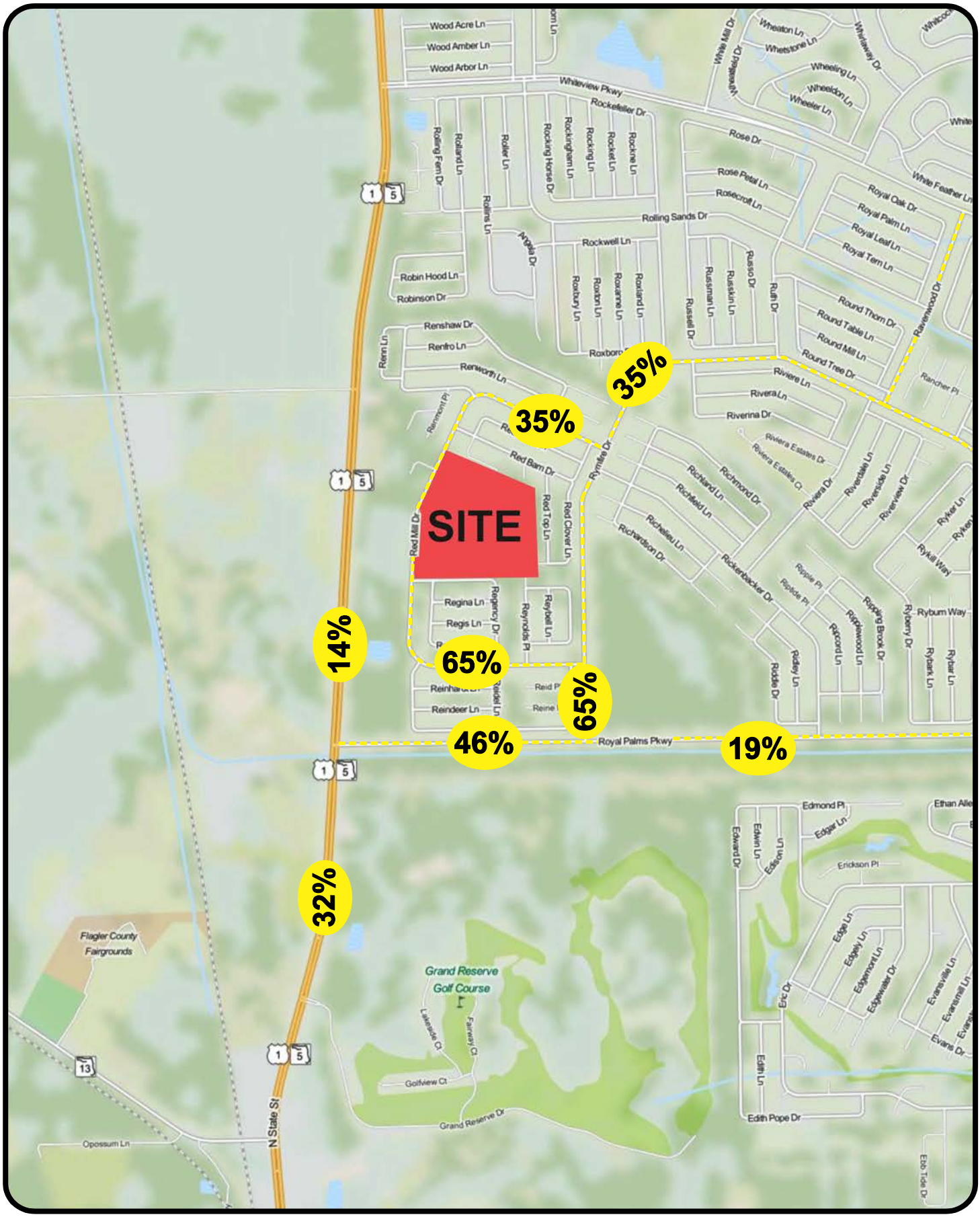
Table 3
Trip Generation Summary

ITE Code	Land Use	Size	Daily		A.M. Peak Hour				P.M. Peak Hour			
			Rate	Trips	Rate	Enter	Exit	Total	Rate	Enter	Exit	Total
220	Multi-Family (Apartments/Townhomes)	216 DU[1]	6.19	1,337	0.41	21	68	89	0.514	69	42	111
		Total	**--**	**1,337**	**--**	**21**	**68**	**89**	**--**	**69**	**42**	**111**

[1]*DU = Dwelling Unit*

Trip Distribution / Trip Assignment

The trip distribution pattern was estimated using the *Central Florida Regional Planning Model* (CFRPM), version 7. A Selected Zone Analysis (SZA) was conducted by modifying the 2035 interim year model network to include a Traffic Analysis Zone (TAZ) representing the proposed project and the model's socio-economic data was updated to reflect the proposed project buildout. The project distribution in the model output was manually adjusted for reasonableness using engineering judgement and proposed access to the site. This adjusted distribution pattern is depicted in **Figure 4** and the model plot outputs are provided in the Study Methodology in Appendix A. Utilizing this distribution, the development project trips were assigned to the study roadways.



Red Mill Point
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Figure 4
Page 9

Project Trip Distribution

N
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PROJECTED TRAFFIC CONDITIONS

Projected traffic conditions were assessed in order to evaluate the impact of the proposed development within its area of influence. The projected conditions were estimated by combining the daily and P.M. peak hour project trips with the background traffic volumes.

Background Traffic Projections

Background traffic volumes are determined by expanding existing daily and peak hour traffic volumes to the buildout year using an annual growth rate. In coordination with the City of Palm Coast, historical analysis using 2-year growth rates from the City of Palm Coast Annual Daily Traffic database was utilized for each study segment and shown in Table 4. These growth factors was utilized for the intersections to project to the buildout year of 2028.

Roadway Segment Analysis

A roadway segment analysis was performed for the study roadway segments similar to existing conditions by comparing the projected daily traffic volume of each segment with the capacity of the segment at the adopted LOS standard. This analysis is summarized in **Table 4**. The table lists the roadway segments along with their number of lanes, growth rates, adopted LOS/capacity, and projected traffic volumes. This analysis shows that the roadway segments under consideration are projected to operate at satisfactory Levels of Service upon build out of the development.

Intersection Analysis

To assess the projected operating conditions at the study intersections, intersection capacity analyses were conducted using the *Highway Capacity Software (HCS)*. Total P.M. peak hour traffic volumes were determined by combining background traffic with project trips. **Figures 5a and 5b** shows the projected A.M. and P.M. peak hour intersection turning movements, respectively for the study intersections and site access roadway connections. The projected Levels of Service are summarized in **Table 5**. Detailed HCS analysis worksheets are included in **Appendix E**. The analysis indicates that the study intersections and site access roadway connections will operate at overall satisfactory Level of Service upon build out of the development.

Table 4
Projected 2-Way P.M. Peak Hour Roadway Capacity Analysis

Roadway	Facility Type	# of Lns	Adopted		2-Year Growth Rate	Growth Factor to 2028	Projected Bckgnd 2-way P.M. Peak Trips[1]	Vested Trips	2-way Project Trips[2]	Total Projected 2-way Peak Hour Trips	Projected LOS
			LOS	Capacity							
Rymfire Drive											
Royal Palms Parkway to Ravenwood Drive	Collector UFH	2	D	2,170	15.3%	1.765	1,031	0	72	1,103	C
Royal Palms Parkway											
US 1 to Rymfire Drive	Art MCCR1	2	D	1,600	2.9%	1.145	852	178	51	1,081	C
Rymfire Drive to Belle Terre Parkway	Art MCCR1	2	D	1,600	-4.8% (Use 2%)	1.100	612	178	21	811	C
US 1 (SR 5)											
Whiteview Parkway to Royal Palms Parkway	Art State 1	4	D	3,580	-0.6% (Use 2%)	1.100	2,263	463	36	2,762	C
Royal Palms Parkway to Espanola Road	Art State 1	4	D	3,580	0.8% (Use 2%)	1.100	2,448	273	15	2,736	C

[1]Background = Existing 2023 x Growth factor to 2028, [2] Highest Project Trips at the segment

Table 5
Projected Intersection Capacity Analysis

Intersection	Control	Time Period	EB		WB		NB		SB		Intersection	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Rymfire Dr/Red Mill Dr North	Stop	A.M.	24.0	C	--	--	1.8	A	--	--	--	--
		P.M.	18.6	C	--	--	2.8	A	--	--	--	--
Rymfire Dr/Red Mill Dr South	Stop	A.M.	22.4	C	24.7	C	1.6	A	1.7	A	--	--
		P.M.	20.3	C	48.6	E	2.9	A	1.2	A	--	--
Rymfire Dr/ Royal Palms Pkwy	Stop	A.M.	4.3	A	--	--	--	--	23.8	C	--	--
		P.M.	5.0	A	--	--	--	--	48.1	E	--	--
US 1/Royal Palms Pkwy	Signal	A.M.	46.3	D	70.6	E	21.6	C	38.3	D	37.8	D
		P.M.	46.1	D	55.6	E	25.1	C	53.2	D	40.8	D
Red Mill Dr / Reston Pl / Site D/W North	Stop	A.M.	8.9	A	9.5	A	0.0	A	0.4	A	--	--
		P.M.	9.3	A	9.6	A	0.0	A	0.9	A	--	--
Red Mill Dr / Site D/W South	Stop	A.M.	--	--	10.5	B	--	--	0.1	A	--	--
		P.M.	--	--	10.9	B	--	--	0.1	A	--	--

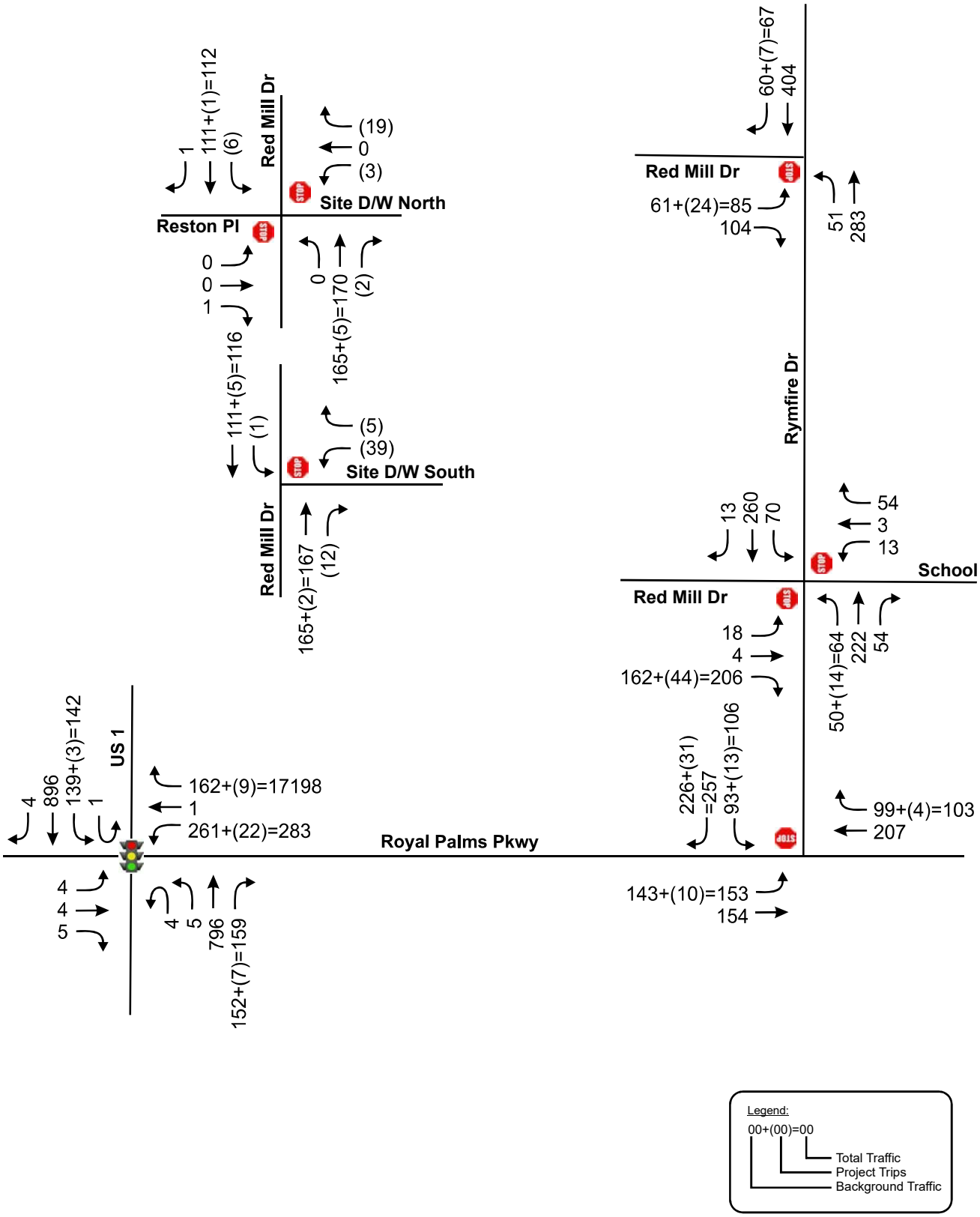

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Figure 5a

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Projected A.M. Peak Hour Traffic Volumes

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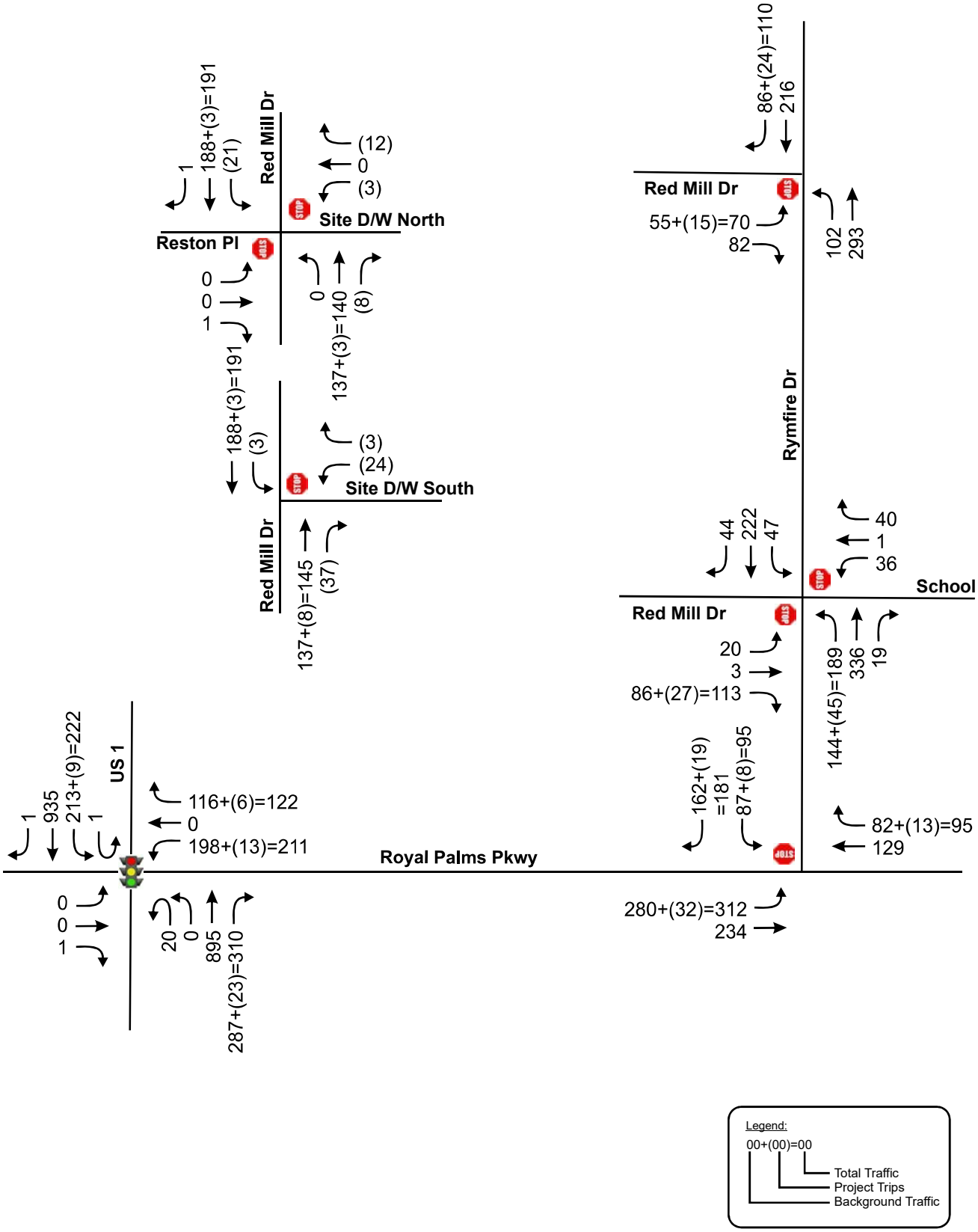

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Figure 5b

Page 14

Projected P.M. Peak Hour Traffic Volumes

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NTS

Turn Lane Analysis

A turn lane analysis was conducted at both project roadway connections and at north and south Red Mill Drive intersections with Rymfire Drive to determine whether turn lanes would be needed as a result of the proposed development. The analysis was undertaken in accordance with the procedures of the *Palm Coast Turn Lane Technical Guidelines on November 10, 2020.* The guidelines indicate that on a 2-lane city roadway with a posted speed limit of 30 mph, 30 or more left turning vehicle per hour would require a dedicated left turn lane. Similarly, the guidelines indicate that on a 2-lane city roadway with a posted speed limit of 30 mph, 120 or more right turning vehicle per hour would require a dedicated right turn lane. Using the projected P.M. peak hour traffic volumes from Figures 5a and 5b, the highest left turning vehicles are 21 during the P.M. peak hour and the highest right turning vehicles are 37 during the P.M. peak hour. These results revealed that left or right turn lanes will not be needed at the site roadway locations. Excerpts from the guidelines are provided in **Appendix F**

STUDY CONCLUSIONS

This traffic analysis was performed in order to assess the impact of a proposed 216-unit multi-family project located on Red Mill Drive in the City of Palm Coast, Florida. Access to the site will be provided via roadway connections on Red Mill Drive which intersects Rymfire Drive at two locations. The results of the study as documented herein are summarized below:

- The proposed development will generate a daily traffic volume of 1,337 vehicle trips, of which 89 will occur during the A.M. peak hour and 111 will occur during the P.M. peak hour.

- The study roadway segments and intersections within a one-mile impact area currently operate at satisfactory Levels of Service.

- The study roadways and intersections are projected to operate satisfactorily within their adopted LOS standards with the addition of project trips.

- The project roadway connections to Red Mill Drive will operate at acceptable levels of service upon completion of the project.

- A turn lane analysis conducted at both project roadway connections to Red Mill Drive revealed that left and right turn lanes would not be needed as a result of the proposed development.

APPENDICES

APPENDIX A

Study Methodology and Correspondence

Jay Davoll

From: Phong Nguyen, PTP <PNguyen@palmcoastgov.com>
Sent: Thursday, January 29, 2026 10:08 AM
To: Jay Davoll; Ms. Damaris Ramirez; Rita Merhi
Subject: RE: Red Mill Pointe TM Approval Letter
Attachments: 2023 Traffic Counts Historical Comparision R1.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

You don't often get email from pnguyen@palmcoastgov.com. Learn why this is important

Good morning, Jay

Please see Citywide historical traffic counts for our major roads (attached) which has growth rates based either on previous 5 years growth or 2 years growth. Use this data to come up with growth rate for each roadway. You may use 10 year, 5 year, or 2 year historical traffic counts to determine your annual growth rate to apply to projected build-out design year. Please be specific on your TIA.

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

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

From: Jay Davoll <jay@tpdtraffic.com>
Sent: Thursday, January 29, 2026 7:07 AM
To: Phong Nguyen, PTP <PNguyen@palmcoastgov.com>; Ms. Damaris Ramirez <DRamirez@palmcoastgov.com>; Rita Merhi <rita@tpdtraffic.com>
Subject: RE: Red Mill Pointe TM Approval Letter
Importance: High

Good morning,

Please advise what growth factor we should use to grow the traffic for two years?

As per your prior comments number 2 and 3, from December 2, 2025, (see attached) we are not to use the FDOT growth factor that was determined from the trends analysis, since the area is mostly built out. Usually we use a 2% per year factor. If this is acceptable, please let us know as soon as possible.

Thanks,

CITY OF PALM COAST AVERAGE ANNUAL DAILY TRAFFIC (AADT)

Link Number	Link Description	2008	2011	2013	2015	2017	2019	2021	2023	Avg. % Change in Traffic Volume (2019 to 2023). (Traffic Counts are conducted every two years)	Last 2 years: 2021 to 2023
	Belle Terre Parkway										
1200	Matanzas Woods Parkway to Bird of Paradise Drive	5,300	6,200	7,400	8,600	6,600	6,600	8,025	7,814	4.6%	-1.3%
1205	Bird of Paradise Drive to Pine Lakes Parkway	12,000	11,000	15,300	14,800	14,100	14,100	15,429	16,208	3.7%	2.5%
1210	Pine Lakes Parkway to Bellaire Drive	13,000	13,000	15,800	15,700	14,700	14,700	15,465	14,871	0.3%	-1.9%
1215	Bellaire Drive to Palm Coast Parkway(WB)	15,000	16,500	18,700	18,000	17,400	17,400	18,502	18,724	1.9%	0.6%
1220	Palm Coast Parkway (WB) to Palm Coast Parkway (EB)	9,300	23,000	18,500	23,000	24,700	24,700	23,355	22,150	-2.6%	-2.6%
1225	Palm Coast Parkway (EB) to Cypress Point Parkway	14,000	19,500	21,300	20,700	21,100	21,100	24,140	21,694	0.7%	-5.1%
1230	Cypress Point Parkway to Pine Lakes Parkway	31,000	26,000	32,400	34,700	34,000	38,300	39,683	35,119	-2.1%	-5.8%
1240	Pine Lakes Parkway to Parkview Drive (S)	21,000	21,000	24,000	25,000	26,300	26,300	27,900	31,904	5.3%	7.2%
1245	Parkview Drive (S) to White View Parkway	20,500	18,000	24,200	24,900	22,800	22,800	29,354	27,740	5.4%	-2.7%
1250	White View Parkway to Rymfire Drive - Northbound	18,500	19,500	22,200	23,900	23,500	23,500	28,945	28,101	4.9%	-1.5%
1252	Rymfire Drive to Royal Palms Parkway - northbound	20,000	23,500	25,100	26,000	25,700	25,700	30,191	30,109	4.3%	-0.1%
1254	Royal Palms Parkway to East Hampton Boulevard	22,000	19,000	24,000	25,500	25,400	25,400	31,228	30,628	5.1%	-1.0%
1260	East Hampton Boulevard to SR 100	19,000	20,500	24,100	22,800	22,000	22,000	29,069	25,394	3.9%	-6.3%
	Belle Terre Blvd.										
1263	SR 100 to Zebulas Trail	5,900	4,900	5,400	6,700	8,400	8,400	8,650	9,353	2.8%	4.1%
1265	Zebulas Trail to Zaun Trail	5,900	4,800	6,200	5,600	6,600	6,600	7,163	7,688	4.1%	3.7%
1270	Zaun Trail to Citation Parkway	4,700	3,200	3,500	5,200	4,000	4,000	4,939	5,297	8.1%	3.6%
1275	Citation Parkway to US 1	4,200	2,900	3,600	3,600	3,800	3,800	4,275	4,301	3.3%	0.3%
	Bird of Paradise Drive										
2420	Matanzas Woods Parkway to Birchwood Drive	1,600	2,100	2,200	2,100	2,900	3,500	3,474	4,494	7.1%	14.7%
2430	Birchwood Drive to Belle Terre Parkway	2,800	3,000	4,100	4,000	3,000	5,100	3,732	7,069	9.7%	44.7%
	Bulldog Drive										
4300	SR 100 to Central Avenue	-	1,700	1,700	2,900	2,800	2,900	4,918	5,384	21.4%	4.7%
	Central Avenue										
4400	Belle Terre Parkway to Market Avenue	-	4,700	4,900	5,400	2,800	3,100	4,669	4,223	9.1%	-4.8%
4410	Market Avenue to Lake Avenue	-	2,600	2,200	2,800	2,800	3,300	4,865	4,777	11.2%	-0.9%
4420	Lake Avenue to Landings Blvd.	-	2,600	2,200	2,800	2,800	3,500	5,804	4,777	9.1%	-8.8%
4430	Landings Blvd to Park Street	-	2,300	2,300	2,800	3,300	3,300	5,446	4,712	10.7%	-6.7%
4440	Park Street to Bulldog Drive	-	2,600	2,300	2,900	3,100	3,300	5,136	4,543	9.4%	-5.8%
4450	Bulldog Drive to Brookhaven Drive	-	1,300	1,500	1,900	2,300	2,200	2,924	3,084	10.0%	2.7%
4460	Brookhaven Drive to Town Center Blvd.	-	1,600	1,500	1,600	1,900	1,900	2,413	3,084	15.6%	13.9%
	Citation Parkway										
3312	Belle Terre Parkway to Laguna Forest Lane	700	400	200	500	600	600	911	1,687	45.3%	42.6%
3315	Seminole Woods Parkway to Sesame Boulevard	1,900	2,500	2,900	2,500	3,000	2,900	1,564			See ID 3320
	Club House Drive										
1300	Palm Harbor Parkway to Palm Coast Parkway (WB)	2,400	2,800	2,900	3,600	3,400	4,200	3,785	4,825	3.7%	13.7%
1310	Palm Coast Parkway (WB) to Palm Coast Parkway (EB)	3,200	2,800	3,100	3,100	3,400	3,500	3,147	3,293	-1.5%	2.3%
	Colbert Lane										
3105	Palm Coast Parkway (WB) to Palm Coast Parkway (EB)	3,600	4,800	5,100	4,600	5,500	4,700	4,966	4,167	-2.8%	-8.0%
3110	Palm Coast Parkway (EB) to Waterside Parkway (N)	6,100	5,800	6,900	7,100	7,900	7,800	8,374	9,199	4.5%	4.9%
3120	Waterside Parkway (N) to Waterside Park (S)	4,200	4,100	4,800	4,600	5,500	5,400	4,200	5,191	-1.0%	11.8%
3125	Waterside Park (S) to South Park Road	4,300	4,700	5,300	5,000	6,300	3,900	3,320	5,788	12.1%	37.2%
3130	South Park Road to Roberts Road	4,200	4,700	5,200	5,200	6,200	5,800	5,635	6,371	2.5%	6.5%
3135	Roberts Road to SR 100	4,200	3,300	3,500	4,200	4,500	4,200	3,610	4,289	0.5%	9.4%
	Cypress Point Parkway										
4200	Belle Terre Parkway to Pine Cone Drive	18,500	15,500	19,500	17,100	19,000	22,100	20,959	18,853	-3.7%	-5.0%
4205	Pine Cone Drive to Cypress Edge (S)	16,500	14,500	16,100	17,000	18,100	18,800	17,983	17,801	-1.3%	-0.5%
4210	Cypress Edge (S) to Cypress Edge (N) - eastbound	16,500	11,500	17,200	16,500	16,900	17,000	15,673	17,801	1.2%	6.8%
4215	Cypress Edge (N) to Palm Coast Parkway - eastbound	16,500	24,500	30,100	28,300	31,100	26,100	23,844	20,966	-4.9%	-6.0%
	Farmsworth Drive										
2716	Old Kings Road to Florida Park Drive	1,500	1,800	2,000	2,200	1,700	1,900	1,858	2,376	6.3%	13.9%
	Farragut Drive										
2717	Old Kings Road to Florida Park Drive	800	500	260	370	400	200	246	1045	105.6%	162.4%
	Fleetwood Drive										
2714	Old Kings Road to Florida Park Drive	900	1,200	920	950	1000	1000	947	2329	33.2%	73.0%
	Florida Park Drive										
2090	Palm Harbor Parkway to Forest Hill Drive	5,100	4,900	5,400	5,500	5,700	5,800	5,764	5,055	-3.2%	-6.2%
2100	Forest Hill Drive to Fleetwood Drive	5,100	5,700	6,300	6,400	6,600	6,700	6,298	5,055	-6.1%	-9.9%
2105	Fleetwood Drive to Farragut Drive	5,100	7,000	7,800	8,000	8,100	8,600	8,127	7,122	-4.3%	-6.2%
2110	Farragut Drive to Palm Coast Parkway (WB)	7,300	8,600	8,500	8,900	8,100	11,000	8,190	9,172	-4.2%	6.0%
2120	Palm Coast Parkway (WB) to Palm Coast Parkway (EB)	4,900	4,500	5,200	6,300	5,600	6,100	5,408	5,066	-4.2%	-3.2%
	Forest Grove Drive										
4000	Old Kings Road (W) to Old Kings Road (E)	3,400	2,900	3,500	3,900	--	--	--	1,704	#VALUE!	#VALUE!
4010	Old Kings Road (E) to Palm Harbor Parkway	3,200	3,600	4,700	4,100	--	--	--		#VALUE!	#VALUE!
	Frontier Drive										
2712	Old Kings Road to Florida Park Drive	2,100	1,400	1,400	1,900	1,800	1,700	1,346	3,657	28.8%	85.8%

CITY OF PALM COAST AVERAGE ANNUAL DAILY TRAFFIC (AADT)

Link Number	Link Description	2008	2011	2013	2015	2017	2019	2021	2023	Avg. % Change in Traffic Volume (2019 to 2023). (Traffic Counts are conducted every two years)	Last 2 years: 2021 to 2023
	Hargrove Grade Road										
3707	US 1 to Otis Stone Hunter Road	1,900	2,400	3,500	5,100	3,400	3,700	3,567	3,304	-2.7%	-3.7%
	I-95 (SR 9)										
251	Palm Coast City Limit to Palm Coast Parkway	51,000	45,500	45,000	46,000	49,000	49,000	49,000	66,798	9.1%	18.2%
292	Palm Coast Parkway to SR 100	60,000	64,500	63,200	67,300	63,700	85,044	63,700	78,040	-2.1%	11.3%
255	SR 100 to Old Dixie Highway	67,000	67,000	39,000	44,500	47,000	47,000	47,000	78,768	16.9%	33.8%
	Lakeview Boulevard										
3925	London Drive to Matanzas Woods Parkway	1,900	2,500	3,200	3,000	3,500	3,800	4,139	5,008	7.9%	10.5%
	Market Avenue										
4600	Belle Terre Parkway to Central Avenue	-	200	280	360	500	500	500	2990	124.5%	249.0%
	Matanzas Woods Parkway										
2400	US 1 to Belle Terre Parkway	5,200	3,700	4,500	4,800	4,000	4,200	5,576	6,514	13.8%	8.4%
2410	Belle Terre Parkway to Bird of Paradise Drive	3,600	4,000	4,700	5,200	8,200	7,300	9,894	10,120	9.7%	1.1%
2415	Bird of Paradise Drive to I-95 SB					10,700	14,000	13,540	13,880	-0.2%	1.3%
2416	I-95 SB to I-95 NB					10,100	12,000	12,459	12,690	1.4%	0.9%
2417	I-95 NB to Old King Rd Extension					9,300	10,700	11,727	12,168	3.4%	1.9%
2418	Old Kings Rd Extension at Matanzas HS Entrance					6,800	7,300	8,166	8,208	3.1%	0.3%
	Old Kings Road										
2700	US 1 to Princess Place Preserve Entrance	1,500	1,700	1,900	2,600	1,400	1,400	1,491	1,598	3.5%	3.6%
2702	Princess Place Preserve Entrance to Forest Grove Drive	1,600	1,700	2,000	2,700	1,300	1,100	1,681		-25.0%	-50.0%
2705	Forest Grove Drive to Farmsworth Drive	4,000	5,000	3,600	6,500	4,900	5,300	5,685	7,405	9.9%	15.1%
2707	Farmsworth Drive to Frontier Drive	6,800	6,800	8,000	8,900	8,600	8,500	10,704	9,730	3.6%	-4.5%
2710	Frontier Drive to Fleetwood Drive	9,300	9,700	10,500	12,300	11,600	11,400	11,338	12,513	2.4%	5.2%
2715	Fleetwood Drive to Farragut Drive	12,000	11,500	12,600	15,000	13,700	13,200	13,077	16,203	5.7%	12.0%
2720	Farragut Drive to Palm Coast Parkway	14,500	15,000	15,600	15,600	18,700	16,000	15,784	23,893	12.3%	25.7%
2730	Palm Coast Parkway to Utility Drive	6,900	7,200	8,400	9,600	10,700	11,100	9,875	15,971	11.0%	30.9%
2735	Utility Drive to Oak Trails Boulevard	5,400	4,700	7,300	7,800	9,000	9,500	9,247	9,556	0.1%	1.7%
2740	Oak Trails Boulevard to Hidden Lakes Boulevard	4,700	5,400	6,700	7,800	8,400	9,000	8,764	9,332	0.9%	3.2%
2743	Hidden Lake Blvd to Town Center Drive					8,700	9,400	9,437	9,645	0.7%	1.1%
2745	Town Center Boulevard to SR 100	3,900	4,800	6,500	6,800	8,900	8,500	10,602	9,891	4.1%	-3.4%
2750	SR 100 to Palm Coast City Limit	3,600	8,000	8,400	8,500	7,600	4,900	5,206	9,422	23.1%	40.5%
	Palm Coast Parkway										
2800	US 1 to Pine Lakes Parkway	14,000	9,900	10,400	12,300	12,700	12,900	14,933	15,106	4.3%	0.6%
	Palm Coast Parkway (Eastbound)										
2815	Pine Lakes Parkway to Belle Terre Parkway	8,700	9,900	10,200	10,800	10,600	9,100	9,748	13,199	11.3%	17.7%
2825 EB	Belle Terre Parkway to Cypress Point Parkway	14,500	18,000	16,300	17,600	17,000	18,300	19,090	19,308	1.4%	0.6%
	Palm Coast Parkway (Westbound)										
2810 WB	Belle Terre Parkway to Pine Lakes Parkway	8,200	9,700	9,800	9,700	10,100	10,300	11,004	12,729	5.9%	7.8%
2820 WB	Cypress Point Parkway to Belle Terre Parkway	14,500	16,000	17,700	18,800	18,500	17,300	18,376	18,837	2.2%	1.3%
	Palm Coast Parkway										
2826	Cypress Point Parkway to I-95 South Bound Ramps	39,000	42,000	42,600	--	47,900	50,600	53,770	48,983	-0.8%	-4.5%
2827	I-95 South Bound Ramps to I-95 North Bound Ramps	40,500	39,000	41,600	--	45,400	50,700	50,562	40,003	-5.3%	-10.4%
2830	I-95 North Bound Ramps to Old Kings Road	38,000	40,000	42,600	--	42,100	53,300	50,917	48,084	-2.4%	-2.8%
	Palm Coast Parkway (Eastbound)										
2845 EB	Old Kings Road to Florida Park Drive	13,500	14,000	15,000	-	12,900	13,600	15,619	16,857	6.0%	4.0%
2855 EB	Florida Park Drive to Club House Drive	12,000	10,000	11,800	12,600	12,500	12,600	13,803	13,953	2.7%	0.5%
2865 EB	Club House Drive to Colbert Lane	5,800	8,900	9,500	10,300	9,900	10,600	11,217	11,633	2.4%	1.9%
2875 EB	Colbert Lane to Palm Harbor Parkway	5,300	5,100	6,000	6,300	7,300	7,400	8,176	7,301	-0.3%	-5.4%
	Palm Coast Parkway (Westbound)										
2870 WB	Palm Harbor Parkway to Colbert Lane	5,100	5,800	6,000	7,100	7,500	8,000	9,119	7,938	-0.2%	-6.5%
2860 WB	Colbert Lane to Club House Drive	8,100	6,500	9,400	9,700	9,600	10,200	10,961	11,189	2.4%	1.0%
2850 WB	Club House Drive to Florida Park Drive	10,000	10,000	11,800	11,500	11,800	12,700	13,702	14,148	2.9%	1.6%
2840 WB	Florida Park Drive to Old Kings Road	12,500	15,000	15,400	-	14,600	15,600	15,027	18,891	5.3%	12.9%
	Palm Coast Parkway (Hammock Dunes Parkway)										
2880	Palm Harbor Parkway to SR A1A	7,700	11,000	10,400	12,000	12,500	12,400	17,053	14,253	3.7%	-8.2%
	Palm Harbor Parkway										
2890	Matanzas HS Entrance to Cris Lane					5,200	6,100	6,543	6,731	2.6%	1.4%
2895	Cris Lane to Fellowship Lane					5,300	5,600	6,905	6,916	5.9%	0.1%
2900	Forest Grove Drive to Florida Park Drive	3,400	5,100	4,900	5,700	7,100	5,900	6,981	7,727	7.7%	5.3%
2910	Florida Park Drive to Club House Drive	7,400	4,600	4,400	6,900	4,700	5,300	4,692	6,994	8.0%	24.5%
2920	Club House Drive to Palm Coast Parkway	4,000	4,900	5,200	5,400	5,100	5,800	4,763	6,394	2.6%	17.1%
	Pine Lakes Parkway										
3000	Belle Terre Parkway (N) to Palm Coast Parkway	2,800	3,500	3,600	4,500	4,300	4,100	5,120	5,585	9.1%	4.5%
3002	Palm Coast Parkway to Commerce Boulevard	8,400	8,400	9,000	9,500	9,500	5,800	9,925	10,271	19.3%	1.7%
3010	Commerce Boulevard to White Mill Drive	5,200	5,700	8,500	5,000	6,500	5,900	7,403	10,752	20.6%	22.6%
3020	White Mill Drive to Belle Terre Parkway (S)	3,600	6,400	12,300	12,800	8,300	8,600	13,795	13,192	13.3%	-2.2%

CITY OF PALM COAST AVERAGE ANNUAL DAILY TRAFFIC (AADT)

Link		2008	2011	2013	2015	2017	2019	2021	2023	Avg. % Change in Traffic Volume (2019 to 2023). (Traffic Counts are conducted every two years)	Last 2 years: 2021 to 2023
Number	Link Description										
	Ravenwood Drive										
3911	White View Parkway to Rymfire Drive	2,200	4,200	4,500	4,800	5,200	5,100	5,194	5,939	4.1%	7.2%
	Royal Palms Parkway										
3200	US 1 to Rymfire Drive	4,200	4,000	5,400	6,300	6,600	6,200	6,753	7,140	3.8%	2.9%
3210	Rymfire Drive to Belle Terre Parkway	3,100	3,600	5,200	5,700	5,900	4,500	5,984	5,412	5.1%	-4.8%
3212	Belle Terre Parkway to Town Center Boulevard	-	2,100	7,000	8,000	8,300	9,400	9,872	8,824	-1.5%	-5.3%
	Rymfire Drive										
3215	Royal Palms Parkway to Ravenwood Drive	3,200	3,300	3,300	4,000	4,000	3,900	4,291	5,606	10.9%	15.3%
3225	Ravenwood Drive to Belle Terre Parkway	4,400	4,700	5,000	5,700	5,700	6,300	6,277	11,401	20.2%	40.8%
	Seminole Woods Parkway										
3325	SR 100 to Ulaturn Place	5,400	5,700	7,600	8,900	10,100	10,100	12,586	14,267	10.3%	6.7%
3300	Ulaturn Place to Citation Parkway	4,100	4,600	5,500	7,400	8,500	8,500	8,821	12,272	11.1%	19.6%
3310	Citation Parkway to Sesame Boulevard	2,700	4,500	4,000	4,500	5,200	5,200	4,998	4,536	-3.2%	-4.6%
3305	Sesame Boulevard to US 1	3,600	3,700	4,200	5,000	5,500	5,500	6,221	6,959	6.6%	5.9%
	Sesame Boulevard										
3320	Seminole Woods Parkway to terminus	3,300	1,100	1,300	1,000	1,300	1,500	3,820	6,170	77.8%	30.8%
	State Road 100										
3560	John Anderson Drive to Colbert Lane	14,500	16,500	17,500	20,300	21,100	21,100	21,311	23,062	2.3%	4.1%
3550	Colbert Lane to Tuscany Blvd.	13,500	17,500	18,200	21,200	22,600	19,700	23,670	24,630	6.3%	2.0%
3540	Tuscany Blvd. to Old Kings Road	13,500	17,500	18,500	21,800	22,500	20,600	14,960	24,346	4.5%	31.4%
3530	Old Kings Road to I-95	21,000	23,000	25,700	27,700	31,100	31,100	18,692	27,565	-2.8%	23.7%
3525	I-95 to Memorial Medical Parkway	18,500	27,500	31,200	30,700	27,900	27,900	38,895	37,732	8.8%	-1.5%
3520	Memorial Medical Pkwy to Seminole Woods Parkway	18,500	25,000	28,400	28,900	28,200	28,000	32,796	34,523	5.8%	2.6%
3515	Seminole Woods Pkwy to Bulldog Drive	18,000	23,000	27,000	27,400	28,100	28,100	34,399	34,279	5.5%	-0.2%
3510	Bulldog Drive to Landings Blvd.	19,500	24,500	29,700	29,500	26,900	26,900	34,484	32,283	5.0%	-3.2%
3505	Landings Blvd. to Belle Terre Parkway	19,500	23,500	26,100	25,000	25,800	25,800	31,566	28,600	2.7%	-4.7%
3500	Belle Terre Parkway to Palm Coast City Limits	11,500	16,000	17,900	19,600	17,200	17,200	22,630	32,025	21.5%	20.8%
	Town Center Blvd.										
4100	SR 100 to Hospital Drive	-	4,400	3,800	5,400	5,600	5,600	6,299	7,242	7.3%	7.5%
4110	Hospital Drive to Central Avenue	-	5,400	4,000	5,100	5,800	5,800	6,988	7,129	5.7%	1.0%
4120	Central Avenue to Lake Avenue	-	3,800	4,400	5,100	5,700	8,400	5,365	6,810	-4.7%	13.5%
4130	Lake Avenue to Royal Palm Parkway	-	3,500	4,300	5,000	5,400	6,300	3,727	6,409	0.4%	36.0%
4140	Royal Palm Parkway to Old Kings Road	-	5,400	6,900	7,800	9,500	10,000	9,949	10,206	0.5%	1.3%
	US1 (SR5)										
3700	St. Johns County Line to Old Kings Road	9,100	9,400	11,300	12,300	11,800	12,000	14,957	13,684	3.5%	-4.3%
3702	Old Kings Road to Matanzas Woods Parkway	7,900	8,100	10,000	9,700	10,400	11,900	13,876	15,505	7.6%	5.9%
3705	Matanzas Woods Parkway to Palm Coast Parkway	7,300	7,600	8,900	10,000	10,200	10,200	12,392	18,687	20.8%	25.4%
3710	Palm Coast Parkway to White View Parkway	12,500	11,500	13,000	14,600	15,500	11,700	18,915	20,783	19.4%	4.9%
3720	White View Parkway to Royal Palms Parkway	12,500	12,000	14,400	15,300	15,700	12,800	22,366	22,118	18.2%	-0.6%
3725	Royal Palms Parkway to Espanola Road	14,500	15,500	15,200	17,200	18,100	18,800	23,960	24,367	7.4%	0.8%
101	Palm Coast City Limit to Belle Terre Parkway	10,500	15,000	10,200	11,600	11,700	14,100	15,577	14,567	0.8%	-3.2%
3750	Belle Terre Parkway to CR 304	13,500	15,000	12,700	13,300	13,500	14,000	17,288	17,288	5.9%	0.0%
3755	CR 304 to Seminole Woods Parkway	14,000	18,500	12,700	14,600	13,300	12,900	14,590	19,314	12.4%	16.2%
235	Seminole Woods Parkway to Palm Coast City Limit	15,500	16,500	13,400	15,300	15,400	15,500	19,259	18,084	4.2%	-3.1%
	White Mill Drive										
3915	Pine Lakes Parkway to White View Parkway	2,400	3,000	3,300	3,600	4,100	4,000	4,439	5,014	6.3%	6.5%
	White View Parkway										
3920	US 1 to White Mill Drive	5,400	5,000	5,300	5,700	6,500	6,600	7,289	8,964	9.0%	11.5%
3910	White Mill Drive to Belle Terre Parkway	4,700	6,300	6,100	6,400	7,600	6,800	8,156	8,446	6.1%	1.8%
3900	Belle Terre Parkway to Pritchard Drive	1,700	2,800	2,900	3,400	3,800	4,000	2,563	8,277	26.7%	111.5%

Rita Merhi

From: donotreply_cdp@palmcoastgov.com
Sent: Monday, January 12, 2026 9:59 AM
To: Rita Merhi
Subject: AR Reviews Completed - AR #: 6499

City of Palm Coast Notification -DO NOT REPLY AR Reviews Completed - AR #: 6499

All reviews have been completed. If a resubmittal is required, a comment letter will be forthcoming. If approved, a DO will be forthcoming or application hearings will be scheduled soon.

App Request (6499)
App Req Code: TRME - TRAFFIC METHODOLOGY Review Status: REVIEWED

Project Nbr: 2025110012
Proj Name: RED MILL POINTE TM
Proj Type:
App Req Nbr: 6499
App Code: TRME
App Cd Desc: TRAFFIC METHODOLOGY
Applicant: RITA MERHI
Owner: STEPHEN HARRIS
App Status: PENDING
Review Stat: IN REVIEW
App Desc: RED MILL POINTE
Planner:
Folio Nbr:

You can follow the application at: https://www.palmcoastgov.com/government/planning/online-app

PLEASE NOTE: Florida has a very broad public records law. Most written communications to or from City of Palm Coast officials and employees regarding public business are public records available to the public and media upon request. Your e-mail communications may be subject to public disclosure.

RESPONSE TO CITY OF PALM COAST COMMENTS
RED MILL POINTE 1 TRAFFIC IMPACT ANALYSIS METHODOLOGY

The following is our response to the City of Palm Coast's comments dated December 2, 2025, regarding the TIA Methodology for the Red Mill Pointe 1, located on Red Mill Drive to the west of Rymfire Drive. The comments are listed first in **bold** followed by our responses.

Comment 1. Distribution is tentatively accepted but will confirm once turning movement counts are collected at nearby identified intersections.

Response – Acknowledged, will document traffic counts in TIA.

Comment 2. Please use local data and not FDOT online data for growth and or traffic data counts. The City just finished Citywide traffic data counts and will have it available in January so please use the City's 2025 traffic data.

Response – Acknowledge, please provide the City's 2025 traffic data report.

Comment 3. The area is mostly build-out so such growth number as indicated up to 9.51% is not acceptable. Please use the City's traffic counts data for historical growth.

Response – Acknowledged, please provide the City's 2025 traffic data report

Comment 4. As indicated that you came up with an average growth rate of 6.17% per year so you concluded growth factor of 1.617% is incorrect. Please correct this growth factor.

Response – Acknowledged, revised typo, but will utilize local data as requested. Please provide the City's 2025 traffic data report. See revised TIA methodology.

Comment 5. For background growth, you can use historical growth rate or use our vested trips as provided in our Transportation Facility Status Report.

Response – Acknowledged, will utilize whichever is higher of the two scenarios. Please confirm that the Transportation Facility Status Report dated May 19, 2024, is the latest version. If not, please provide the most current version.

Comment 6. Intersection at Red Mill Drive and Reston Place is not needed to evaluate. All other intersections listed are relevant to evaluate.

Response – Acknowledged, see revised TIA methodology.

Comment 7. Please revise and resubmit TM.

Response – Acknowledged, see revised TIA methodology.

TPD No. 5537.1
January 5, 2026

city of PALM COAST

Community Development Department
Planning Division

160 Lake Avenue
Palm Coast, Fl. 32164
386-986-3736

December 2, 2025

RE: **Comment Letter for Project Name , RED MILL POINTE TM**
Application: 6499

Dear Ms. MERHI,

Thank you for your recent submittal. Staff has reviewed your submittal, however due to comments noted below, the plans cannot be approved at this time.

Kindly submit revised plans to show the following changes:

PLTR - PLANNING TRANSPORTATION/CONCURRENCY
Comments:
Held By: PHONG NGUYEN - (386)986-3779 - PNGUYEN@PALMCOASTGOV.COM
1) Distribution is tentatively accepted but will confirm once turning movement counts are collected at nearby identfified intersections.
2) Please use local data and not FDOT online data for growth and or traffic data counts. The City just finished Citywide traffic data counts and will have it available in January so please use the City's 2025 traffic data counts as the basis.
3) The area is mostly build-out so such growth number as indicated upto 9.52% is not acceptable. Please use the City's traffic counts data for historical growth.
4) As indicated that you came up with an average growth rate of 6.17% per year so you concluded growith factor of 1.617% is incorrect. Please correct this growth factor.
5) For background growth, you can use historical growth rate or use our vested trips as provided in our Transportation Facility Status Report.
6) Intersection at Red Mill Drive and Reston Place is not needed to evaluate. All other intersections listed are relevant to evaluate.
7) Please revise and resubmit TM.

If you have any questions concerning the comments noted, please contact me at 386-986-3779.

Sincerely,

Phong Nguyen,
Planning Manager/Project Manager

TO: Phong Nguyen, Planning Manager/ Project Manager
City of Palm Coast

FROM: Turgut Dervish, P.E.
R. Jay Davoll, P.E.

DATE: January 5, 2026

RE: Red Mill Pointe 1
Traffic Impact Analysis Methodology - Revised
TPD No. 5537.1

The following is our proposed traffic study methodology for the above-referenced development project in Palm Coast for your review:

1) Proposed Development

The proposed residential development will consist of 216 multi-family dwelling units. **Figure 1** depicts the location of the project site and the area roadways. Access to the site will be via two full access connections on Red Mill Drive. **Figure 2** provides the preliminary site plan. The development is anticipated to be completed by 2028.

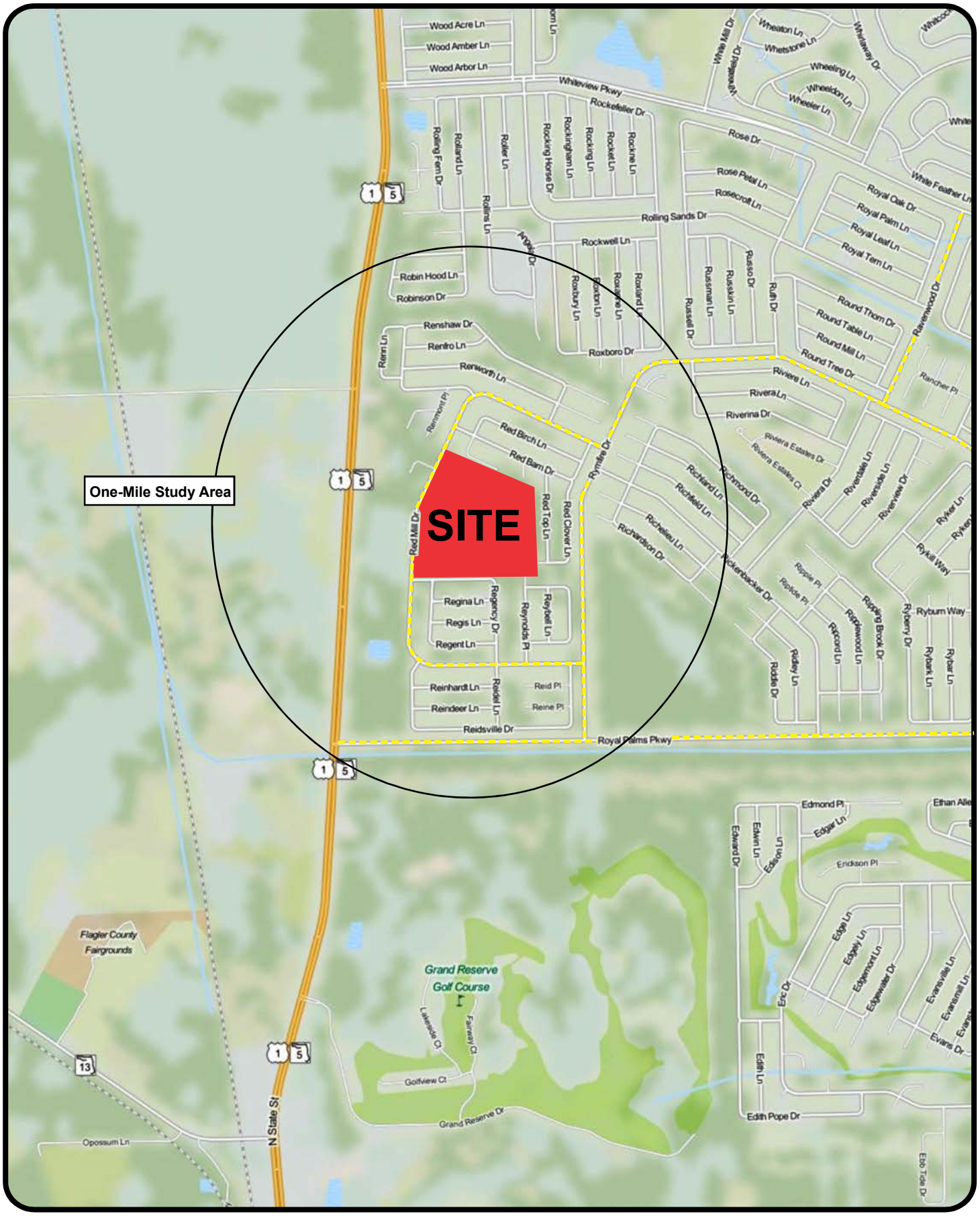
2) Trip Generation

Table 1 provides a summary of the trip generation for the proposed development. Trip generation rates were obtained from *the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition*. As shown in the table, the proposed development is estimated to generate 1,337 daily trips, of which 89 will occur in the A.M. peak hour and 111 in the P.M. peak hour. Copies of the ITE trip generation sheets are included in **Attachment A.**

Table 1
Trip Generation Summary

ITE Code	Land Use	Size	Daily		A.M. Peak Hour				P.M. Peak Hour			
			Rate	Trips	Rate	Enter	Exit	Total	Rate	Enter	Exit	Total
220	Multi-Family (Apartments/Townhomes)	216 DU[1]	6.19	1,337	0.41	21	68	89	0.514	69	42	111
		Total	**--**	**1,337**	**--**	**21**	**68**	**89**	**--**	**69**	**42**	**111**

[1]*DU = Dwelling Unit*

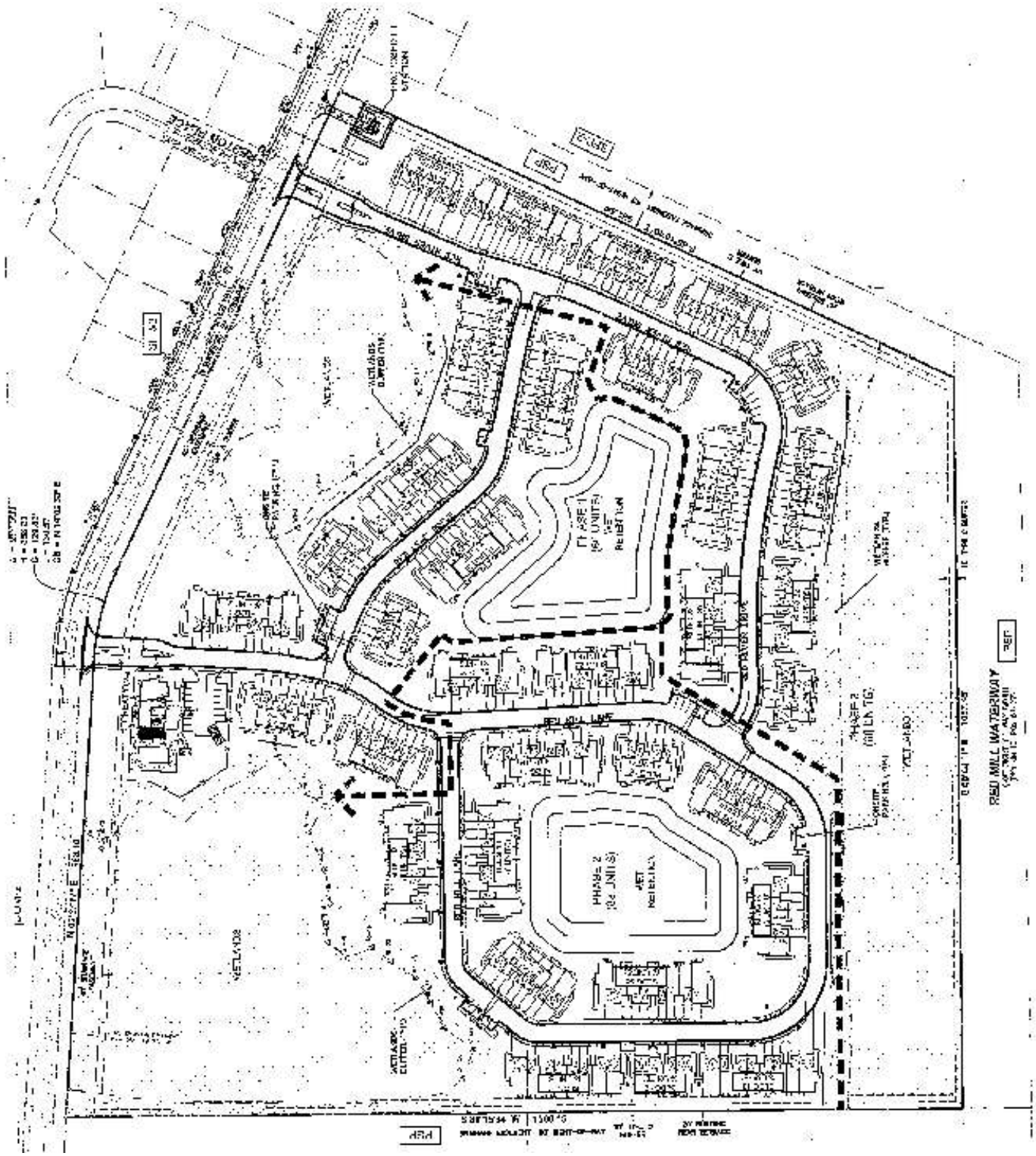


Red Mill Point
Project № 5537.1

Figure 1
Page 2

Site Location

N
NTS



Red Mill Point
Project № 5537.1

Figure 2
Page 3

Site Plan

N
NTS

3) Trip Distribution

The trip distribution pattern was estimated using the *Central Florida Regional Planning Model* (CFRPM), version 7. A Selected Zone Analysis (SZA) was conducted by modifying the 2035 interim year model network to include a Traffic Analysis Zone (TAZ) representing the proposed project and the model's socio-economic data was updated to reflect the proposed project buildout. The project distribution in the model output was manually adjusted for reasonableness using engineering judgement and proposed access to the site. This adjusted distribution pattern is depicted in **Figure 3** and the model plot outputs are provided in **Attachment B**. Utilizing this distribution, the development project trips will be assigned to the area roadways.

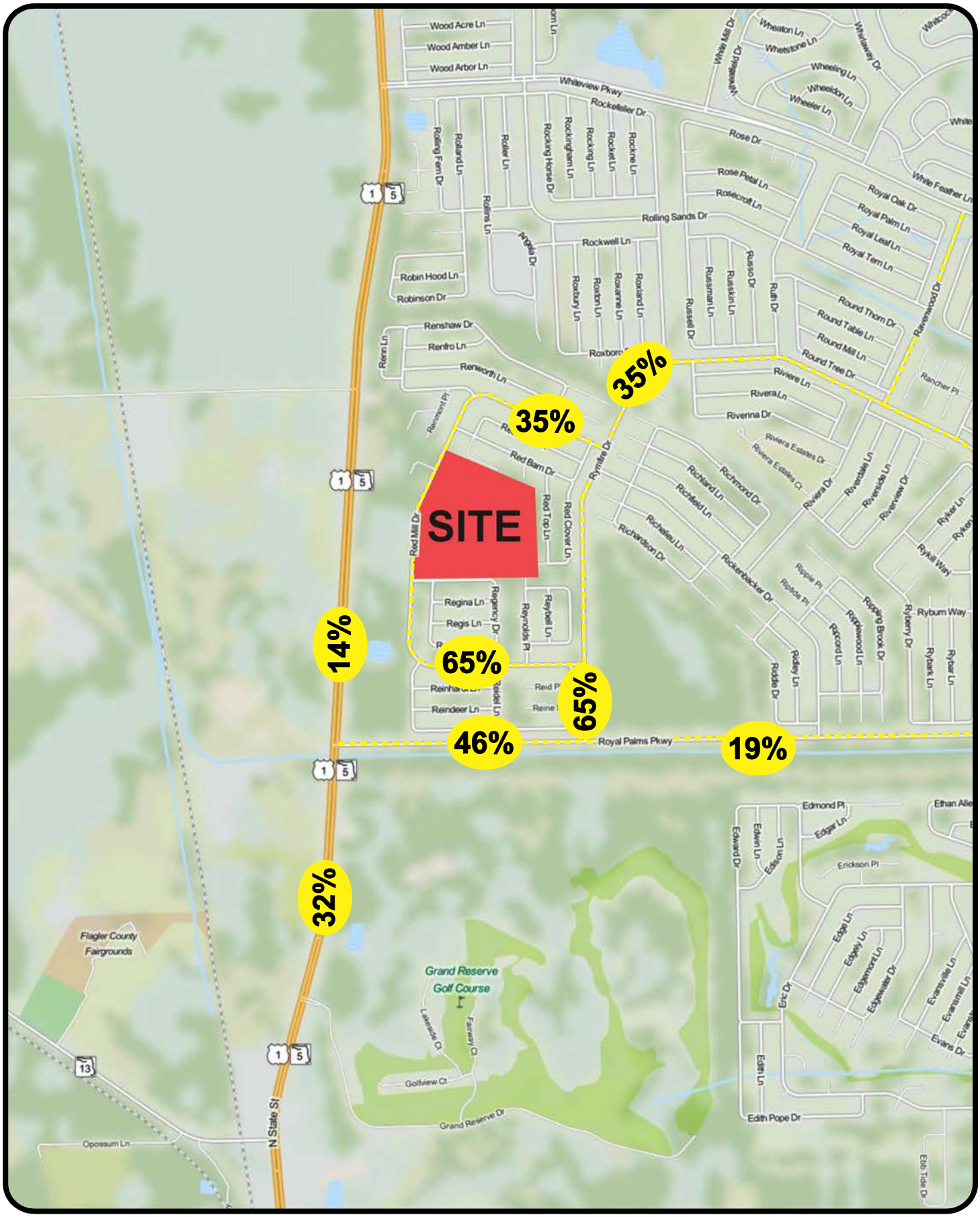
4) Study Area as per the City TIS Guidelines

The proposed development consists of a residential subdivision with 216 multi-family dwelling units. Based upon its peak hour generation, this residential subdivision will require a one-mile study area.

The roadway segments to which site has direct connections and all roadways listed in the Transportation Facility Status Report that are within the one-mile radius are to be included in the study. A significance analysis was conducted as shown in **Table 2** to determine if the study area should be expanded beyond the 1.0-mile impact area. Based on this analysis, the study area will not be expanded beyond the one-mile impact area.

Table 2
Significance Analysis

Seg ID	Roadway Segment	# of Lns	Area Type	Adopted		Project Trip		% Significant
				LOS	PH 2-Way Capacity	%	Volume	
Rymfire Drive								
3215	Royal Palms Pkwy to Ravenwood Dr	2L	Collector UFH	D	2,170	65%	72	3.32%
Royal Palms Parkway								
3200	US 1 to Rymfire Dr	2L	Arterial Class 1	D	1,600	46%	51	3.19%
3210	Rymfire Dr to Belle Terre Blvd	2L	Arterial Class 1	D	1,600	19%	21	1.31%
US1 (SR5)								
3720	White View Pkwy to Royal Palm Pkwy	4LD	Arterial State Class 1	D	3,580	32%	36	1.01%
3725	Royal Palm Pkwy to Espanola Rd	4LD	Arterial State Class 1	D	3,580	14%	16	0.45%
Ravenwood Drive								
3911	White View Pkwy to Rymfire Dr	2L	Collector UFH	D	2,170	35%	39	1.80%



Red Mill Point
Project № 5537.1

Figure 3
Page 5

Project Trip Distribution

N
NTS

5) Traffic Analysis

The traffic analysis will be conducted for the classified roadways within the study area and major intersections. The analysis will be conducted for existing and projected conditions for the following roadways/intersections:

Roadways:

- Rymfire Drive
  Royal Palms Parkway to Ravenwood Drive

- Royal Palms Parkway
  US 1 to Rymfire Drive
  Rimfire Drive to Belle Terre Boulevard

- US 1 (SR 5)
  White View Parkway to Royal Palm Parkway
  Royal Palm Parkway to Espanola Road

Intersections:

- Rymfire Drive and Red Mill Drive North
- Rymfire Drive and Red Mill Drive South
- Rymfire Drive and Royal Palms Parkway
- US 1 and Royal Palms Parkway
- Red Mill Drive and Site Entrances

The roadway segments will be analyzed for the P.M. peak hour conditions utilizing data provided by the city and/or collected in the field. The roadway segments will be analyzed by comparing the peak hour volumes of each segment with the corresponding capacity of the adopted LOS standard. The intersections will be analyzed utilizing A.M./P.M. peak hour traffic counts obtained in the field in accordance with the procedures of the Highway Capacity Manual. HCS and/or Synchro Software will be used in the analysis.

To determine projected traffic conditions for use in the analysis, existing traffic volumes will be for the project's buildout year with the use of growth factors determined from historical trends analysis of existing traffic volumes. Utilizing FDOT on-line traffic count data on Rymfire Drive and Royal Palms Parkway revealed growth rate ranging from 2.82% to 9.52%. Therefore, the average growth rate was 6.17% per year. Copies of the Trend Analysis worksheets utilizing FDOT counts are provided in **Attachment C.** However, the City of Palm Coast requested that local data be used for determining the growth rate, so the City's 2025 Traffic Data Counts will be utilized and the growth rate document in the TIA.

The study roadways and intersections for the projected conditions will be analyzed similar to existing conditions.

6) Major Traffic Review Report

A traffic report will be prepared as per the City's TIA guidelines addressing the project's trip generation/distribution characteristics and its impact area. The report will also provide:

- An analysis of roadway links within the project impact area of one mile (existing and projected).
- An analysis of the study intersections as per the Highway Capacity Manual (existing and projected).
- Identification of needed improvements to segments and intersection in the study area.
- Review/Identification of turn lanes needed at the proposed access connection.

Please contact us at 407-628-9955 if you have questions or need additional information.

Attachment A

ITE Trip Generation Sheets

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

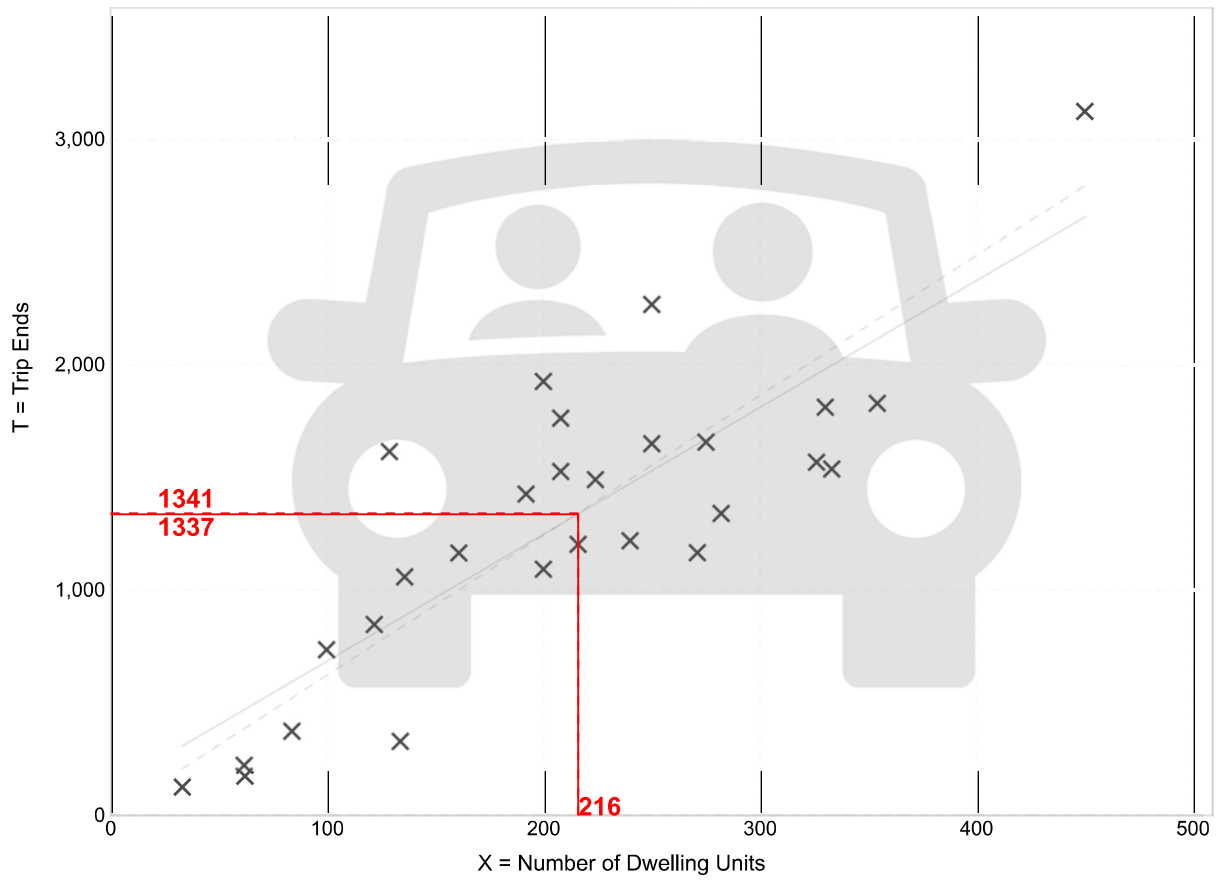
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 28
Avg. Num. of Dwelling Units: 208
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.21	2.46 - 12.50	1.87

Data Plot and Equation



× **Study Site** ——— **Fitted Curve** - - - - **Average Rate**

Fitted Curve Equation: T = 5.63(X) + 120.45 **R^2= 0.70**

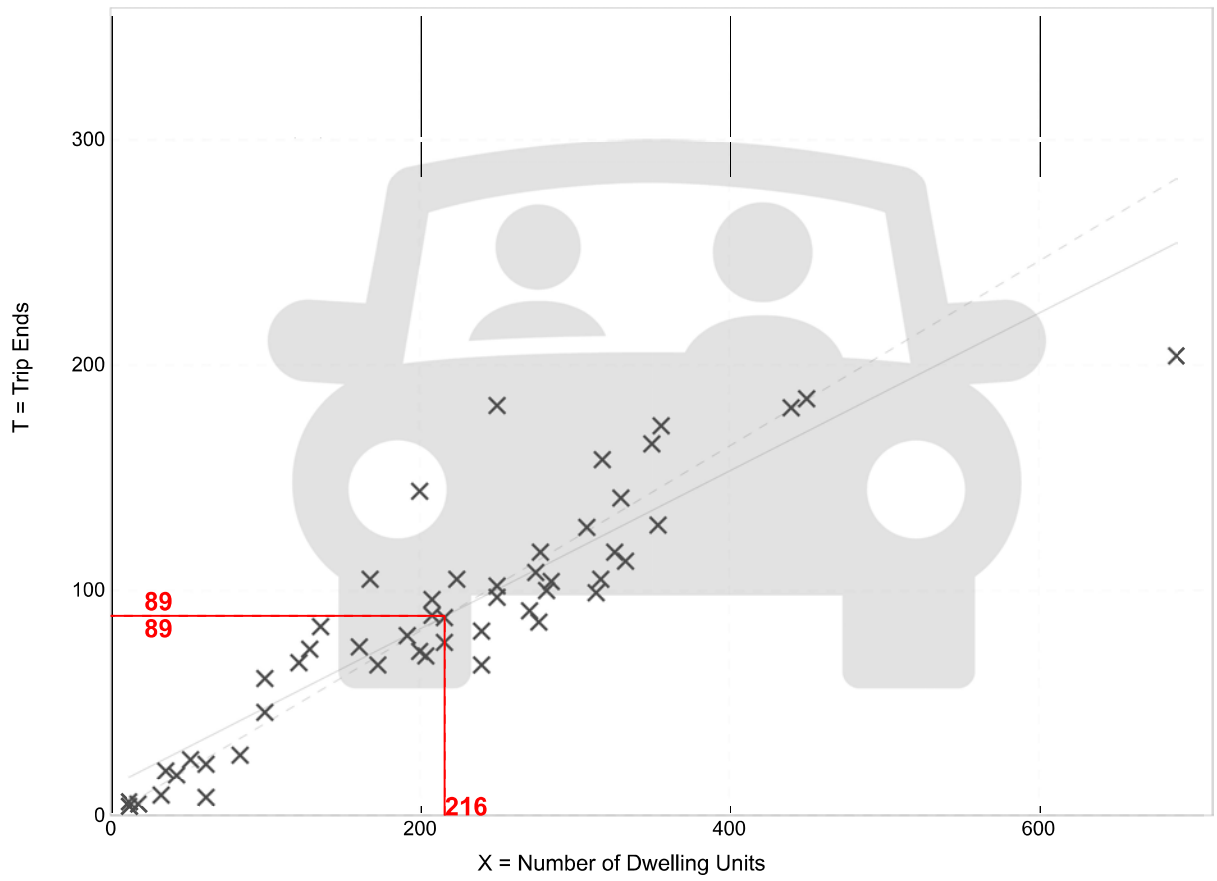
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

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:	51
Avg. Num. of Dwelling Units:	219
Directional Distribution:	24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.41	0.13 - 0.73	0.10

Data Plot and Equation



× **Study Site** ——— **Fitted Curve** - - - - **Average Rate**

Fitted Curve Equation: T = 0.35(X) + 12.93 **R^2= 0.81**

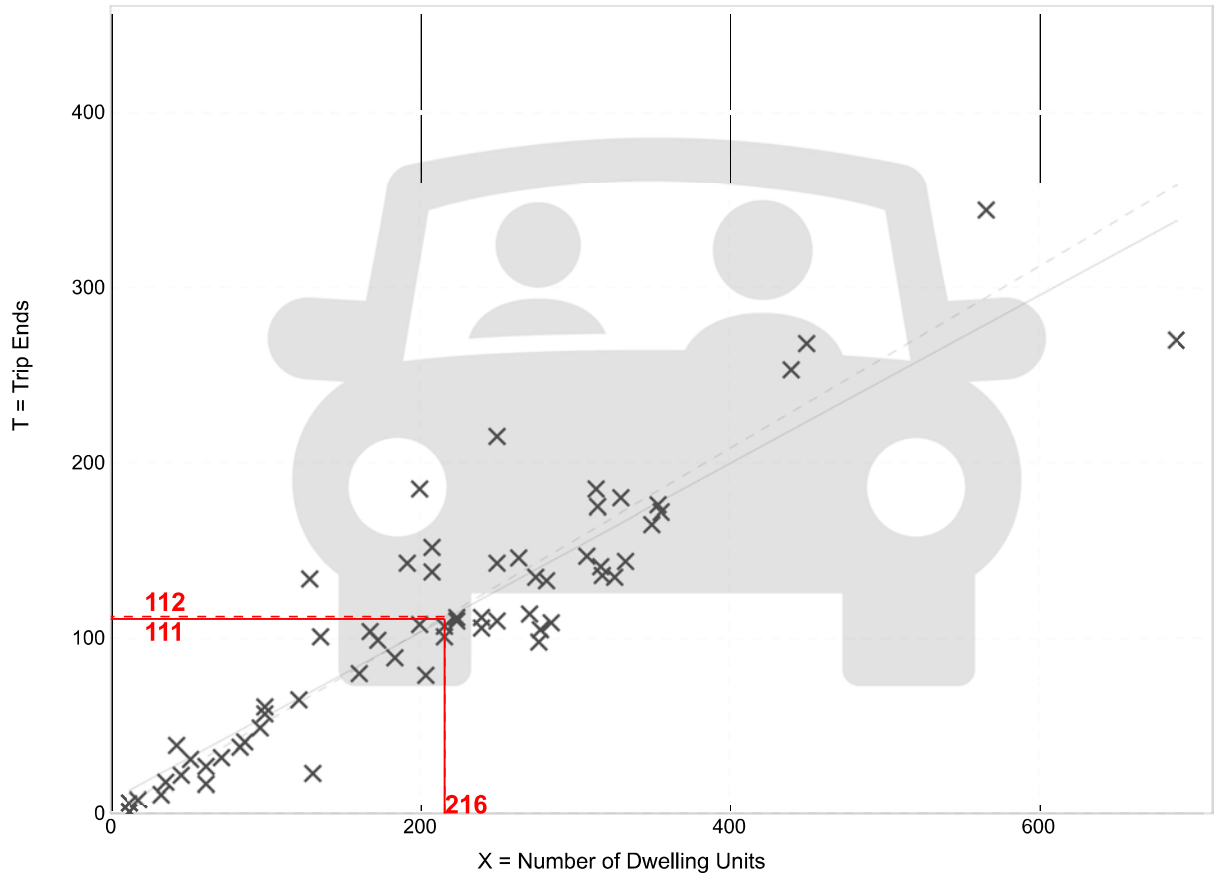
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

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:	61
Avg. Num. of Dwelling Units:	215
Directional Distribution:	62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.52	0.08 - 1.04	0.13

Data Plot and Equation

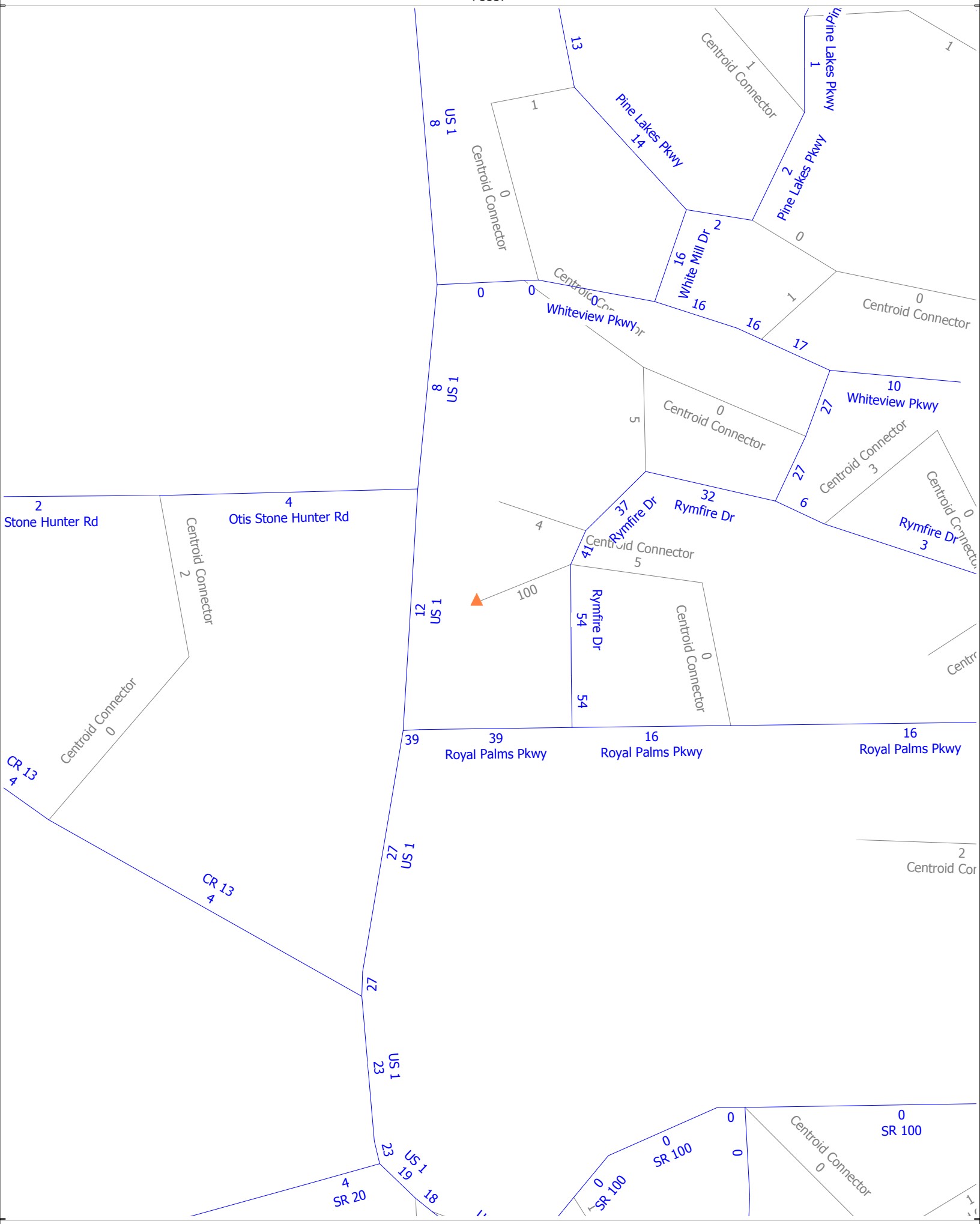


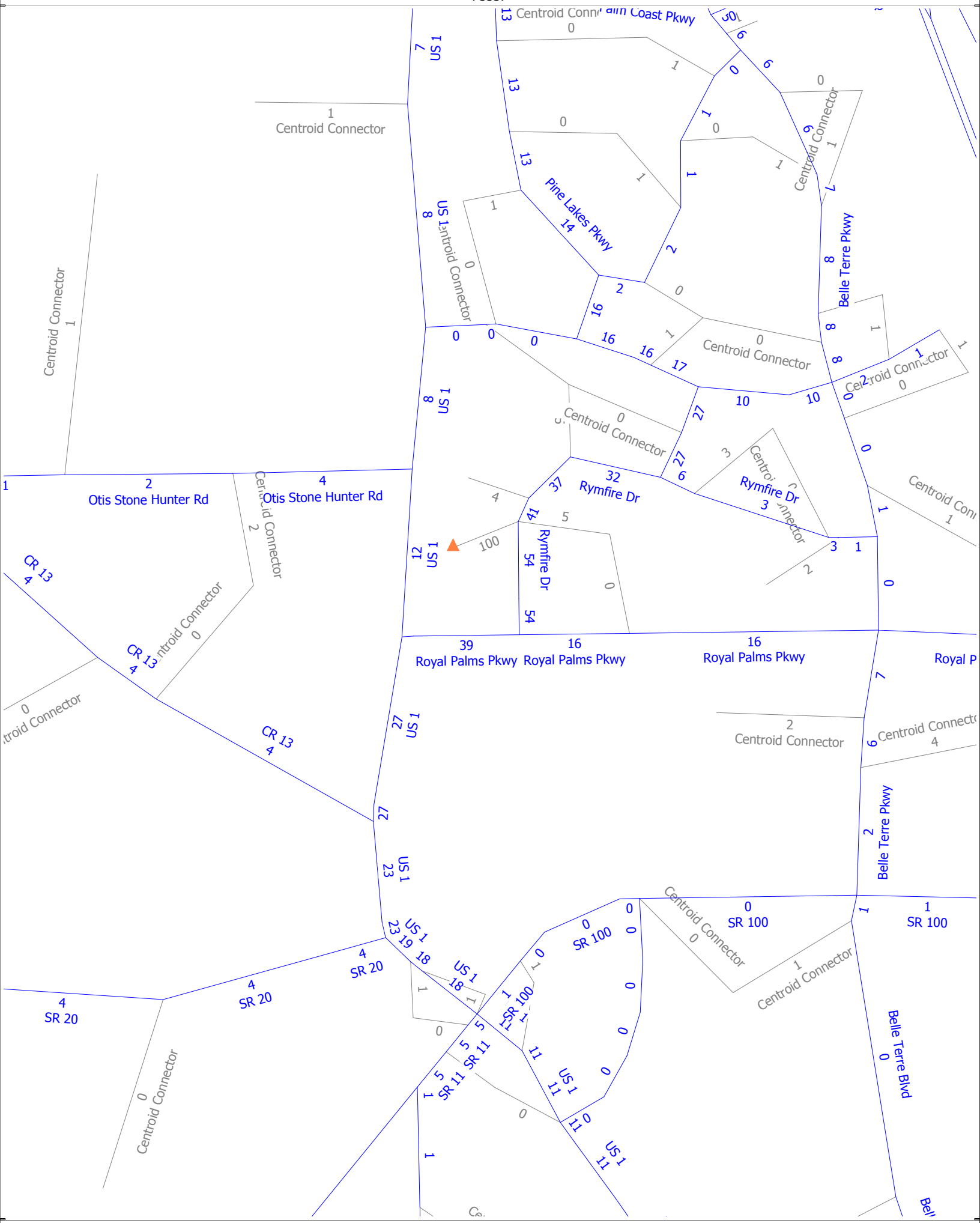
× **Study Site** ——— **Fitted Curve** - - - - **Average Rate**

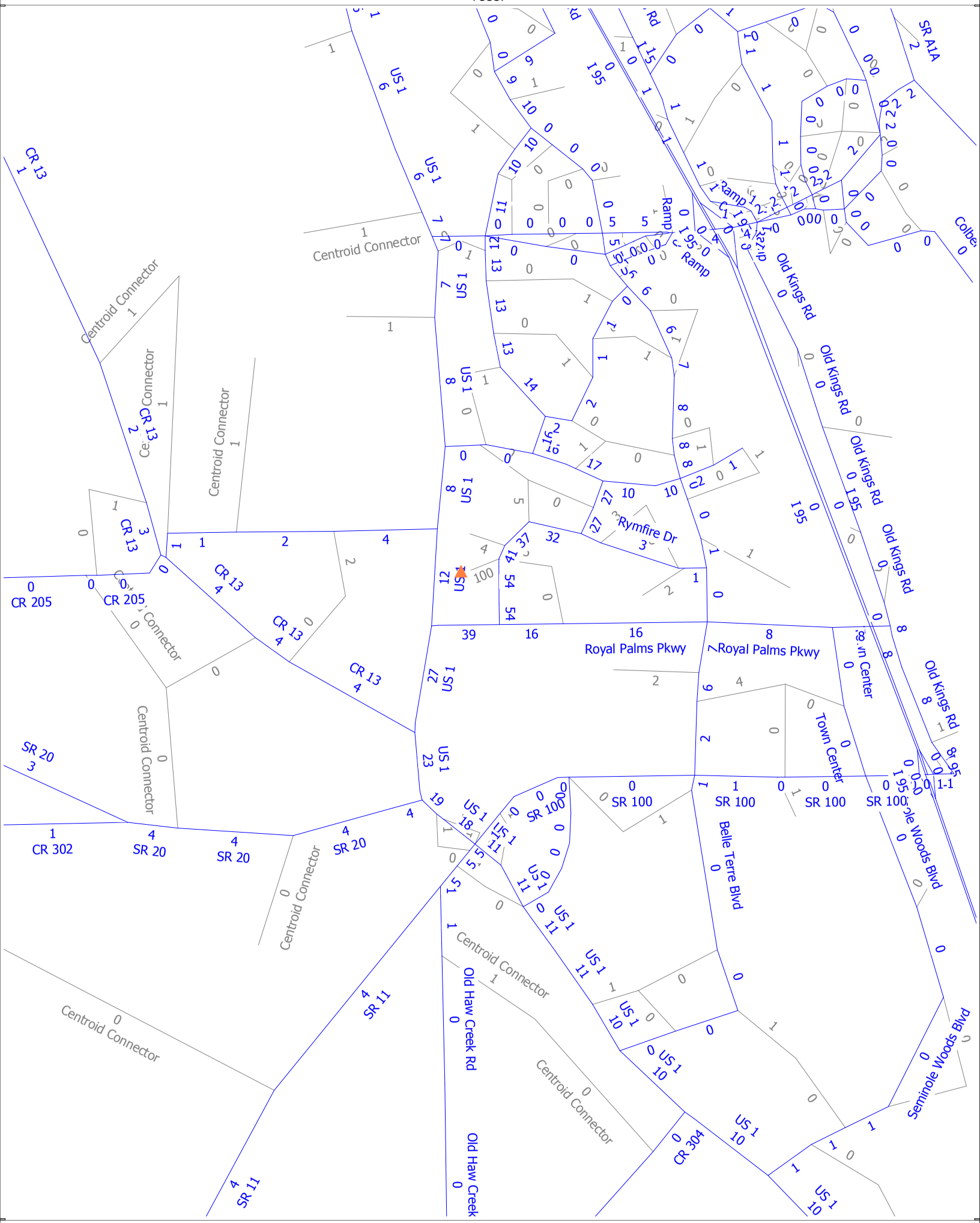
Fitted Curve Equation: T = 0.48(X) + 7.35 **R^2= 0.83**

Attachment B

Model Printouts


Pine Lakes Pkwy
Centroid Connector
US 1
White Mill Dr
Whiteview Pkwy
Rymfire Dr
Stone Hunter Rd
Otis Stone Hunter Rd
Royal Palms Pkwy
CR 13
SR 20
SR 100


Centroid Connector
Pine Lakes Pkwy
Belle Terre Pkwy
Rymfire Dr
Otis Stone Hunter Rd
Royal Palms Pkwy
SR 100
SR 20
SR 11
US 1
CR 13
Belle Terre Blvd


SR A1A
Colbert
Old Kings Rd
Ramp
I 95
US 1
Rymfire Dr
Royal Palms Pkwy
Town Center
Seminole Woods Blvd
Belle Terre Blvd
SR 100
Old Haw Creek Rd
CR 304
SR 11
SR 20
CR 302
CR 205
CR 13
Centroid Connector

Attachment C

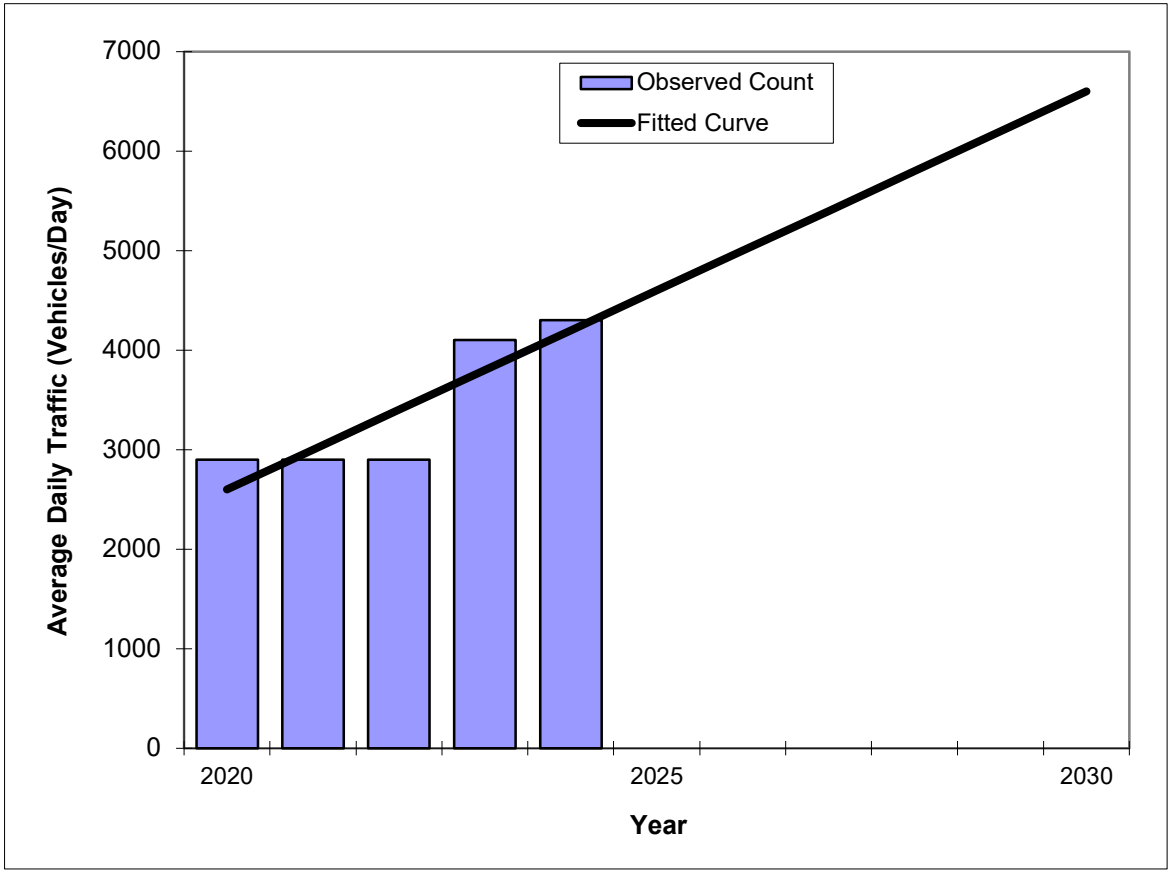
Trends Analysis Worksheet

Traffic Trends - V3.0

Rymfire Drive -- Royal Palms Pkwy to Belle Terre Pkwy

FIN#	1234
Location	1

County:	Flagler (73)
Station #:	738014
Highway:	Rymfire Drive



Year	Traffic (ADT/AADT) Count*	Trend**
2020	2900	2600
2021	2900	3000
2022	2900	3400
2023	4100	3800
2024	4300	4200
2028 Opening Year Trend		
2028	N/A	5800
2029 Mid-Year Trend		
2029	N/A	6200
2030 Design Year Trend		
2030	N/A	6600
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	400
Trend R-squared:	78.13%
Trend Annual Historic Growth Rate:	15.38%
Trend Growth Rate (2024 to Design Year):	9.52%
Printed:	20-Oct-25

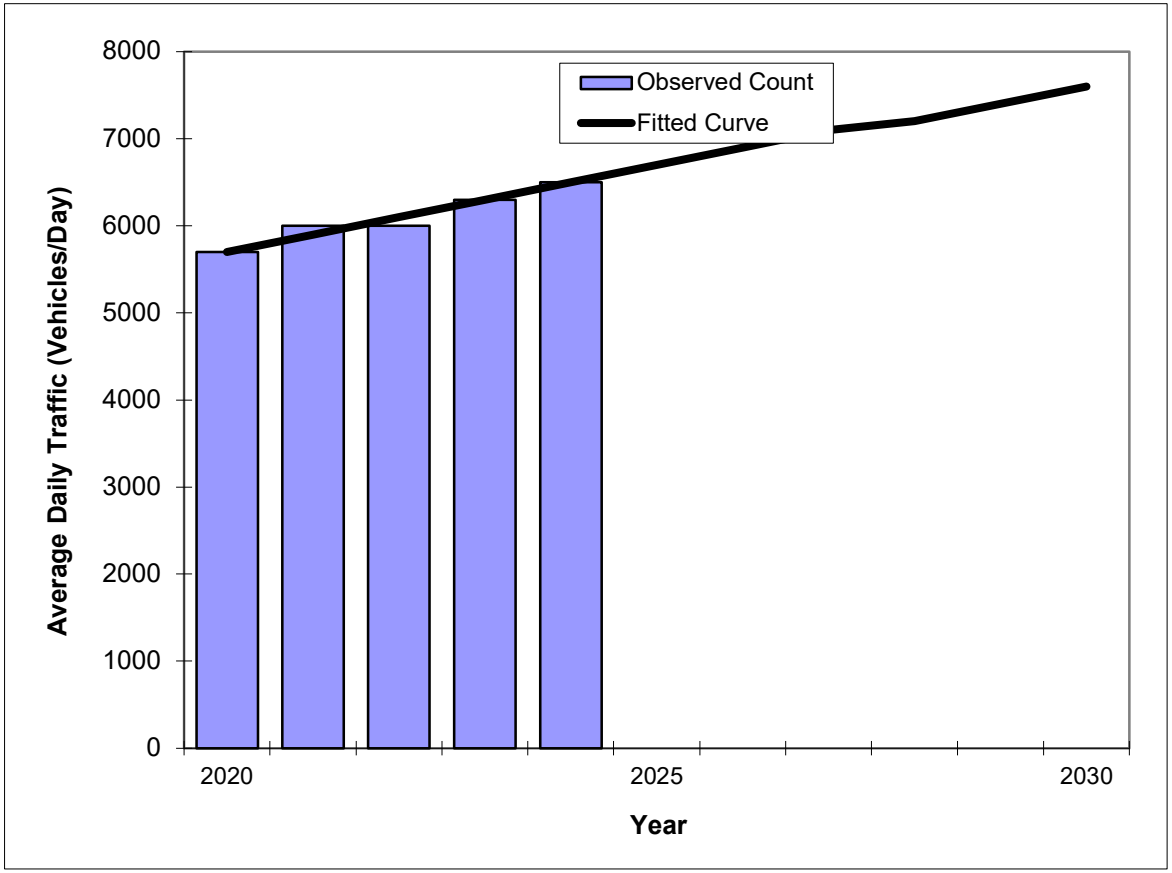
Straight Line Growth Option

Traffic Trends - V3.0

ROYAL PALMS Parkway -- US 1 to Belle Terre Pkwy

FIN#	1234
Location	1

County:	Flagler (73)
Station #:	738007
Highway:	ROYAL PALMS Parkway



Year	Traffic (ADT/AADT) Count*	Trend**
2020	5700	5700
2021	6000	5900
2022	6000	6100
2023	6300	6300
2024	6500	6500
2028 Opening Year Trend		
2028	N/A	7200
2029 Mid-Year Trend		
2029	N/A	7400
2030 Design Year Trend		
2030	N/A	7600
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	190
Trend R-squared:	95.00%
Trend Annual Historic Growth Rate:	3.51%
Trend Growth Rate (2024 to Design Year):	2.82%
Printed:	20-Oct-25

Straight Line Growth Option

APPENDIX B

Transportation Facility Status Report, Published May 19, 2024

Transportation Facility Status Report

Published May 19, 2024

Citywide Traffic Counts Fall 2023 / Vested trips through December 31, 2023

Link	Facility	Facility Type	Classification	Length (miles)	Number of Lanes	Divided	Turn Lanes Left	Turn Lanes Right	Signals	Signals / Mile	Speed Limit	2023 AADT	K (actual)	PMPH Trips	PMPH Vested Trips	Total PMPH Trips	FDOT Current Service Volumes (2012) A	B	C	D	E	Adopted LOS	LOS w/o Vested Trips	LOS with Vested Trips
	Belle Terre Parkway																							
1200	Matanzas Woods Parkway to Bird of Paradise Drive			1.86								7,814	0.1029	804	367	1,171							C	C
1205	Bird of Paradise Drive to Pine Lakes Parkway (North)	Arterial	Class 1	0.71	4	Yes	Yes	Yes	5	1.28	45	16,208	0.0908	1,472	367	1,839	*	**	3,420	3,580	***	D	C	C
1210	Pine Lakes Parkway (North) to Bellaire Drive			0.85								14,871	0.0955	1,420	252	1,672							C	C
1215	Bellaire Drive to Palm Coast Parkway(WB)			0.48								18,724	0.0897	1,680	314	1,994							C	C
		Segment Length:		3.90																				
1220	Palm Coast Parkway (WB) to Palm Coast Parkway (EB)			0.22								22,150	0.0878	1,945	271	2,216							C	C
1225	Palm Coast Parkway (EB) to Cypress Point Parkway		Class 1	0.13	4	Yes	Yes	Yes	5	8.06	45	21,694	0.0826	1,792	363	2,155	*	**	3,420	3,580	***	D	C	C
1230	Cypress Point Parkway to Pine Lakes Parkway (South)			0.27								35,119	0.083	2,897	378	3,275							C	C
		Segment Length:		0.62																				
1240	Pine Lakes Parkway (South) to Parkview Drive			1.03								31,904	0.0841	2,683	353	3,036							C	C
1245	Parkview Drive to White View Parkway			1.02								27,740	0.0855	2,372	375	2,747							C	C
1250	White View Parkway to Rymfire Drive	Arterial	Class 1	0.92	4	Yes	Yes	Yes	7	1.38	45	28,101	0.0894	2,512	428	2,940	*	**	3,420	3,580	***	D	C	C
1252	Rymfire Drive to Royal Palms Parkway			0.53								30,109	0.0942	2,836	412	3,248							C	C
1254	Royal Palms Parkway to East Hampton Boulevard			0.52								30,628	0.0908	2,781	384	3,165							C	C
1260	East Hampton Boulevard to SR 100			1.04								25,394	0.0873	2,217	269	2,486							C	C
		Segment Length:		5.06																				
	Belle Terre Blvd.																							
1263	SR 100 to Zebulas Trail			0.21								9,353	0.0898	840	179	1,019							C	C
1265	Zebulas Trail to Zaun Trail	Arterial	UFH	0.84	2	No	n.a.	n.a.	n.a.	n.a.	50	7,688	0.0879	676	167	843	*	770	1,530	2,170	2,990	D	B	C
1270	Zaun Trail to Citation Parkway			1.37								5,297	0.0967	512	167	679							B	B
1275	Citation Parkway to US 1			1.31								4,301	0.106	456	184	640							B	B
		Segment Length:		3.73																				
	Bird of Paradise Drive																							
2420	Matanzas Woods Parkway to Birchwood Drive	Collector	UFH	1.31	2	No	n.a.	n.a.	n.a.	n.a.	30	4,494	0.1362	612	0	612	*	770	1,530	2,170	2,990	D	B	B
2430	Birchwood Drive to Belle Terre Parkway			1.01								7,069	0.1019	720	0	720							B	B
		Segment Length:		2.32																				
	Bulldog Drive																							
4300	SR 100 to Central Avenue			0.54								5,384	0.1635	880	84	964	*	**	660	1,330	1,410	D	C	C
4310	Central Avenue to Lake Avenue	Collector	Class 2	0.28	2	No	No	No	1	1.11	25	1386	0.127	176	0	176								
4320	Lake Avenue to terminus			0.08																				
		Segment Length:		0.90																				
	Central Avenue																							
4400	Belle Terre Parkway to Market Avenue			0.35								4,233	0.1288	545	292	837							C	C
4410	Market Avenue to Lake Avenue	Collector	Class 2	0.11	4	Yes	Yes	No	2	2.90	25	4,777	0.1398	668	292	960	*	**	1,310	2,920	3,040	D	C	C
4420	Lake Avenue to Landings Blvd.			0.23								5,804	0.096	557	215	772							C	C
		Segment Length:		0.69																				
4430	Landings Blvd to Park Street			0.33								4,712	0.1452	684	292	976							D	D
4440	Park Street to Bulldog Drive	Collector	Class 2	0.16	2	no	no	no	0	0.00	20	4,543	0.1453	660	292	952	*	**	660	1,330	1,410	D	C	D
4450	Bulldog Drive to Brookhaven Drive			0.29								3,084	0.1401	432	292	724							C	D
4460	Brookhaven Drive to Town Center Blvd.			0.41								3,084	0.1401	432	292	724							C	D
		Segment Length:		1.19																				
	Citation Parkway																							
3312	Belle Terre Parkway to Laguna Forest Lane	Collector	UFH	0.77	2	No	n.a.	n.a.	n.a.	n.a.	35	1,687	0.1067	180	0	180	*	770	1,530	2,170	2,990	D	B	B
~~3315~~	~~Seminole Woods Parkway to Sesame Boulevard~~			0.41							40	~~1,564~~	~~0.089~~	~~139~~	~~0~~	~~139~~								
		Segment Length:		1.18																				
	Club House Drive																							
1300	Palm Harbor Parkway to Palm Coast Parkway (WB)	Collector	Class 2	1.65	2	No	Yes	No	1	0.56	35	4,825	0.0895	432	80	512	*	**	660	1,330	1,410	D	C	C
1310	Palm Coast Parkway (WB) to Palm Coast Parkway (EB)			0.15								3,293	0.102	336	78	414							C	C
		Segment Length:		1.80																				

Link	Facility	Facility Type	Classification	Length (miles)	Number of Lanes	Divided	Turn Lanes Left	Turn Lanes Right	Signals	Signals / Mile	Speed Limit	2023 AADT	K (actual)	PMPH Trips	PMPH Vested Trips	Total PMPH Trips	FDOT Current Service Volumes (2012) A	B	C	D	E	Adopted LOS	LOS w/o Vested Trips	LOS with Vested Trips
	Colbert Lane																							
3105	Palm Coast Parkway (WB) to Palm Coast Parkway (EB)		Class 2	0.20							30	4,167	0.1056	440	9	449	*	**	660	1,330	1,410		C	C
3110	Palm Coast Parkway (EB) to Waterside Parkway (N)			1.70							45	9,199	0.1061	976	6	982							C	C
3120	Waterside Parkway (N) to Waterside Park (S)	Arterial		1.40	2	No	n.a.	n.a.	n.a.	n.a.		5,191	0.0955	496	1	497						**D**	B	B
3125	Waterside Park (S) to South Park Road		UFH	0.60							55	5,788	0.1071	620	1	621	*	770	1,530	2,170	2,990		B	B
3130	South Park Road to Roberts Road			1.87								6,371	0.086	548	1	549							B	B
3135	Roberts Road to SR 100			1.29								4,289	0.1007	432	1	433							B	B
			Segment Length:	7.06																				
	Cypress Point Parkway																							
4200	Belle Terre Parkway to Pine Cone Drive			0.22								18,853	0.0893	1,684	65	1,749							D	D
4205	Pine Cone Drive to Cypress Edge (S)	Arterial	Class 2	0.29	4	Yes	Yes	No	3	3.80	35	17,801	0.0854	1,520	65	1,585	*	**	1,310	2,920	3,040	**D**	D	D
4210	Cypress Edge (S) to Cypress Edge (N)			0.16								17,801	0.0854	1,520	65	1,585							D	D
4215	Cypress Edge (N) to Palm Coast Parkway			0.12								20,966	0.0914	1,916	65	1,981							D	D
			Segment Length:	0.79																				
	Farmsworth Drive																							
2716	Old Kings Road to Florida Park Drive	Collector	Class 2*	0.90	2	No	n.a.	n.a.	n.a.	n.a.	30	2,376	0.1061	252	0	252	*	**	600	1,200	1,270	**D**	C	C
	Farragut Drive																							
2717	Old Kings Road to Florida Park Drive	Collector	Class 2*	0.97	2	No	n.a.	n.a.	n.a.	n.a.	30	1,045	0.0995	104	0	104	*	**	600	1,200	1,270	**D**	C	C
	Fleetwood Drive																							
2714	Old Kings Road to Florida Park Drive	Collector	Class 2*	0.94	2	No	n.a.	n.a.	n.a.	n.a.	30	2,329	0.0962	224	0	224	*	**	600	1,200	1,270	**D**	C	C
	Florida Park Drive																							
2090	Palm Harbor Parkway to Forest Hill Drive			0.32								5,055	0.0942	476	27	503							C	C
2100	Forest Hill Drive to Fleetwood Drive			0.64								7,122	0.091	648	24	672							C	D
2105	Fleetwood Drive to Farragut Drive	Collector	Class 1	0.25	2	No	Yes	No	1	0.52	30	7,122	0.091	648	24	672	*	**	660	1,330	1,410	**D**	C	D
2110	Farragut Drive to Palm Coast Parkway (WB)			0.63								9,172	0.0925	848	25	873							D	D
2120	Palm Coast Parkway (WB) to Palm Coast Parkway (EB)			0.08								5,066	0.1003	508	67	575							C	C
			Segment Length:	1.92																				
	Forest Grove Drive																							
4000	Old Kings Road (W) to Old Kings Road (E)	Collector	Class 2*	0.59	2	No	n.a.	n.a.	n.a.	n.a.	30	1,704	0.1713	292	0	292	*	**	600	1,200	1,270	**D**	C	C
~~4010~~	~~Old Kings Road (E) to Palm Harbor Parkway~~			~~0.41~~								~~0~~	~~0.094~~	~~———~~	~~289~~	~~———289~~								
			Segment Length:	1.00																				
	Frontier Drive																							
2712	Old Kings Road (E) to Palm Harbor Parkway	Collector	Class 2*	1.14	2	No	n.a.	n.a.	n.a.	n.a.	30	3,657	0.1072	392	0	392	*	**	600	1,200	1,270	**D**	C	C
	Hargrove Grade Road																							
3707	US 1 to RR Xing	Collector	Class 2*	1.00	2	No	n.a.	n.a.	n.a.	n.a.	35	3,304	0.1501	496	0	496	*	**	600	1,200	1,270	**D**	C	C
	I-95 (SR 9)																							
251	Palm Coast City Limit to Palm Coast Parkway			7.64								66,798	0.131	8,751	25	8,776							D	D
292	Palm Coast Parkway to SR 100	Arterial	Freeway	5.80	6	Yes	n.a.	n.a.	n.a.	n.a.	70	78,040	0.106	8,272	329	8,601	*	6,130	8,370	10,060	11,100	**C**	C	D
255	SR 100 to Old Dixie Highway			5.26								78,768	0.132	10,397	312	10,709							D	E
			Segment Length:	18.70																				
	Lakeview Boulevard																							
3925	London Drive to Matanzas Woods Parkway	Collector	UFH	1.33	2	No	n.a.	n.a.	n.a.	n.a.	n.a.	5,008	0.0926	464	0	464	*	770	1,530	2,170	2,990	**D**	B	B

Link	Facility	Facility Type	Classification	Length (miles)	Number of Lanes	Divided	Turn Lanes Left	Turn Lanes Right	Signals	Signals / Mile	Speed Limit	2023 AADT	K (actual)	PMPH Trips	PMPH Vested Trips	Total PMPH Trips	FDOT Current Service Volumes (2012) A	B	C	D	E	Adopted LOS	LOS w/o Vested Trips	LOS with Vested Trips
	Landings Blvd.																							
4500	SR 100 to Central Avenue	Collector	UFH	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.			-	0	-								
4510	Central Avenue to Lake Avenue			n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.			-	0	-								
	Lake Avenue																							
4550	Market Avenue to Landings Blvd.	Collector	UFH	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.			-	0	-								
4560	Landings Blvd.to City Place Drive			n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.			-	0	-								
4570	City Place Drive to Town Center Blvd.			n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.			-	0	-								
	Market Avenue																							
4600	Belle Terre Parkway to Central Avenue	Collector	UFH	0.28	2	No	n.a.	n.a.	n.a.	n.a.	25	2,990	0.103	308	0	308	*	770	1,530	2,170	2,990	**D**	B	B
4610	Central Avenue to Lake Avenue													-	0	-								
		Segment Length:		0.28																				
	Matanzas Woods Parkway																							
2400	US 1 to Belle Terre Parkway	Arterial	Class 1	1.06	2	No	Yes	No	3	0.33	45	6,514	0.1069	696	321	1,017	*	**	1,510	1,600	***	**D**	C	C
2410	Belle Terre Parkway to Bird of Paradise Drive			0.80								10,120	0.1067	1,080	183	1,263							C	C
2415	Bird of Paradise Drive to I-95 SB			0.10								13,880	0.1182	1,641	337	1,978							E	E
2416	I-95 SB to I-95 NB			0.29								12,690	0.1157	1,468	305	1,773							C	E
2417	I-95 NB to Old King Rd Extension			0.23								12,168	0.1351	1,644	305	1,949							E	E
2418	Old Kings Rd Extension at Matanzas HS Entrance			0.52								8,208	0.1896	1,556	305	1,861							D	E
		Segment Length:		3.00																				
	Old Kings Road																							
2700	US 1 to Princess Place Preserve Entrance	Arterial	UFH	1.55	2	No	n.a.	n.a.	n.a.	n.a.	55	1,598	0.1127	180	49	229	*	770	1,530	2,170	2,990	**D**	B	B
2702	Princess Place Preserve Entrance to Forest Grove Drive			3.01								6,707	0.0823	552	49	601							B	B
2705	Forest Grove Drive to Farmsworth Drive			1.55							45	7,405	0.0956	708	222	930							B	C
2707	Farmsworth Drive to Frontier Drive			0.39								9,730	0.0958	932	222	1,154							C	C
2710	Frontier Drive to Fleetwood Drive			0.46							35	12,513	0.0879	1,100	220	1,320							C	C
2715	Fleetwood Drive to Farragut Drive			0.65								16,203	0.0857	1,389	220	1,609							C	D
		Segment Length:		7.61																				
2720	Farragut Drive to Palm Coast Parkway	Arterial	Class 1	0.39	4	Yes	Yes	Yes	1	2.56	35	23,893	0.084	2,007	199	2,206	*	**	3,420	3,580	**	**D**	C	C
		Segment Length:		0.39																				
2730	Palm Coast Parkway to Utility Drive	Arterial	UFH	0.63	2	No	n.a.	n.a.	n.a.	n.a.	35	15,971	0.0829	1,324	224	1,548	*	770	1,530	2,170	2,990	**D**	C	D
2735	Utility Drive to Oak Trails Boulevard			0.25							45	9,556	0.0892	852	224	1,076							C	C
2740	Oak Trails Boulevard to Hidden Lake Blvd			3.35								9,332	0.0883	824	257	1,081								
2743	Hidden Lake Blvd to Town Center Drive			0.20								9,645	0.0887	856	257	1,113							C	C
2745	Town Center Boulevard to SR 100			1.61	4	Yes						9,891	0.087	861	251	1,112	*	3,300	4,660	5,900	6,530		B	B
2750	SR 100 to Palm Coast City Limit			0.30	2	No					50	9,422	0.1414	1,332	88	1,420	*	770	1,530	2,170	2,990		C	C
		Segment Length:		6.34																				
	Palm Coast Parkway																							
2800	US 1 to Pine Lakes Parkway	Arterial	Class 1	0.53	4	Yes	Yes	Yes	1	1.89	45	15,106	0.0988	1,492	922	2,414	*	**	3,420	3,580	***	**D**	C	C
	Palm Coast Parkway (Eastbound)																							
2815	Pine Lakes Parkway to Belle Terre Parkway	Arterial	Class 1 (One Way)	1.22	2	One Way	Yes	No	2	1.06	45	13,199	0.0949	1,253	478	1,731	*	**	2,050	2,150	***	**D**	C	C
2825	Belle Terre Parkway to Cypress Point Parkway			0.66	3						40	19,308	0.0849	1,639	321	1,960	*	**	3,150	3,240	***		C	C
		Segment Length:		1.88																				
	Palm Coast Parkway (Westbound)																							
2820	Cypress Point Parkway to Belle Terre Parkway	Arterial	Class 1 (One Way)	0.65	3	One Way	Yes	No	2	1.10	40	18,837	0.0941	1,773	321	2,094	*	**	3,150	3,240	***	**D**	C	C
2810	Belle Terre Parkway to Pine Lakes Parkway			1.16	2						45	12,729	0.087	1,107	478	1,585	*	**	2,050	2,150	***		C	C
		Segment Length:		1.81																				
	Palm Coast Parkway																							
2826	Cypress Point Parkway to I-95 South Bound Ramps			0.27								48,983	0.0846	4,144	562	4,706							C	C

Link	Facility	Facility Type	Classification	Length (miles)	Number of Lanes	Divided	Turn Lanes Left	Turn Lanes Right	Signals	Signals / Mile	Speed Limit	2023 AADT	K (actual)	PMPH Trips	PMPH Vested Trips	Total PMPH Trips	FDOT Current Service Volumes (2012) A	B	C	D	E	Adopted LOS	LOS w/o Vested Trips	LOS with Vested Trips
2827	I-95 South Bound Ramps to I-95 North Bound Ramps	Arterial	Class 1	0.39	6	Yes	Yes	Yes	3	3.33	40	40,003	0.0968	3,872	240	4,112	*	**	5,250	5,390	***	D	C	C
2830	I-95 North Bound Ramps to Old Kings Road			0.24								48,084	0.0819	3,938	262	4,200							C	C
			Segment Length:	0.90																				
	Palm Coast Parkway (Eastbound)																							
2845	Old Kings Road to Florida Park Drive			0.34								16,857	0.0847	1,428	155	1,583							C	C
2855	Florida Park Drive to Club House Drive	Arterial	Class 1 (One Way)	0.26	2	One Way	Yes	Yes	3	1.69	45	13,953	0.0903	1,260	188	1,448	*	**	3,150	3,240	***	D	C	C
2865	Club House Drive to Colbert Lane			0.25								11,633	0.0908	1,056	122	1,178							C	C
2875	Colbert Lane to Palm Harbor Parkway			0.93								7,301	0.0893	652	130	782							C	C
			Segment Length:	1.78																				
	Palm Coast Parkway (Westbound)																							
2870	Palm Harbor Parkway to Colbert Lane			0.65								7,938	0.0821	652	119	771							C	C
2860	Colbert Lane to Club House Drive	Arterial	Class 1 (One Way)	0.32	2						45	11,333	0.08	907	113	1,020	*	**	2,050	2,150	***	D	C	C
2850	Club House Drive to Florida Park Drive			0.28								14,148	0.0888	1,256	150	1,406							C	C
2840	Florida Park Drive to Old Kings Road			0.33		One Way	Yes	No	3	1.90	40	18,891	0.0881	1,664	132	1,796							C	C
			Segment Length:	1.58																				
	Palm Coast Parkway (Hammock Dunes Parkway)																							
2880	Palm Harbor Parkway to SR A1A	Arterial	Class 1	1.11	2	No	Yes	Yes	1	0.90	45	14,253	0.0856	1,220	125	1,345	*	**	1,510	1,600	***	D	C	C
	Palm Harbor Parkway																							
2890	Matanzas HS Entrance to Cris Lane			0.60								6,731	0.1129	760	217	977							B	C
2895	Cris Lane to Fellowship Lane	Collector	UFH	0.70	2	No	n.a.	n.a.	n.a.	n.a.	45	6,916	0.1087	752	217	969	*	770	1,530	2,170	2,990	D	B	C
2900	Fellowship Lane to Florida Park Drive			0.70								7,727	0.0958	740	217	957							B	C
2910	Florida Park Drive to Club House Drive			1.78								6,994	0.0938	656	173	829							B	C
			Segment Length:	3.78																				
2920	Club House Drive to Palm Coast Parkway	Collector	Class 2	0.75	2	No	No	No	2	2.67	35	6,394	0.0857	548	181	729	*	**	660	1,330	1,410	D	C	D
	Pine Lakes Parkway																							
3000	Belle Terre Parkway (N) to Palm Coast Parkway			1.21								5,585	0.0931	520	21	541							C	C
3002	Palm Coast Parkway to Commerce Boulevard	Collector	Class 1	0.15	2	No	Yes	Yes	2	0.40	45	10,271	0.0931	956	30	986	*	**	1,510	1,600	***	D	C	C
3010	Commerce Boulevard to White Mill Drive			1.85								10,752	0.09	968	35	1,003							C	C
3020	White Mill Drive to Belle Terre Parkway (S)			1.81								13,192	0.0879	1,160	22	1,182							C	C
			Segment Length:	5.02																				
	Ravenwood Drive																							
3911	White View Parkway to Rymfire Drive	Collector	UFH	0.56	2	No	n.a.	n.a.	n.a.	n.a.	45	5,939	0.0855	508	0	508	*	770	1,530	2,170	2,990	D	B	B
	Royal Palms Parkway																							
3200	US 1 to Rymfire Drive			0.68							55	7,140	0.1042	744	178	922							C	C
3210	Rymfire Drive to Belle Terre Parkway	Arterial	Class 1	2.05	2	No	Yes	No	1	0.23		5,412	0.1027	556	178	734	*	**	1,510	1,600	***	D	C	C
3212	Belle Terre Parkway to Town Center Boulevard			1.57							45	8,824	0.0993	876	146	1,022							C	C
			Segment Length:	4.30																				
	Rymfire Drive																							
3215	Royal Palms Parkway to Ravenwood Drive	Collector	UFH	1.71	2	No	n.a.	n.a.	n.a.	0.00	45	5,606	0.1042	584	0	584	*	770	1,530	2,170	2,990	D	B	B
3225	Ravenwood Drive to Belle Terre Parkway			1.34								11,401	0.0895	1,020	0	1,020							C	C
			Segment Length:	3.05																				
	Seminole Woods Parkway																							
3325	SR 100 to Ulaturn Place			0.95	4							14,303	0.09	1,287	384	1,671	*	3,300	4,660	5,900	6,530		B	B
3300	Ulaturn Place to Citation Parkway	Collector	UFH	1.45		Yes	n.a.	n.a.	n.a.	n.a.	50	12,272	0.09	1,104	381	1,485						D	B	B
3310	Citation Parkway to Sesame Boulevard			1.15	2							4,536	0.1349	612	306	918	*	770	1,530	2,170	2,990		B	B
3305	Sesame Boulevard to US 1			1.37		No						6,959	0.0983	684	310	994							B	B
			Segment Length:	4.92																				

Link	Facility	Facility Type	Classification	Length (miles)	Number of Lanes	Divided	Turn Lanes Left	Turn Lanes Right	Signals	Signals / Mile	Speed Limit	2023 AADT	K (actual)	PMPH Trips	PMPH Vested Trips	Total PMPH Trips	FDOT Current Service Volumes (2012) A	B	C	D	E	Adopted LOS	LOS w/o Vested Trips	LOS with Vested Trips
	Sesame Boulevard																							
3320	Seminole Woods Parkway to terminus	Collector	UFH	2.92	2	No	n.a.	n.a.	n.a.	n.a.	45	6,170	0.1031	636	0	636	*	770	1,530	2,170	2,990	**D**	B	B
	State Road 100																							
3560	John Anderson Drive to Colbert Lane			1.17								23,062	0.0846	1,951	232	2,183							C	C
3550	Colbert Lane to Tuscany Blvd.	Arterial	State Class 1	0.46	4	Yes	Yes	No	2	0.74	55	24,630	0.0888	2,187	252	2,439	*	**	3,420	3,580	***	**D**	C	C
3540	Tuscany Blvd. to Old Kings Road			1.07								24,346	0.0729	1,775	252	2,027							C	C
		Segment Length:		2.70																				
3530	Old Kings Road to I-95			0.49							55	27,565	0.0663	1,828	408	2,236						**D**	C	C
3525	I-95 to Memorial Medical Parkway			0.27								37,732	0.0859	3,241	747	3,988							C	F
3520	Memorial Medical Pkwy to Seminole Woods Parkway			0.35							50	34,523	0.1013	3,497	745	4,242							D	F
3515	Seminole Woods Pkwy to Bulldog Drive	Arterial	State Class 1	0.27	4	Yes	Yes	No	6	1.96		34,279	0.0629	2,156	249	2,405	*	**	3,420	3,580	***	**C**	C	C
3510	Bulldog Drive to Landings Blvd.			0.78							55	32,283	0.0814	2,628	232	2,860							C	C
3505	Landings Blvd. to Belle Terre Parkway			0.45								28,600	0.0892	2,551	232	2,783							C	C
3500	Belle Terre Parkway to Palm Coast City Limits			0.45								32,025	0.0814	2,607	236	2,843							C	C
		Segment Length:		3.06																				
	Town Center Blvd.																							
4100	SR 100 to Hospital Drive			0.29	4							7,242	0.1265	916	686	1,602	*	3,300	4,660	5,900	6,530		B	B
4110	Hospital Drive to Central Avenue			0.39		Yes						7,129	0.1246	888	648	1,536							B	B
4120	Central Avenue to Lake Avenue	Collector	UFH	0.30			n.a.	n.a.	n.a.	n.a.	25	6,810	0.1521	1,036	35	1,071						**D**	C	C
4130	Lake Avenue to Royal Palm Parkway			0.59	2							6,409	0.1267	812	35	847	*	770	1,530	2,170	2,990		C	C
4140	Royal Palm Parkway to Old Kings Road			0.25		No						10,206	0.0909	928	390	1,318							C	C
		Segment Length:		1.82																				
	Tuscany Blvd.																							
4145	Old Kings Road to SR100	Collector	Class 1	2.01	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.			-	0	-								
	US1 (SR5)																							
3700	St. Johns County Line to Old Kings Road			0.76							60	13,684	0.1117	1,529	508	2,037							C	C
3702	Old Kings Road to Matanzas Woods Parkway			2.61							65	15,505	0.096	1,488	739	2,227							C	C
3705	Matanzas Woods Parkway to Palm Coast Parkway	Arterial	State Class 1	3.65	4	Yes	Yes	No	3	0.25		18,687	0.0955	1,785	1,383	3,168	*	**	3,420	3,580	***	**D**	C	C
3710	Palm Coast Parkway to White View Parkway			2.11								20,783	0.0943	1,960	545	2,505							C	C
3720	White View Parkway to Royal Palms Parkway			1.78							60	22,118	0.093	2,057	463	2,520							C	C
3725	Royal Palms Parkway to Espanola Road			1.07								24,367	0.0913	2,225	273	2,498							C	C
		Segment Length:		11.98																				
101	Palm Coast City Limit to Belle Terre Parkway			0.57								14,567	0.0901	1,312	264	1,576							C	C
3750	Belle Terre Parkway to DuPont Road	Arterial	State Class 1	0.9	4	Yes	Yes	No	2	0.69	60	17,288	0.085	1,469	490	1,959	*	**	3,420	3,580	***	**D**	C	C
3755	DuPont Road to Seminole Woods Parkway			1.04								19,314	0.0994	1,920	281	2,201							C	C
235	Seminole Woods Parkway to Palm Coast City Limit			0.37								18,084	0.0929	1,680	325	2,005							C	C
		Segment Length:		2.88																				
	White Mill Drive																							
3915	Pine Lakes Parkway to White View Parkway	Collector	UFH	0.39	2	No	n.a.	n.a.	n.a.	n.a.	40	5,014	0.0902	452	18	470	*	770	1,530	2,170	2,990	**D**	B	B
	White View Parkway																							
3920	US 1 to White Mill Drive			0.88	4	Yes					45	8,964	0.0982	880	10	890	*	**	3,420	3,580	***		C	C
3910	White Mill Drive to Belle Terre Parkway	Arterial	Class 1	1.53	2	No	Yes	No	1	0.28	50	8,446	0.0928	784	23	807	*	**	1,510	1,600	***	**D**	C	C
3900	Belle Terre Parkway to Pritchard Drive			1.11							45	8,277	0.0797	660	5	665							C	C
		Segment Length:		3.52																				

Freeway = Interstate Highway, State = State Highway, UFH = Uninterrupted Flow Highway, Class 1 = 40 mph or higher speed limit, Class 2 = 35 mph or lower speed limit, PMPH = P.M. Peak Hour, K (actual) = Measured Peak Hour Factor.

APPENDIX C

Intersection Traffic Counts and FDOT Seasonal Factor

Prepared by National Data & Surveying Services

Rymfire Dr & Red Mill Dr North

Peak Hour Turning Movement Count

ID: 25-130391-001
City: Palm Coast

Day: Wednesday
Date: 12/10/2025

PEAK HOURS		COUNT PERIODS
AM	08:00 AM - 09:00 AM	7:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:00 PM - 05:00 PM	4:00 PM - 06:00 PM

Rymfire Dr — SOUTHBOUND

	Right	Through	Left	U-Turn	Departing
AM	40	269	0	0	229
NOON	0	0	0	0	0
PM	57	144	0	0	232
	0	0	0	0	

Red Mill Dr North — EASTBOUND

	AM	NOON	PM	
Departing	73	0	125	
U-Turn	0	0	0	0
Left	41	0	37	0
Through	0	0	0	0
Right	69	0	54	0

Red Mill Dr North — WESTBOUND

		PM	NOON	AM
Left	0	0	0	0
Through	0	0	0	0
Right	0	0	0	0
U-Turn	0	0	0	0
Departing		0	0	0

Rymfire Dr — NORTHBOUND

	Departing	U-Turn	Left	Through	Right
		0	0	0	0
PM	198	0	68	195	0
NOON	0	0	0	0	0
AM	339	1	33	188	0

CONTROL

1-Way Stop(EB)

	AM	NOON	PM
TEV	641	0	555
PHF	0.61		0.87

Cars (AM)

Approach	Left	Through	Right	U-Turn
Southbound		259	36	0
Eastbound	39	0	69	
Westbound	0	0	0	
Northbound	31	177	0	

HT (AM)

Approach	Left	Through	Right	U-Turn
Southbound		10	4	0
Eastbound	2	0	0	
Westbound	0	0	0	
Northbound	2	11	0	

Cars (NOON)

Approach	Left	Through	Right	U-Turn
Southbound		0	0	0
Eastbound	0	0	0	
Westbound	0	0	0	
Northbound	0	0	0	

HT (NOON)

Approach	Left	Through	Right	U-Turn
Southbound		0	0	0
Eastbound	0	0	0	
Westbound	0	0	0	
Northbound	0	0	0	

Cars (PM)

Approach	Left	Through	Right	U-Turn
Southbound		136	56	0
Eastbound	36	0	51	
Westbound	0	0	0	
Northbound	68	191	0	

HT (PM)

Approach	Left	Through	Right	U-Turn
Southbound		8	1	0
Eastbound	1	0	3	
Westbound	0	0	0	
Northbound	0	4	0	

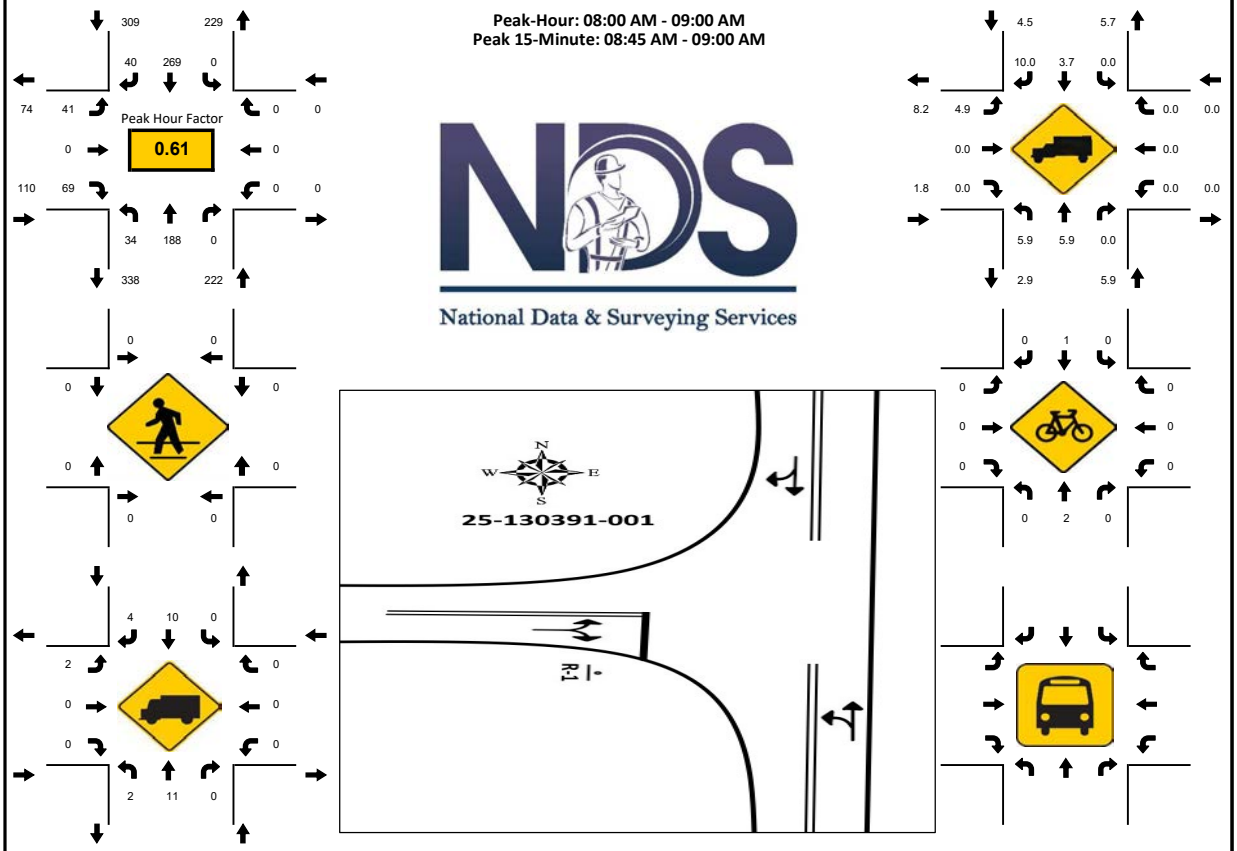
Pedestrians (Crosswalks)

Crosswalk		PM	NOON	AM
North	westbound	0	0	0
North	eastbound	0	0	0
South	westbound	1	0	0
South	eastbound	1	0	0
West	southbound	0	0	0
West	northbound	0	0	0
East	southbound	0	0	0
East	northbound	0	0	0
Northwest diagonal		0	0	0
Northeast diagonal		0	0	0
Southwest diagonal		0	0	0
Southeast diagonal		0	0	0

LOCATION: Rymfire Dr & Red Mill Dr North
CITY/STATE: Palm Coast, FL

PROJECT ID: 25-130391-001
DATE: Wed, Dec 10, 2025

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM



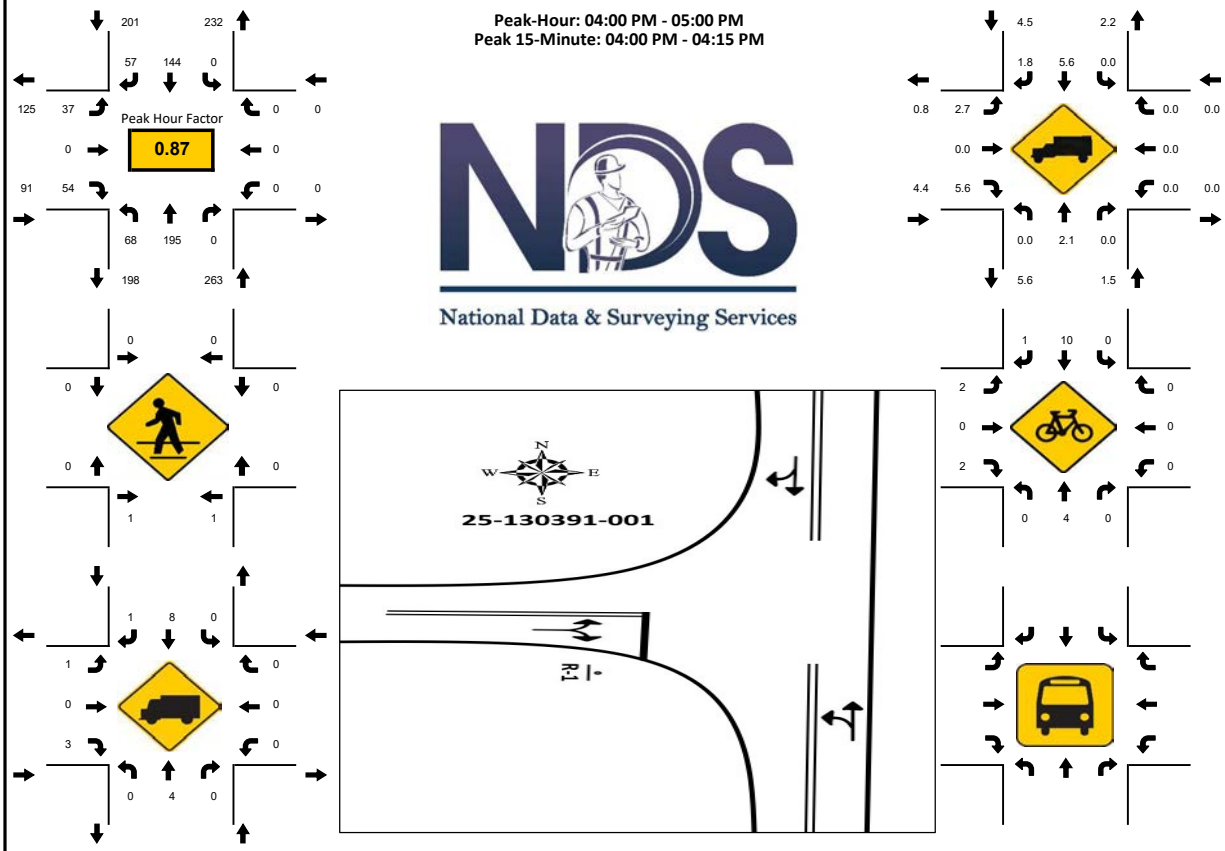
15-Min Count Period Beginning At	Rymfire Dr Northbound					Rymfire Dr Southbound					Red Mill Dr North Eastbound					Red Mill Dr North Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	2	11	0	0		0	38	2	0		10	0	19	0		0	0	0	0		82	405
7:15 AM	2	16	0	0		0	37	3	0		4	0	8	0		0	0	0	0		70	450
7:30 AM	3	13	0	0		0	45	2	0		10	0	26	0		0	0	0	0		99	476
7:45 AM	5	44	0	0		0	68	0	0		18	0	19	0		0	0	0	0		154	533
8:00 AM	7	25	0	1		0	46	17	0		12	0	19	0		0	0	0	0		127	641
8:15 AM	6	11	0	0		0	49	5	0		9	0	16	0		0	0	0	0		96	514
8:30 AM	6	35	0	0		0	73	8	0		13	0	21	0		0	0	0	0		156	418
8:45 AM	14	117	0	0		0	101	10	0		7	0	13	0		0	0	0	0		262	262

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	56	468	0	4		0	404	68	0		52	0	84	0		0	0	0	0		**1136**
Heavy Trucks	4	16	0	0		0	20	12	0		4	0	0	0		0	0	0	0		**56**
Pedestrians		0					0					0					0				**0**
Bicycles	0	4	0	0		0	4	0	0		0	0	0	0		0	0	0	0		**8**
Buses																					**0**
Stopped Buses																					

LOCATION: Rymfire Dr & Red Mill Dr North
CITY/STATE: Palm Coast, FL

PROJECT ID: 25-130391-001
DATE: Wed, Dec 10, 2025

Peak-Hour: 04:00 PM - 05:00 PM
Peak 15-Minute: 04:00 PM - 04:15 PM



15-Min Count Period Beginning At	Rymfire Dr Northbound					Rymfire Dr Southbound					Red Mill Dr North Eastbound					Red Mill Dr North Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	13	82	0	0		0	27	14	0		11	0	12	0		0	0	0	0		159	555
4:15 PM	22	34	0	0		0	44	11	0		11	0	10	0		0	0	0	0		132	535
4:30 PM	19	43	0	0		0	25	15	0		10	0	16	0		0	0	0	0		128	545
4:45 PM	14	36	0	0		0	48	17	0		5	0	16	0		0	0	0	0		136	545
5:00 PM	17	49	0	0		0	41	11	1		11	0	9	0		0	0	0	0		139	534
5:15 PM	20	54	0	0		0	34	15	0		6	0	13	0		0	0	0	0		142	395
5:30 PM	17	51	0	0		0	29	12	0		12	0	7	0		0	0	0	0		128	253
5:45 PM	21	38	0	0		0	32	11	0		12	0	11	0		0	0	0	0		125	125

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	88	328	0	0		0	192	68	0		44	0	64	0		0	0	0	0		**784**
Heavy Trucks	0	12	0	0		0	16	4	0		4	0	8	0		0	0	0	0		**44**
Pedestrians		8					0					0					0				**8**
Bicycles	0	12	0	0		0	28	4	0		8	0	8	0		0	0	0	0		**60**
Buses																					**0**
Stopped Buses																					

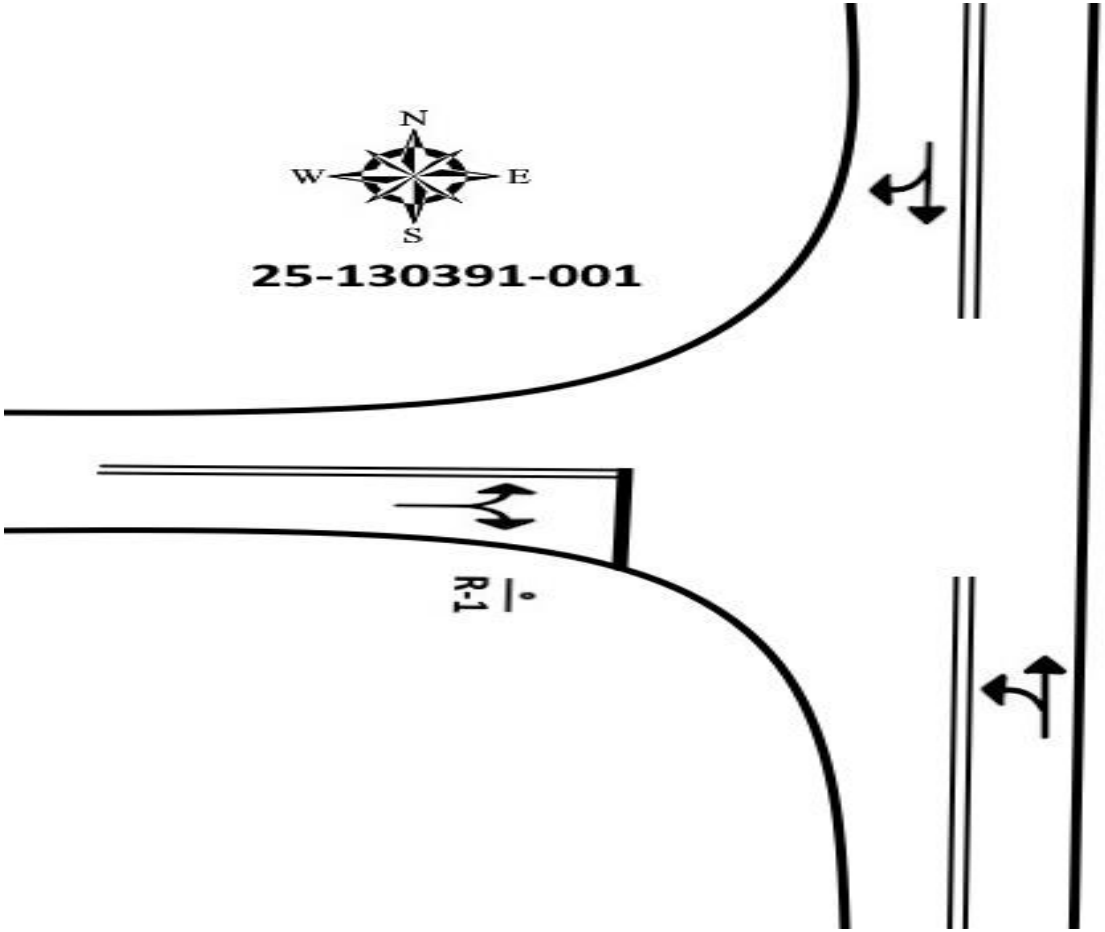
National Data & Surveying Services

Site Code:	**25-130391-001**
Date:	**12/10/2025**
Weather:	**Sunny**
City:	**Palm Coast**
County:	**Flagler**
Count Times:	**07:00 - 09:00**
	16:00 - 18:00
Control:	**1-Way Stop(EB)**

N

N/S Street: **Rymfire Dr**

Speed: **45 MPH**



E/W Street: **Red Mill Dr North**

Speed: **30 MPH**

Prepared by National Data & Surveying Services

Rymfire Dr & Red Mill Dr South/The Journey Church Palm Coast Dwy

Peak Hour Turning Movement Count

ID: 25-130391-002
City: Palm Coast

Day: Wednesday
Date: 12/10/2025

PEAK HOURS		COUNT PERIODS
07:45 AM - 08:45 AM		7:00 AM - 09:00 AM
NONE		NONE
04:45 PM - 05:45 PM		4:00 PM - 06:00 PM

SOUTHBOUND (Rymfire Dr)

AM	9	173	46	1	197	AM
NOON	0	0	0	0	0	NOON
PM	29	148	31	0	269	PM

EASTBOUND (Red Mill Dr South/The Journey Church Palm Coast Dwy)

AM	NOON	PM
44	0	126
0	0	0
12	0	13
3	0	2
108	0	57

WESTBOUND (Red Mill Dr South/The Journey Church Palm Coast Dwy)

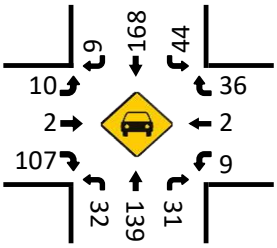
PM	NOON	AM
33	0	36
1	0	2
24	0	9
0	0	0
46	0	85

NORTHBOUND (Rymfire Dr)

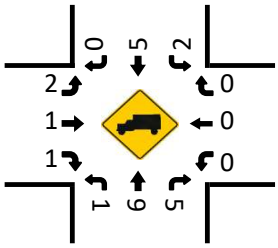
PM	229	0	96	223	13	PM
NOON	0	0	0	0	0	NOON
AM	290	0	33	148	36	AM

CONTROL			
2-Way Stop(EB/WB)			
TEV	616 AM	0 NOON	670 PM
PHF	0.74		0.87

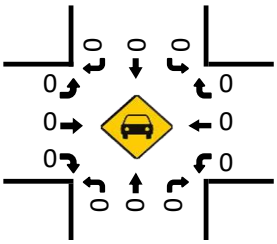
Cars (AM)



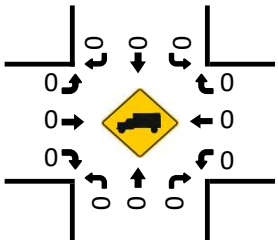
HT (AM)



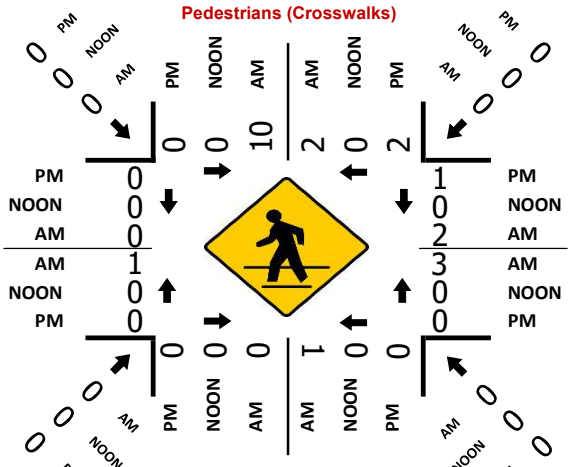
Cars (NOON)



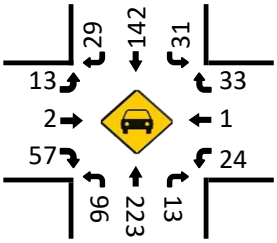
HT (NOON)



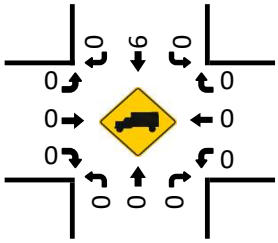
Pedestrians (Crosswalks)



Cars (PM)



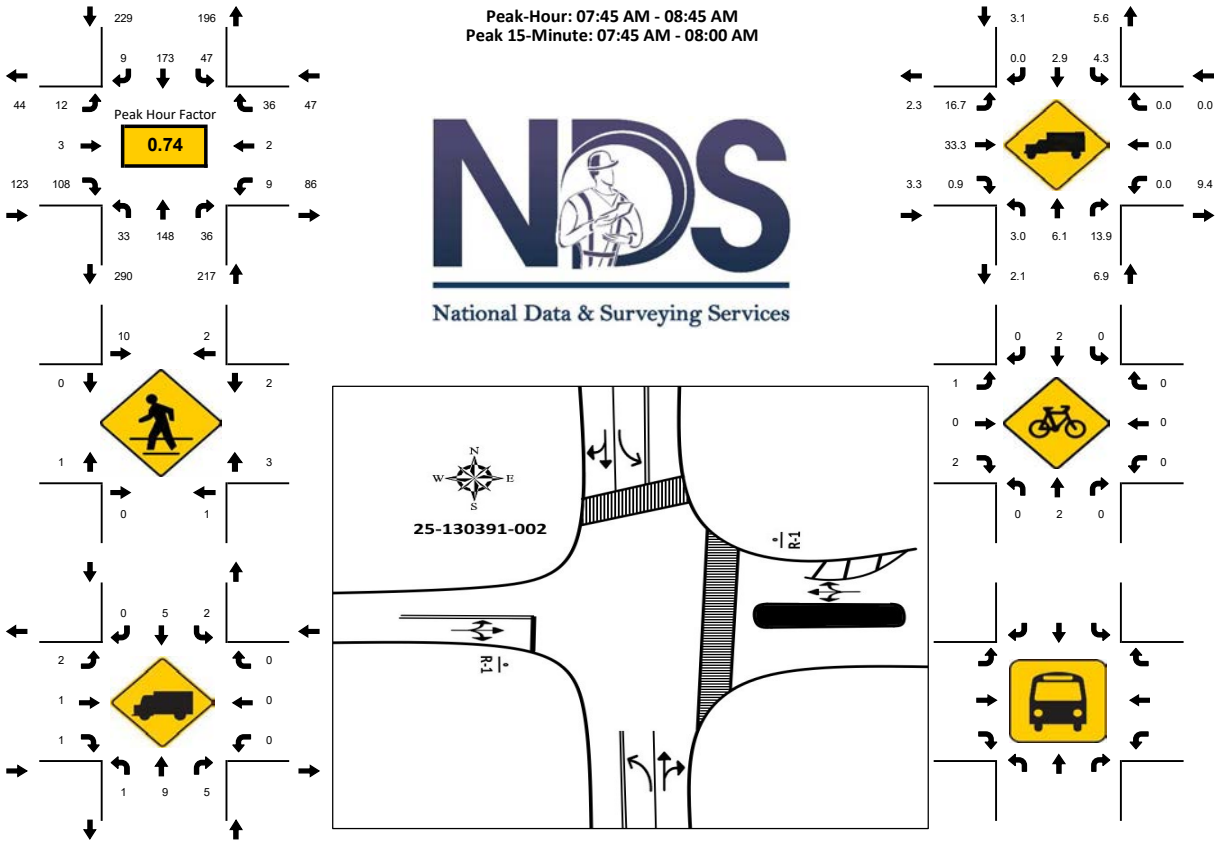
HT (PM)



LOCATION: Rymfire Dr & Red Mill Dr South/The Journey Church Palm Coast Dwy
CITY/STATE: Palm Coast, FL

PROJECT ID: 25-130391-002
DATE: Wed, Dec 10, 2025

Peak-Hour: 07:45 AM - 08:45 AM
Peak 15-Minute: 07:45 AM - 08:00 AM

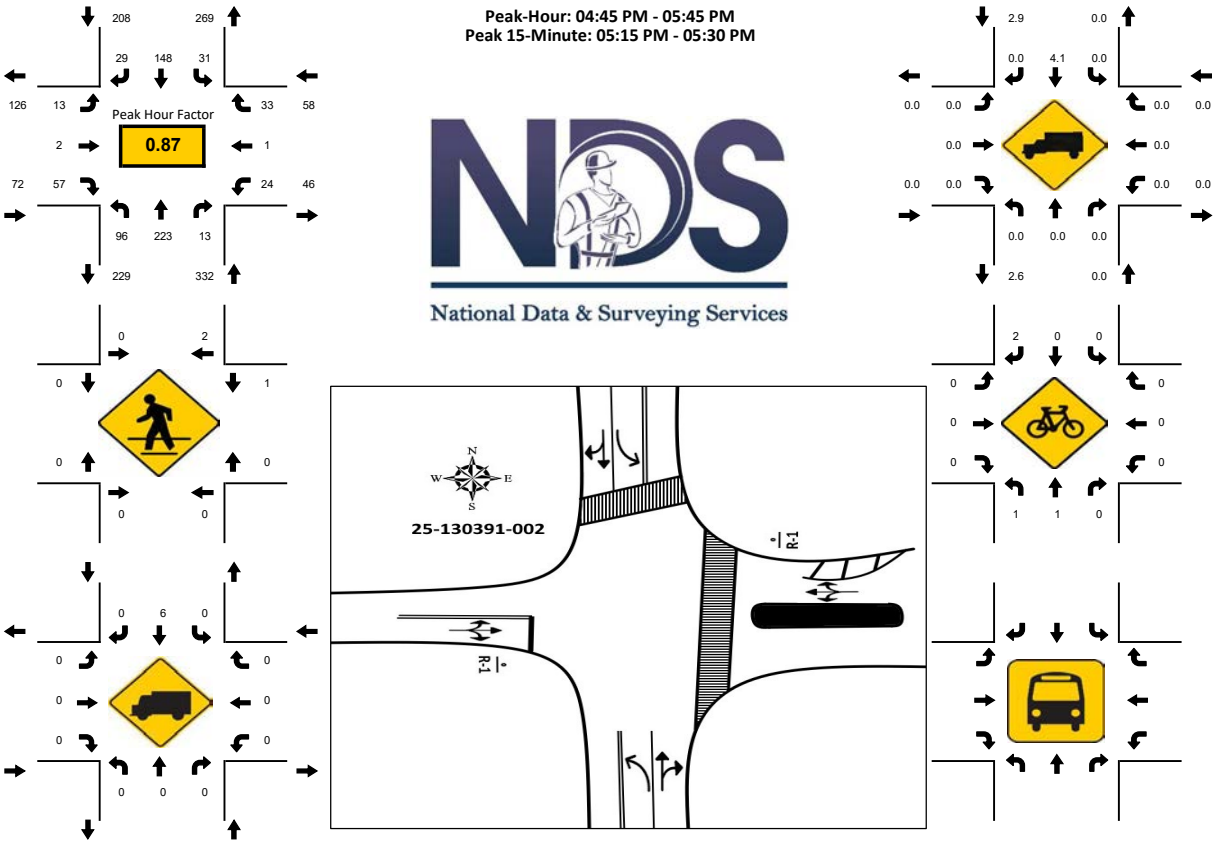


15-Min Count Period Beginning At	Rymfire Dr Northbound					Rymfire Dr Southbound					South/The Journey Church Palm Eastbound					South/The Journey Church Palm Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	4	12	1	0		0	56	1	0		5	0	20	0		0	0	0	0		99	561
7:15 AM	6	19	1	0		2	46	3	0		5	0	22	0		0	0	0	0		104	596
7:30 AM	6	12	0	0		6	70	4	1		6	0	42	0		2	0	0	0		149	616
7:45 AM	7	30	10	0		30	49	2	1		4	2	35	0		5	2	32	0		209	616
8:00 AM	11	37	2	0		5	47	3	0		2	0	22	0		2	0	3	0		134	559
8:15 AM	8	29	9	0		4	40	2	0		2	0	28	0		2	0	0	0		124	425
8:30 AM	7	52	15	0		7	37	2	0		4	1	23	0		0	0	1	0		149	301
8:45 AM	13	63	6	0		5	29	1	0		4	1	17	0		13	0	0	0		152	152
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	44	208	60	0		120	196	12	4		16	8	140	0		20	8	128	0		**964**	
Heavy Trucks	4	12	20	0		8	16	0	0		4	4	4	0		0	0	0	0		**72**	
Pedestrians		4					40					4					12				**60**	
Bicycles	0	4	0	0		0	8	0	0		4	0	8	0		0	0	0	0		**24**	
Buses																					**0**	
Stopped Buses																						

LOCATION: Rymfire Dr & Red Mill Dr South/The Journey Church Palm Coast Dwy
CITY/STATE: Palm Coast, FL

PROJECT ID: 25-130391-002
DATE: Wed, Dec 10, 2025

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:15 PM - 05:30 PM



15-Min Count Period Beginning At	Rymfire Dr Northbound					Rymfire Dr Southbound					South/The Journey Church Palm Eastbound					South/The Journey Church Palm Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	17	52	0	0		0	55	5	0		5	0	17	0		12	0	2	0		165	613
4:15 PM	28	54	0	0		2	49	8	0		1	0	18	0		3	0	1	0		164	616
4:30 PM	15	58	3	1		2	33	3	0		4	0	14	0		3	0	1	0		137	645
4:45 PM	17	42	4	0		12	43	7	0		2	0	13	0		1	0	6	0		147	670
5:00 PM	23	50	5	0		13	36	4	0		4	1	10	0		6	1	15	0		168	654
5:15 PM	27	61	2	0		5	42	8	0		3	1	19	0		16	0	9	0		193	486
5:30 PM	29	70	2	0		1	27	10	0		4	0	15	0		1	0	3	0		162	293
5:45 PM	24	42	4	1		4	33	6	0		7	0	7	0		0	1	2	0		131	131
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	116	280	20	0		52	172	40	0		16	4	76	0		64	4	60	0		**904**	
Heavy Trucks	0	0	0	0		0	8	0	0		0	0	0	0		0	0	0	0		**8**	
Pedestrians		0					8					0					4				**12**	
Bicycles	4	4	0	0		0	0	4	0		0	0	0	0		0	0	0	0		**12**	
Buses																					**0**	
Stopped Buses																						

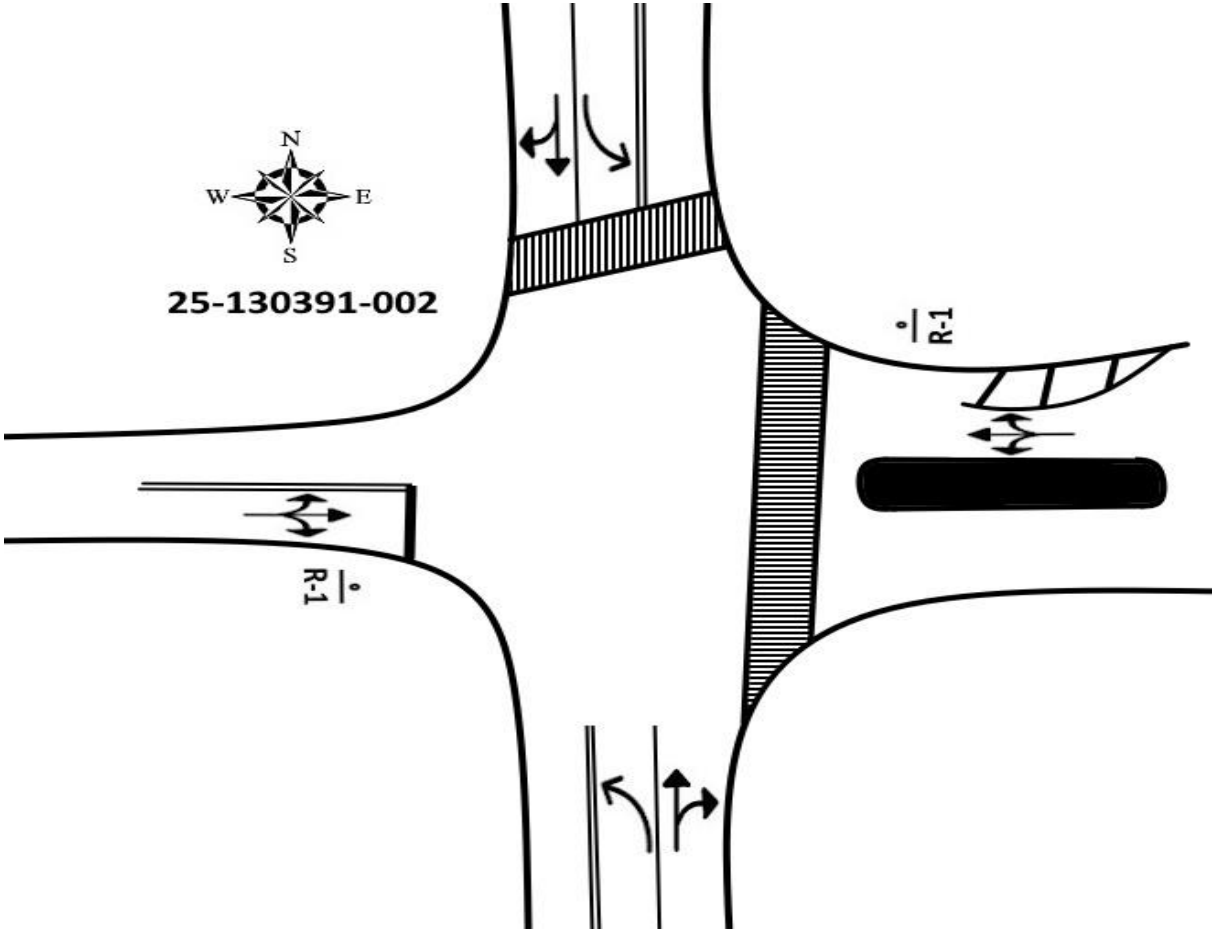
National Data & Surveying Services

Site Code:	**25-130391-002**
Date:	**12/10/2025**
Weather:	**Sunny**
City:	**Palm Coast**
County:	**Flagler**
Count Times:	**07:00 - 09:00**
	16:00 - 18:00
Control:	**2-Way Stop(EB/WB)**

N

N/S Street: **Rymfire Dr**

Speed: **45 MPH**



E/W Street: **Red Mill Dr South/The Journey Church Palm Coast Dwy**

Speed: **30 MPH**

Prepared by National Data & Surveying Services

Rymfire Dr & Royal Palms Pkwy

Peak Hour Turning Movement Count

ID: 25-130391-003
City: Palm Coast

Day: Wednesday
Date: 12/10/2025

PEAK HOURS		COUNT PERIODS
07:45 AM - 08:45 AM		7:00 AM - 09:00 AM
NONE		NONE
04:45 PM - 05:45 PM		4:00 PM - 06:00 PM

SOUTHBOUND (Rymfire Dr)

AM	207	0	85	0	221	AM
NOON	0	0	0	0	0	NOON
PM	149	0	80	0	331	PM

EASTBOUND (Royal Palms Pkwy)

AM	NOON	PM	
396	0	267	⇦
0	0	0	↶ 0
131	0	256	↱ 0
141	0	215	→ 0
0	0	0	↳ 0

WESTBOUND (Royal Palms Pkwy)

PM	NOON	AM	
75	0	90	0 ↰
118	0	189	0 ←
0	0	0	0 ↲
0	0	0	0 ↳
295	0	226	⇨

NORTHBOUND (Rymfire Dr)

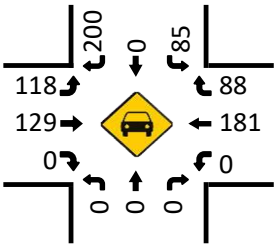
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

0	0	0	0	⇩
↰	←	↑	↱	

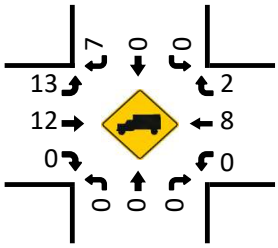
CONTROL: Pedestrian Hybrid Beacon

TEV	843 AM	0 NOON	893 PM
PHF	0.92		0.90

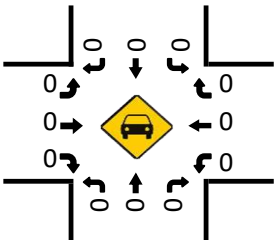
Cars (AM)



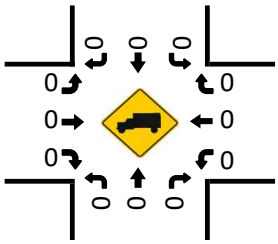
HT (AM)



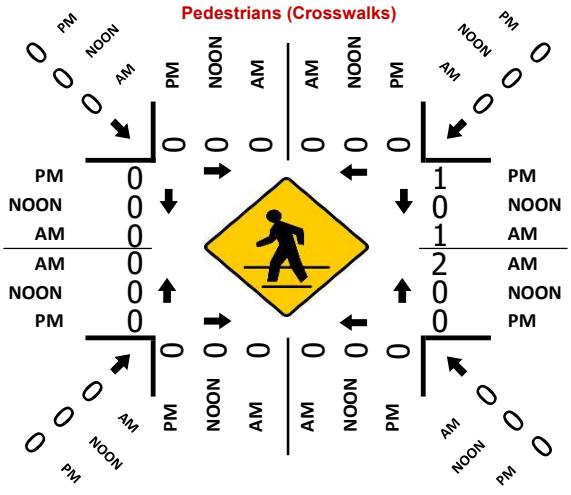
Cars (NOON)



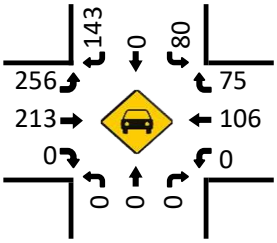
HT (NOON)



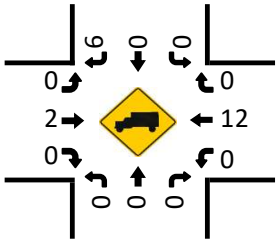
Pedestrians (Crosswalks)



Cars (PM)



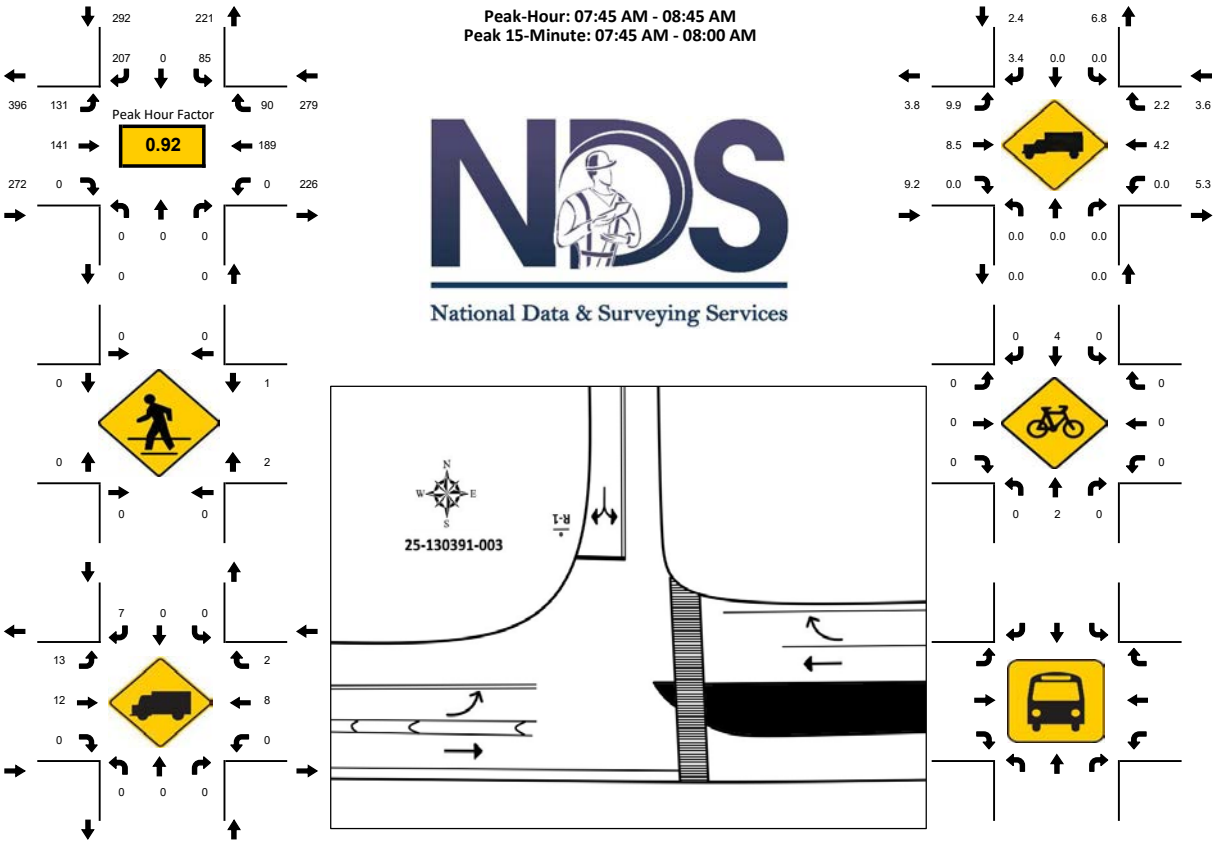
HT (PM)



LOCATION: Rymfire Dr & Royal Palms Pkwy
CITY/STATE: Palm Coast, FL

PROJECT ID: 25-130391-003
DATE: Wed, Dec 10, 2025

Peak-Hour: 07:45 AM - 08:45 AM
Peak 15-Minute: 07:45 AM - 08:00 AM

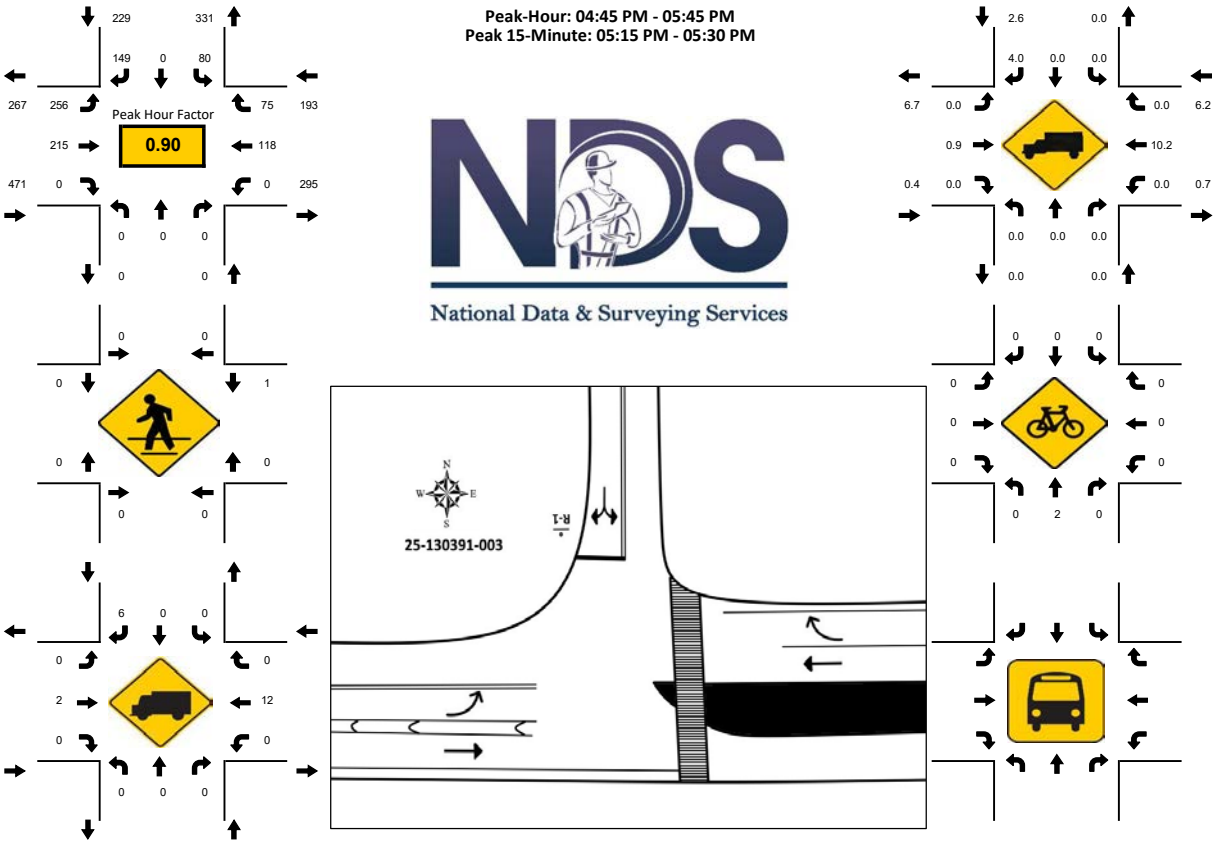


15-Min Count Period Beginning At	Rymfire Dr Northbound					Rymfire Dr Southbound					Royal Palms Pkwy Eastbound					Royal Palms Pkwy Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	0	0	0		18	0	58	0		14	17	0	0		0	34	3	0		144	735
7:15 AM	0	0	0	0		13	0	53	0		17	19	0	0		0	45	9	0		156	804
7:30 AM	0	0	0	0		39	0	74	0		10	31	0	0		0	43	8	0		205	830
7:45 AM	0	0	0	0		30	0	56	0		30	42	0	0		0	53	19	0		230	843
8:00 AM	0	0	0	0		24	0	51	0		32	31	0	0		0	59	16	0		213	821
8:15 AM	0	0	0	0		15	0	51	0		20	30	0	0		0	39	27	0		182	608
8:30 AM	0	0	0	0		16	0	49	0		49	38	0	0		0	38	28	0		218	426
8:45 AM	0	0	0	0		22	0	38	0		44	29	0	0		0	35	40	0		208	208
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
All Vehicles	0	0	0	0		120	0	224	0		196	168	0	0		0	236	112	0		**1056**	
Heavy Trucks	0	0	0	0		0	0	16	0		24	20	0	0		0	16	8	0		**84**	
Pedestrians		0					0					0					8				**8**	
Bicycles	0	4	0	0		0	16	0	0		0	0	0	0		0	0	0	0		**20**	
Buses																					**0**	
Stopped Buses																						

LOCATION: Rymfire Dr & Royal Palms Pkwy
CITY/STATE: Palm Coast, FL

PROJECT ID: 25-130391-003
DATE: Wed, Dec 10, 2025

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:15 PM - 05:30 PM



15-Min Count Period Beginning At	Rymfire Dr Northbound					Rymfire Dr Southbound					Royal Palms Pkwy Eastbound					Royal Palms Pkwy Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	0	0	0		24	0	55	0		56	42	0	0		0	33	10	0		220	888
4:15 PM	0	0	0	0		21	0	54	0		63	57	0	0		0	35	20	0		250	885
4:30 PM	0	0	0	0		19	0	30	0		56	45	0	0		0	34	23	0		207	884
4:45 PM	0	0	0	0		18	0	41	0		48	55	0	0		0	34	15	0		211	893
5:00 PM	0	0	0	0		16	0	29	0		62	61	0	0		0	32	17	0		217	876
5:15 PM	0	0	0	0		31	0	50	0		64	55	0	0		0	24	25	0		249	659
5:30 PM	0	0	0	0		15	0	29	0		82	44	0	0		0	28	18	0		216	410
5:45 PM	0	0	0	0		12	0	28	0		51	50	0	0		0	33	20	0		194	194

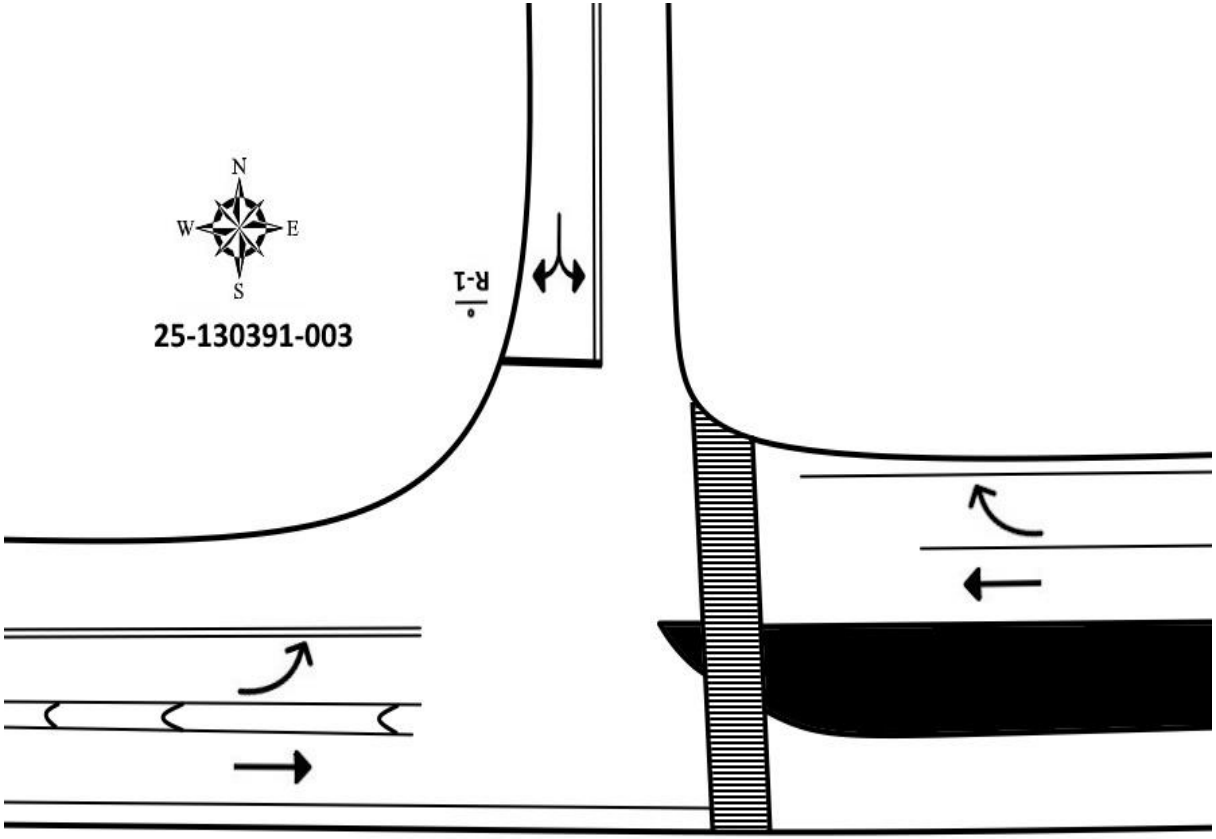
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	0	0	0	0		124	0	200	0		328	244	0	0		0	136	100	0		**1132**
Heavy Trucks	0	0	0	0		0	0	8	0		0	4	0	0		0	20	0	0		**32**
Pedestrians		0					0					0					4				**4**
Bicycles	0	4	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**4**
Buses																					**0**
Stopped Buses																					

National Data & Surveying Services

N

N/S Street: **Rymfire Dr**

Speed: **45 MPH**



E/W Street: **Royal Palms Pkwy**

Speed: **45/55 MPH**

Site Code:	**25-130391-003**
Date:	**12/10/2025**
Weather:	**Sunny**
City:	**Palm Coast**
County:	**Flagler**
Count Times:	**07:00 - 09:00**
	16:00 - 18:00
Control:	**Pedestrian Hybrid Beacon**

Prepared by National Data & Surveying Services

US 1/N State St & Royal Palms Pkwy/Education Wy

Peak Hour Turning Movement Count

ID: 25-130391-004
City: Palm Coast

Day: Wednesday
Date: 12/10/2025

PEAK HOURS		COUNT PERIODS
07:45 AM - 08:45 AM		7:00 AM - 09:00 AM
NONE		NONE
04:15 PM - 05:15 PM		4:00 PM - 06:00 PM

SOUTHBOUND (US 1/N State St)

AM	4	820	127	1	883	AM
NOON	0	0	0	0	0	NOON
PM	1	856	195	1	926	PM

EASTBOUND (Royal Palms Pkwy/Education Wy)

AM	NOON	PM
10	0	1
0	0	0
4	0	0
4	0	0
5	0	1

WESTBOUND (Royal Palms Pkwy/Education Wy)

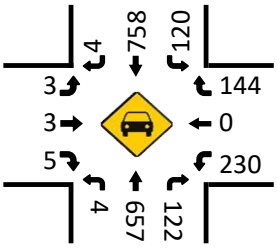
PM	NOON	AM
106	0	149
0	0	1
182	0	239
0	0	0
458	0	270

NORTHBOUND (US 1/N State St)

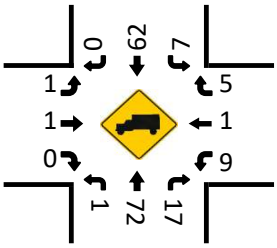
PM	1057	18	0	819	263	PM
NOON	0	0	0	0	0	NOON
AM	1068	4	5	729	139	AM

CONTROL			
Signalized			
TEV	2231 AM	0 NOON	2442 PM
PHF	0.87		0.94

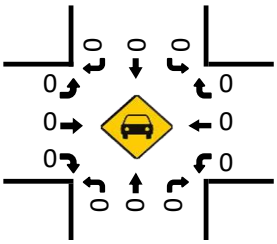
Cars (AM)



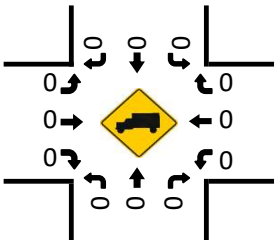
HT (AM)



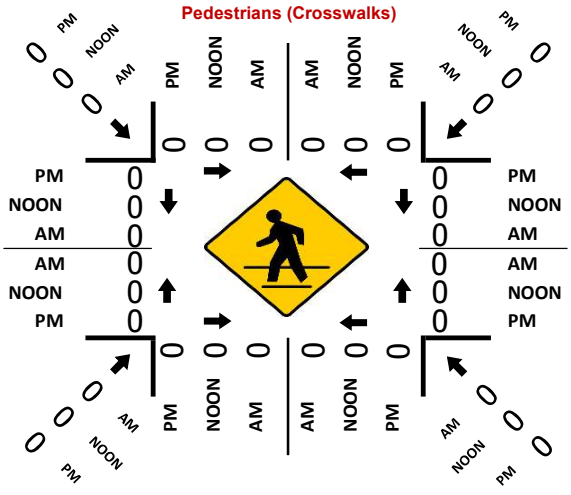
Cars (NOON)



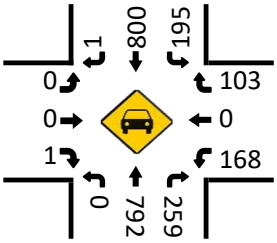
HT (NOON)



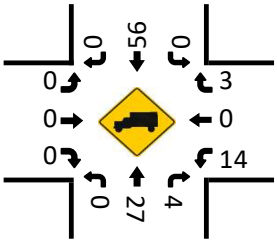
Pedestrians (Crosswalks)



Cars (PM)



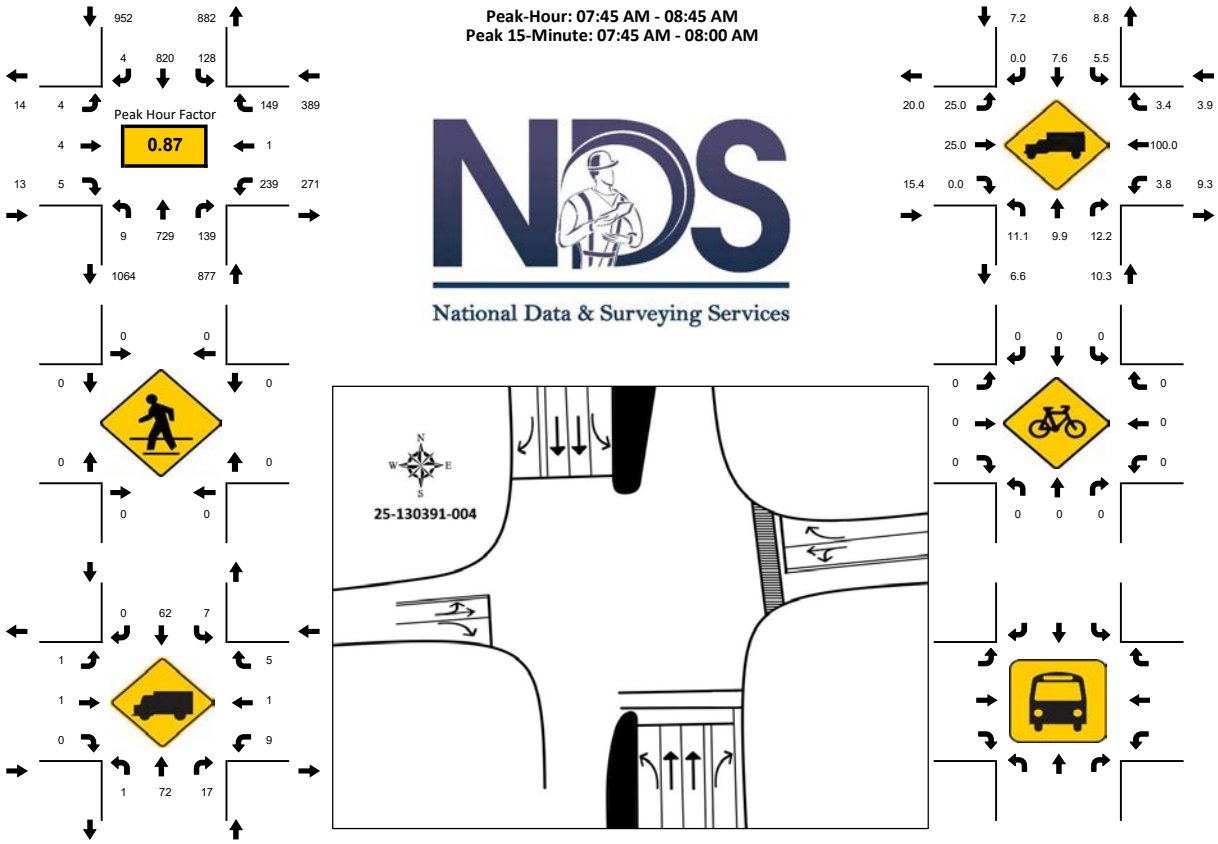
HT (PM)



LOCATION: US 1/N State St & Royal Palms Pkwy/Education Wy
CITY/STATE: Palm Coast, FL

PROJECT ID: 25-130391-004
DATE: Wed, Dec 10, 2025

Peak-Hour: 07:45 AM - 08:45 AM
Peak 15-Minute: 07:45 AM - 08:00 AM

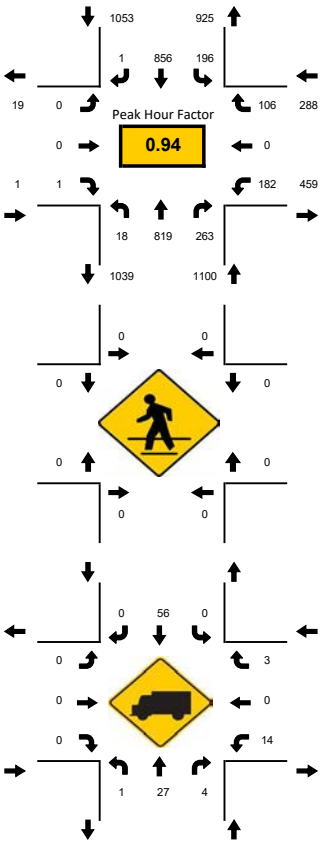


15-Min Count Period Beginning At	US 1/N State St Northbound					US 1/N State St Southbound					Royal Palms Pkwy/Education Wy Eastbound					Royal Palms Pkwy/Education Wy Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	2	145	15	0		12	116	0	0		1	5	2	0		58	0	32	0		388	2034
7:15 AM	2	174	29	2		6	155	2	0		0	1	0	0		60	1	34	0		466	2206
7:30 AM	0	180	26	1		20	189	0	0		0	1	0	0		79	1	41	0		538	2223
7:45 AM	0	213	36	3		40	236	2	0		1	0	1	0		64	1	45	0		642	2231
8:00 AM	4	182	30	0		25	211	0	0		0	0	3	0		65	0	40	0		560	2063
8:15 AM	0	149	28	0		24	185	1	0		2	1	0	0		58	0	35	0		483	1503
8:30 AM	1	185	45	1		38	188	1	1		1	3	1	0		52	0	29	0		546	1020
8:45 AM	1	148	38	2		31	175	2	0		0	1	0	0		52	2	22	0		474	474
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
All Vehicles	16	852	180	12		160	944	8	4		8	12	12	0		260	4	180	0		**2652**	
Heavy Trucks	4	88	24	0		12	88	0	0		4	4	0	0		20	4	8	0		**256**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**	
Buses																					**0**	
Stopped Buses																						

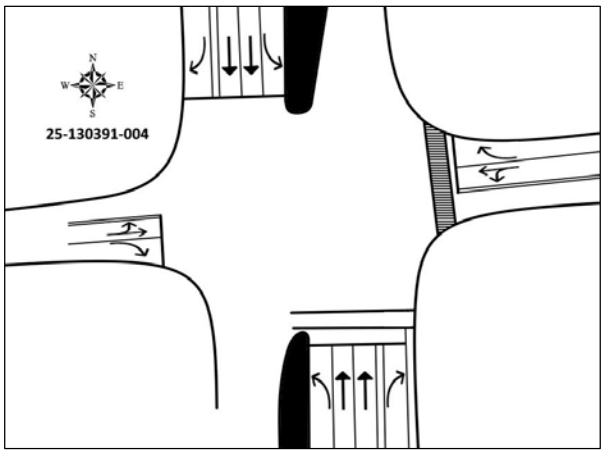
LOCATION: US 1/N State St & Royal Palms Pkwy/Education Wy
CITY/STATE: Palm Coast, FL

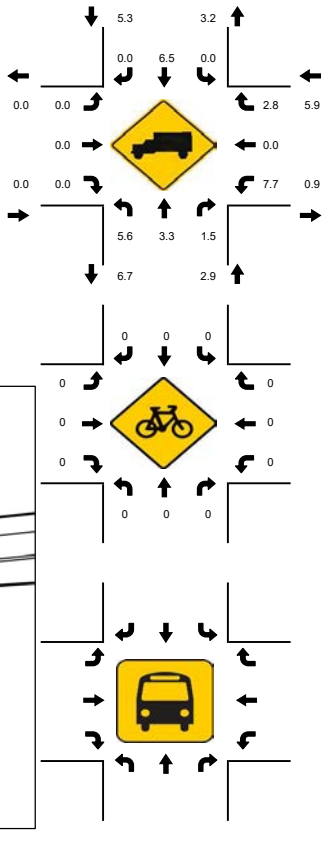
PROJECT ID: 25-130391-004
DATE: Wed, Dec 10, 2025

Peak-Hour: 04:15 PM - 05:15 PM
Peak 15-Minute: 05:00 PM - 05:15 PM



National Data & Surveying Services





15-Min Count Period Beginning At	US 1/N State St Northbound					US 1/N State St Southbound					Royal Palms Pkwy/Education Wy Eastbound					Royal Palms Pkwy/Education Wy Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	195	50	3		37	167	1	0		0	2	1	0		47	0	41	0		544	2334
4:15 PM	0	161	79	3		47	216	1	0		0	0	0	0		54	0	35	0		596	2442
4:30 PM	0	226	56	7		41	191	0	1		0	0	1	0		35	0	25	0		583	2385
4:45 PM	0	213	52	3		49	219	0	0		0	0	0	0		49	0	26	0		611	2323
5:00 PM	0	219	76	5		58	230	0	0		0	0	0	0		44	0	20	0		652	2178
5:15 PM	0	150	76	3		33	201	0	0		0	0	0	0		56	1	19	0		539	1526
5:30 PM	0	158	85	3		50	167	0	0		1	0	0	0		40	0	17	0		521	987
5:45 PM	0	161	63	4		34	148	0	0		0	0	0	0		45	0	11	0		466	466
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	904	316	28		232	920	4	4		0	0	4	0		216	0	140	0		**2768**	
Heavy Trucks	0	36	8	4		0	84	0	0		0	0	0	0		20	0	4	0		**152**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**	
Buses																					**0**	
Stopped Buses																						

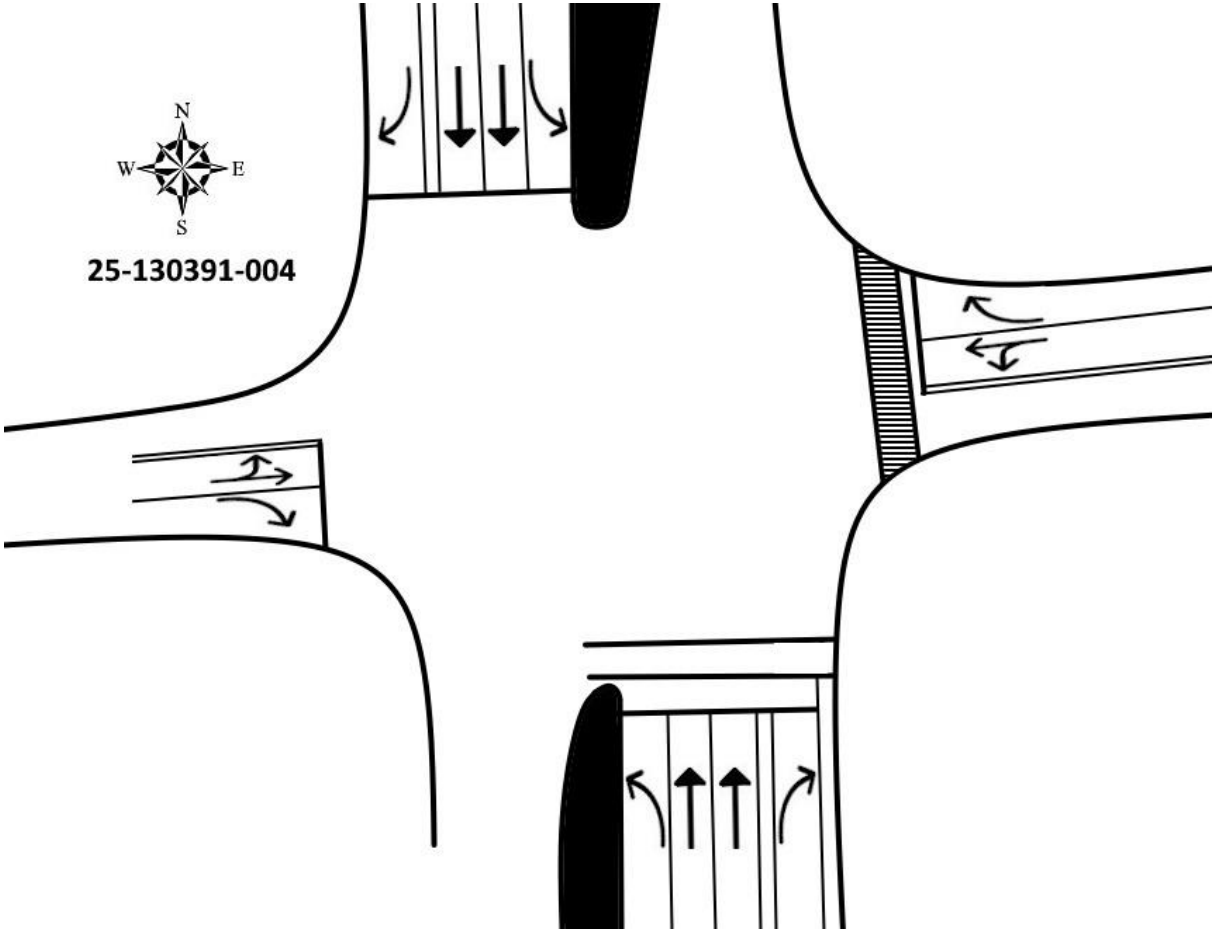
National Data & Surveying Services

Site Code:	**25-130391-004**
Date:	**12/10/2025**
Weather:	**Sunny**
City:	**Palm Coast**
County:	**Flagler**
Count Times:	**07:00 - 09:00**
	16:00 - 18:00
Control:	**Signalized**

N

N/S Street: **US 1/N State St**

Speed: **45/55/60 MPH**



E/W Street: **Royal Palms Pkwy/Education Wy**

Speed: **45/55 MPH**

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 7300 FLAGLER COUNTYWIDE

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2024 - 01/06/2024	1.04	1.09
2	01/07/2024 - 01/13/2024	1.05	1.11
3	01/14/2024 - 01/20/2024	1.07	1.13
4	01/21/2024 - 01/27/2024	1.04	1.09
5	01/28/2024 - 02/03/2024	1.02	1.07
6	02/04/2024 - 02/10/2024	1.00	1.05
7	02/11/2024 - 02/17/2024	0.98	1.03
* 8	02/18/2024 - 02/24/2024	0.97	1.02
* 9	02/25/2024 - 03/02/2024	0.95	1.00
*10	03/03/2024 - 03/09/2024	0.94	0.99
*11	03/10/2024 - 03/16/2024	0.93	0.98
*12	03/17/2024 - 03/23/2024	0.94	0.99
*13	03/24/2024 - 03/30/2024	0.94	0.99
*14	03/31/2024 - 04/06/2024	0.95	1.00
*15	04/07/2024 - 04/13/2024	0.95	1.00
*16	04/14/2024 - 04/20/2024	0.96	1.01
*17	04/21/2024 - 04/27/2024	0.96	1.01
*18	04/28/2024 - 05/04/2024	0.97	1.02
*19	05/05/2024 - 05/11/2024	0.97	1.02
*20	05/12/2024 - 05/18/2024	0.98	1.03
21	05/19/2024 - 05/25/2024	0.99	1.04
22	05/26/2024 - 06/01/2024	0.99	1.04
23	06/02/2024 - 06/08/2024	1.00	1.05
24	06/09/2024 - 06/15/2024	1.01	1.06
25	06/16/2024 - 06/22/2024	1.01	1.06
26	06/23/2024 - 06/29/2024	1.01	1.06
27	06/30/2024 - 07/06/2024	1.01	1.06
28	07/07/2024 - 07/13/2024	1.02	1.07
29	07/14/2024 - 07/20/2024	1.02	1.07
30	07/21/2024 - 07/27/2024	1.02	1.07
31	07/28/2024 - 08/03/2024	1.02	1.07
32	08/04/2024 - 08/10/2024	1.02	1.07
33	08/11/2024 - 08/17/2024	1.02	1.07
34	08/18/2024 - 08/24/2024	1.02	1.07
35	08/25/2024 - 08/31/2024	1.03	1.08
36	09/01/2024 - 09/07/2024	1.03	1.08
37	09/08/2024 - 09/14/2024	1.04	1.09
38	09/15/2024 - 09/21/2024	1.05	1.11
39	09/22/2024 - 09/28/2024	1.03	1.08
40	09/29/2024 - 10/05/2024	1.02	1.07
41	10/06/2024 - 10/12/2024	1.00	1.05
42	10/13/2024 - 10/19/2024	0.99	1.04
43	10/20/2024 - 10/26/2024	0.99	1.04
44	10/27/2024 - 11/02/2024	1.00	1.05
45	11/03/2024 - 11/09/2024	1.00	1.05
46	11/10/2024 - 11/16/2024	1.00	1.05
47	11/17/2024 - 11/23/2024	1.01	1.06
48	11/24/2024 - 11/30/2024	1.02	1.07
49	12/01/2024 - 12/07/2024	1.03	1.08
50	12/08/2024 - 12/14/2024	1.03	1.08
51	12/15/2024 - 12/21/2024	1.04	1.09
52	12/22/2024 - 12/28/2024	1.05	1.11
53	12/29/2024 - 12/31/2024	1.07	1.13

* PEAK SEASON

ID: 8000
Name: US-1 & Royal Palms Parkway
Configuration: Permanent

Param	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8	Phase 9	Phase 10	Phase 11	Phase 12	Phase 13	Phase 14	Phase 15	Phase 16
Walk	0	0	0	0	0	12	0	12	0	0	0	0	0	0	0	0
Ped Clearance	0	0	0	0	0	22	0	33	0	0	0	0	0	0	0	0
Min Green	4	20	0	6	4	20	0	4	5	5	5	5	5	5	5	5
Passage	3	3	0	3	3	3	0	3	1	1	1	1	1	1	1	1
Max1	20	90	0	40	20	90	0	40	25	25	25	25	25	25	25	25
Max2	0	0	0	0	0	0	0	0	50	50	50	50	50	50	50	50
Yellow	5.9	5.9	3.5	5.5	5.9	5.9	3.5	5.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	3.7	2	0	2.4	3.7	2	0	2.7	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	10	20	0	10	10	20	0	10	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	10	1	0	10	10	1	0	10	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	1.5	1.2	0	1.5	1.5	1.2	0	1.5	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Startup	RED	GREEN	RED	RED	RED	GREEN	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED
Enable	On	On	Off	On	On	On	Off	On	Off	Off	Off	Off	Off	Off	Off	Off
Auto Entry	Off	Off	Off	On	Off	Off	Off	On	Off	Off	Off	Off	Off	Off	Off	Off
Auto Exit	Off	On	Off	Off	Off	On	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Non Act1	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Non Act2	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Lock Call	Off	On	Off	Off	Off	On	Off	Off	On	On	On	On	On	On	On	On
Min Recall	Off	On	Off	Off	Off	On	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Max Recall	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Ped Recall	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Soft Recall	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Dual Entry	Off	On	Off	On	Off	On	Off	On	Off	Off	Off	Off	Off	Off	Off	Off
Sim Gap Enable	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On	On
Guar Passage	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Rest In Walk	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Cond Service	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Add Init Calc	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Ring	1	1	1	1	2	2	2	2	0	0	0	0	0	0	0	0
Concur 1	5	5	7	7	1	1	3	3	0	0	0	0	0	0	0	0
Concur 2	6	6	8	8	2	2	4	4	0	0	0	0	0	0	0	0
Concur 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

APPENDIX D

Existing HCS Capacity Analysis Worksheets

Signal Timings

HCS Two-Way Stop-Control Report

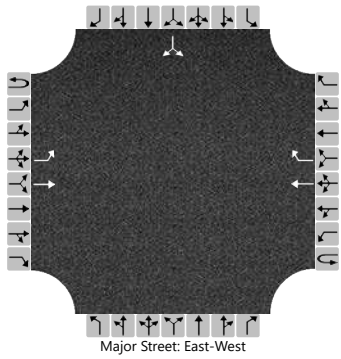
General Information

Analyst	TPD/jd
Agency/Co.	Palm Coast
Date Performed	01/30/2026
Analysis Year	2025
Time Analyzed	Existing AM Peak Hour
Intersection Orientation	East-West
Project Description	Red Mill Pointe TPD#5537.1

Site Information

Intersection	Royal Palms & Red Mill
Jurisdiction	Palm Coast
East/West Street	Royal Palms Parkway
North/South Street	Red Mill Drive
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	1		0	0	0		0	1	0
Configuration		L	T				T	R							LR	
Volume (veh/h)		135	145				195	93						88		213
Percent Heavy Vehicles (%)		10												2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized					No											
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.20												6.42		6.22
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.29												3.52		3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		147													327	
Capacity, c (veh/h)		1203													611	
v/c Ratio		0.12													0.54	
95% Queue Length, Q_{95} (veh)		0.4													3.2	
95% Queue Length, Q_{95} (ft)		10.8													81.3	
Control Delay (s/veh)		8.4													17.5	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)	4.1												17.5			
Approach LOS	A												C			

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HCS Two-Way Stop-Control Report

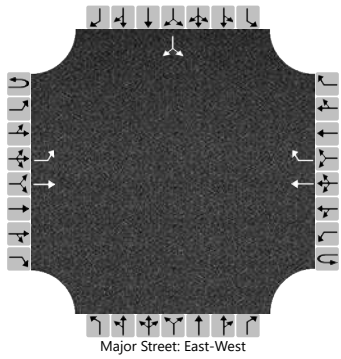
General Information

Analyst	TPD/jd
Agency/Co.	Palm Coast
Date Performed	01/30/2026
Analysis Year	2025
Time Analyzed	Existing PM Peak Hour
Intersection Orientation	East-West
Project Description	Red Mill Pointe TPD#5537.1

Site Information

Intersection	Royal Palms & Red Mill
Jurisdiction	Palm Coast
East/West Street	Royal Palms Parkway
North/South Street	Red Mill Drive
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	1		0	0	0		0	1	0
Configuration		L	T				T	R							LR	
Volume (veh/h)		264	221				122	77						82		155
Percent Heavy Vehicles (%)		0												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized					No											
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		293													263	
Capacity, c (veh/h)		1360													436	
v/c Ratio		0.22													0.60	
95% Queue Length, Q_{95} (veh)		0.8													3.9	
95% Queue Length, Q_{95} (ft)		20.0													99.8	
Control Delay (s/veh)		8.4													25.0	
Level of Service (LOS)		A													D	
Approach Delay (s/veh)	4.6												25.0			
Approach LOS	A												D			

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HCS Two-Way Stop-Control Report

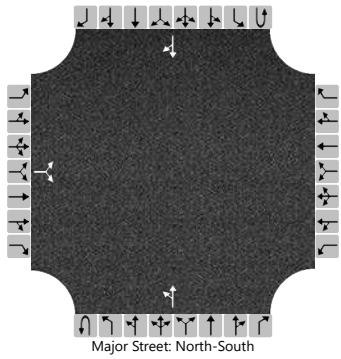
General Information

Analyst	TPD/jd
Agency/Co.	Palm Coast
Date Performed	11/04/2025
Analysis Year	2025
Time Analyzed	Existing AM Peak Hour
Intersection Orientation	North-South
Project Description	Red Mill Pointe TPD #5537.1

Site Information

Intersection	N Red Mill Dr & Rymfire
Jurisdiction	Palm Coast
East/West Street	North Red Mill Drive
North/South Street	Rymfire Drive
Peak Hour Factor	0.61
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		42		71						35	194				277	41
Percent Heavy Vehicles (%)		2		2						0						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			185							57						
Capacity, c (veh/h)			415							1055						
v/c Ratio			0.45							0.05						
95% Queue Length, Q_{95} (veh)			2.2							0.2						
95% Queue Length, Q_{95} (ft)			55.9							5.0						
Control Delay (s/veh)			20.5							8.6	0.6					
Level of Service (LOS)			C							A	A					
Approach Delay (s/veh)	20.5								1.8							
Approach LOS	C								A							

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HCS Two-Way Stop-Control Report

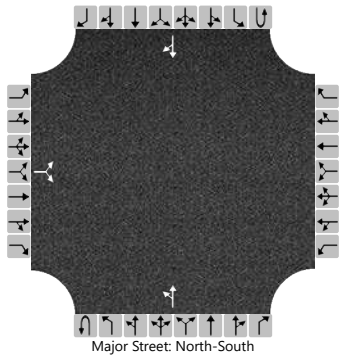
General Information

Analyst	TPD/jd
Agency/Co.	Palm Coast
Date Performed	01/30/2026
Analysis Year	2025
Time Analyzed	Existing PM Peak Hour
Intersection Orientation	North-South
Project Description	Red Mill Pointe TPD #5537.1

Site Information

Intersection	N Red Mill Dr & Rymfire
Jurisdiction	Palm Coast
East/West Street	North Red Mill Drive
North/South Street	Rymfire Drive
Peak Hour Factor	0.87
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		38		56						70	201				148	59
Percent Heavy Vehicles (%)		3		3						0						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			108							80						
Capacity, c (veh/h)			607							1341						
v/c Ratio			0.18							0.06						
95% Queue Length, Q_{95} (veh)			0.6							0.2						
95% Queue Length, Q_{95} (ft)			15.4							5.0						
Control Delay (s/veh)			12.2							7.9	0.5					
Level of Service (LOS)			B							A	A					
Approach Delay (s/veh)	12.2								2.4							
Approach LOS	B								A							

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HCS Two-Way Stop-Control Report

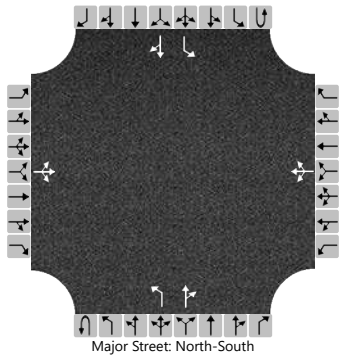
General Information

Analyst	TPD/jd
Agency/Co.	Palm Coast
Date Performed	01/30/2026
Analysis Year	2025
Time Analyzed	Existing AM Peak Hour
Intersection Orientation	North-South
Project Description	Red Mill Pointe TPD # 5537.1

Site Information

Intersection	Rymfire Dr & S Red Mill
Jurisdiction	Palm Coast
East/West Street	South Red Mill Drive
North/South Street	Rymfire Drive
Peak Hour Factor	0.74
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	1	1	0
Configuration			LTR				LTR			L		TR		L		TR
Volume (veh/h)		12	3	111		9	2	37		34	152	37		48	178	9
Percent Heavy Vehicles (%)		0	0	3		0	0	0		3				9		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.23		7.10	6.50	6.20		4.13				4.19		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.33		3.50	4.00	3.30		2.23				2.28		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			170				65			46				65		
Capacity, c (veh/h)			660				532			1307				1270		
v/c Ratio			0.26				0.12			0.04				0.05		
95% Queue Length, Q_{95} (veh)			1.0				0.4			0.1				0.2		
95% Queue Length, Q_{95} (ft)			25.5				10.0			2.6				5.4		
Control Delay (s/veh)			12.3				12.7			7.9				8.0		
Level of Service (LOS)			B				B			A				A		
Approach Delay (s/veh)	12.3				12.7				1.2				1.6			
Approach LOS	B				B				A				A			

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HCS Two-Way Stop-Control Report

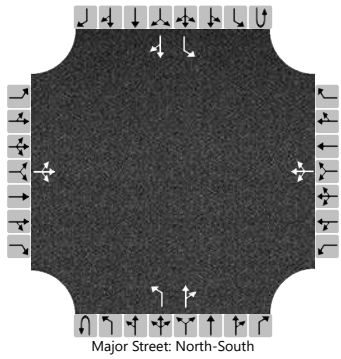
General Information

Analyst	TPD/jd
Agency/Co.	Palm Coast
Date Performed	01/30/2026
Analysis Year	2025
Time Analyzed	Existing PM Peak Hour
Intersection Orientation	North-South
Project Description	Red Mill Pointe TPD # 5537.1

Site Information

Intersection	Rymfire Dr & S Red Mill
Jurisdiction	Palm Coast
East/West Street	South Red Mill Drive
North/South Street	Rymfire Drive
Peak Hour Factor	0.87
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	1	1	0
Configuration			LTR				LTR			L		TR		L		TR
Volume (veh/h)		13	2	59		25	1	34		99	230	13		32	152	30
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			85				69			114				37		
Capacity, c (veh/h)			592				406			1374				1295		
v/c Ratio			0.14				0.17			0.08				0.03		
95% Queue Length, Q_{95} (veh)			0.5				0.6			0.3				0.1		
95% Queue Length, Q_{95} (ft)			12.5				15.0			7.5				2.5		
Control Delay (s/veh)			12.1				15.7			7.9				7.9		
Level of Service (LOS)			B				C			A				A		
Approach Delay (s/veh)	12.1				15.7				2.3				1.2			
Approach LOS	B				C				A				A			

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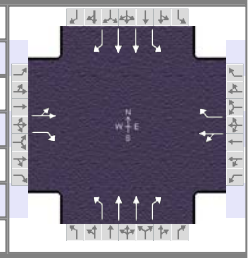
HCS Signalized Intersection Results Summary

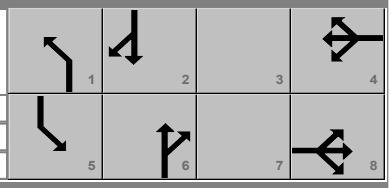
General Information				Intersection Information	
Agency	Palm Coast			Duration, h	0.250
Analyst	TPD/jd	Analysis Date	Jan 30, 2026	Area Type	Other
Jurisdiction	Palm Coast	Time Period	PM Peak Hour	PHF	0.92
Urban Street	US 1	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	US 1 & Royal Palms Pkwy	File Name	4a US 1 & Royal Palms Pkwy Existing AM Peak…		
Project Description	Existing AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	4	4	5	246	1	153	9	751	143	132	845	4

Signal Information			
Cycle, s	150.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.0	2.2	82.1	32.5	0.0	0.0
Yellow	5.9	5.9	5.9	5.5	0.0	0.0
Red	2.0	2.0	2.0	2.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		7.0		7.0	2.0	3.0	2.0	3.0
Phase Duration, s		40.0		40.0	9.9	90.0	20.0	100.1
Change Period, ($Y+R_c$), s		7.5		7.5	7.9	7.9	7.9	7.9
Max Allow Headway (MAH), s		3.1		3.1	2.9	0.0	2.9	0.0
Queue Clearance Time (g_s), s		2.6		30.1	2.9		14.1	
Green Extension Time (g_e), s		0.8		0.3	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.33		1.00	
Max Out Probability		0.00		1.00	0.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h		9	5		268	166	10	816	155	143	918	4
Adjusted Saturation Flow Rate (s), veh/h/ln		1589	1547		1391	1560	1668	1668	1459	1739	1710	1610
Queue Service Time (g_s), s		0.0	0.4		27.5	14.0	0.9	22.0	8.1	12.1	21.2	0.2
Cycle Queue Clearance Time (g_c), s		0.6	0.4		28.1	14.0	0.9	22.0	8.1	12.1	21.2	0.2
Green Ratio (g/C)		0.22	0.22		0.22	0.22	0.01	0.55	0.55	0.08	0.61	0.61
Capacity (c), veh/h		380	335		349	338	22	1826	799	140	2102	990
Volume-to-Capacity Ratio (X)		0.023	0.016		0.769	0.492	0.438	0.447	0.195	1.023	0.437	0.004
Back of Queue (Q), ft/ln (95 th percentile)		12	8		407	239	19	345	131	345	321	2
Back of Queue (Q), veh/ln (95 th percentile)		0.5	0.3		15.8	9.3	0.7	12.8	4.8	13.3	12.1	0.1
Queue Storage Ratio (RQ) (95 th percentile)		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		46.2	46.2		57.0	51.5	73.4	20.3	17.2	69.0	15.2	11.2
Incremental Delay (d_2), s/veh		0.1	0.1		9.0	0.4	4.9	0.8	0.5	82.2	0.7	0.0
Initial Queue Delay (d_3), s/veh		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh		46.4	46.3		66.1	51.9	78.4	21.1	17.7	151.1	15.9	11.2
Level of Service (LOS)		D	D		E	D	E	C	B	F	B	B
Approach Delay, s/veh / LOS	46.3	D		60.7	E		21.2	C		34.1	C	
Intersection Delay, s/veh / LOS	33.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.46	B	1.91	B	1.89	B
Bicycle LOS Score / LOS	0.51	A	1.20	A	1.30	A	1.37	A

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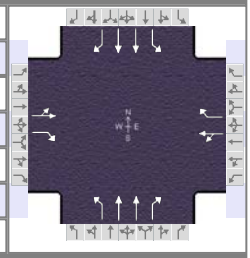
HCS Signalized Intersection Results Summary

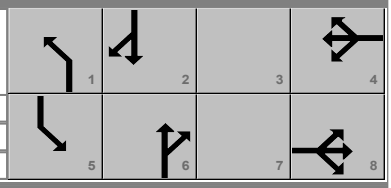
General Information				Intersection Information	
Agency	Palm Coast			Duration, h	0.250
Analyst	TPD/jd	Analysis Date	Jan 30, 2026	Area Type	Other
Jurisdiction	Palm Coast	Time Period	PM Peak Hour	PHF	0.94
Urban Street	US 1	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	US 1 & Royal Palms Pkwy	File Name	4b US 1 & Royal Palms Pkwy Existing PM Peak…		
Project Description	Existing PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0	0	1	187	0	109	19	844	271	202	882	1

Signal Information			
Cycle, s	150.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.4	4.8	78.1	32.5	0.0	0.0
Yellow	5.9	5.9	5.9	5.5	0.0	0.0
Red	2.0	2.0	2.0	2.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		7.0		7.0	2.0	3.0	2.0	3.0
Phase Duration, s		40.0		40.0	11.3	86.0	24.0	98.7
Change Period, ($Y+R_c$), s		7.5		7.5	7.9	7.9	7.9	7.9
Max Allow Headway (*MAH*), s		3.0		3.0	2.9	0.0	2.9	0.0
Queue Clearance Time (g_s), s		2.1		22.1	3.7		18.1	
Green Extension Time (g_e), s		0.5		0.4	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.57		1.00	
Max Out Probability		0.00		0.00	0.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		0	1		199	116	20	898	288	215	938	1
Adjusted Saturation Flow Rate (*s*), veh/h/ln		0	1610		1361	1572	1810	1766	1598	1810	1724	1610
Queue Service Time (g_s), s		0.0	0.1		20.1	9.4	1.7	24.5	15.8	16.1	22.1	0.0
Cycle Queue Clearance Time (g_c), s		0.0	0.1		20.1	9.4	1.7	24.5	15.8	16.1	22.1	0.0
Green Ratio (*g/C*)			0.22		0.22	0.22	0.02	0.52	0.52	0.11	0.61	0.61
Capacity (*c*), veh/h			349		343	341	41	1839	832	194	2087	975
Volume-to-Capacity Ratio (*X*)		0.000	0.003		0.580	0.340	0.491	0.488	0.347	1.106	0.450	0.001
Back of Queue (*Q*), ft/ln (95 th percentile)		0	2		295	169	35	379	245	472	334	1
Back of Queue (*Q*), veh/ln (95 th percentile)		0.0	0.1		11.2	6.6	1.4	14.8	9.7	18.9	12.7	0.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh			46.1		53.9	49.7	72.4	23.1	21.0	67.0	16.1	11.7
Incremental Delay (d_2), s/veh		0.0	0.0		1.6	0.2	3.3	0.9	1.1	96.0	0.7	0.0
Initial Queue Delay (d_3), s/veh		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh			46.1		55.5	49.9	75.8	24.0	22.2	162.9	16.8	11.7
Level of Service (LOS)			D		E	D	E	C	C	F	B	B
Approach Delay, s/veh / LOS	46.1	D		53.5	D		24.5	C		44.0	D	
Intersection Delay, s/veh / LOS	36.3						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.46	B	1.91	B	1.90	B
Bicycle LOS Score / LOS	0.49	A	1.01	A	1.48	A	1.44	A

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APPENDIX E

Projected Conditions HCS Capacity Analysis Worksheets

HCS Two-Way Stop-Control Report

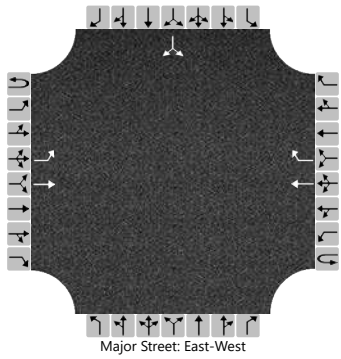
General Information

Analyst	TPD/jd
Agency/Co.	Palm Coast
Date Performed	01/30/2026
Analysis Year	2028
Time Analyzed	Projected AM Peak Hour
Intersection Orientation	East-West
Project Description	Red Mill Pointe TPD#5537.1

Site Information

Intersection	Royal Palms & Red Mill
Jurisdiction	Palm Coast
East/West Street	Royal Palms Parkway
North/South Street	Red Mill Drive
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	1		0	0	0		0	1	0
Configuration		L	T				T	R							LR	
Volume (veh/h)		153	154				207	103						106		257
Percent Heavy Vehicles (%)		10												2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized					No											
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.20												6.42		6.22
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.29												3.52		3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		166													395	
Capacity, c (veh/h)		1179													576	
v/c Ratio		0.14													0.69	
95% Queue Length, Q_{95} (veh)		0.5													5.3	
95% Queue Length, Q_{95} (ft)		13.5													134.6	
Control Delay (s/veh)		8.6													23.8	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)	4.3												23.8			
Approach LOS	A												C			

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HCS Two-Way Stop-Control Report

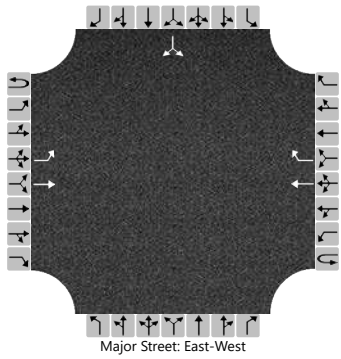
General Information

Analyst	TPD/jd
Agency/Co.	Palm Coast
Date Performed	01/30/2026
Analysis Year	2028
Time Analyzed	Projected PM Peak Hour
Intersection Orientation	East-West
Project Description	Red Mill Pointe TPD#5537.1

Site Information

Intersection	Royal Palms & Red Mill
Jurisdiction	Palm Coast
East/West Street	Royal Palms Parkway
North/South Street	Red Mill Drive
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	1		0	0	0		0	1	0
Configuration		L	T				T	R							LR	
Volume (veh/h)		312	234				129	95						95		181
Percent Heavy Vehicles (%)		0												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized					No											
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		347													307	
Capacity, c (veh/h)		1329													369	
v/c Ratio		0.26													0.83	
95% Queue Length, Q_{95} (veh)		1.1													7.5	
95% Queue Length, Q_{95} (ft)		27.5													192.0	
Control Delay (s/veh)		8.7													48.1	
Level of Service (LOS)		A													E	
Approach Delay (s/veh)	5.0												48.1			
Approach LOS	A												E			

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HCS Two-Way Stop-Control Report

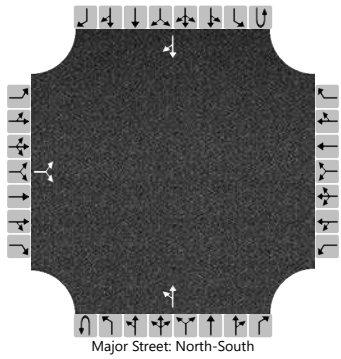
General Information

Analyst	TPD/jd
Agency/Co.	Palm Coast
Date Performed	11/04/2025
Analysis Year	2028
Time Analyzed	Projected AM Peak Hour
Intersection Orientation	North-South
Project Description	Red Mill Pointe TPD #5537.1

Site Information

Intersection	N Red Mill Dr & Rymfire
Jurisdiction	Palm Coast
East/West Street	North Red Mill Drive
North/South Street	Rymfire Drive
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		85		104						51	283				404	67
Percent Heavy Vehicles (%)		2		2						0						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			210							57						
Capacity, c (veh/h)			395							1053						
v/c Ratio			0.53							0.05						
95% Queue Length, Q_{95} (veh)			3.0							0.2						
95% Queue Length, Q_{95} (ft)			76.2							5.0						
Control Delay (s/veh)			24.0							8.6	0.6					
Level of Service (LOS)			C							A	A					
Approach Delay (s/veh)	24.0								1.8							
Approach LOS	C								A							

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HCS Two-Way Stop-Control Report

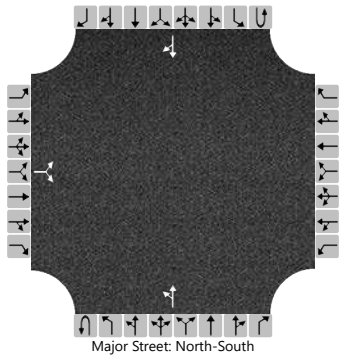
General Information

Analyst	TPD/jd
Agency/Co.	Palm Coast
Date Performed	01/30/2026
Analysis Year	2028
Time Analyzed	Projected PM Peak Hour
Intersection Orientation	North-South
Project Description	Red Mill Pointe TPD #5537.1

Site Information

Intersection	N Red Mill Dr & Rymfire
Jurisdiction	Palm Coast
East/West Street	North Red Mill Drive
North/South Street	Rymfire Drive
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		70		82						102	293				216	110
Percent Heavy Vehicles (%)		3		3						0						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			169							113						
Capacity, c (veh/h)			431							1208						
v/c Ratio			0.39							0.09						
95% Queue Length, Q_{95} (veh)			1.8							0.3						
95% Queue Length, Q_{95} (ft)			46.1							7.5						
Control Delay (s/veh)			18.6							8.3	0.9					
Level of Service (LOS)			C							A	A					
Approach Delay (s/veh)	18.6								2.8							
Approach LOS	C								A							

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HCS Two-Way Stop-Control Report

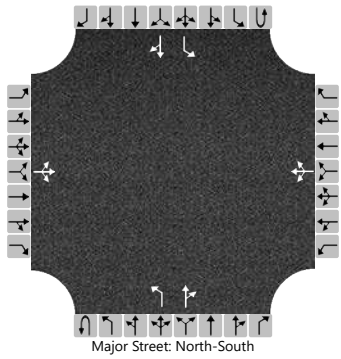
General Information

Analyst	TPD/jd
Agency/Co.	Palm Coast
Date Performed	01/30/2026
Analysis Year	2028
Time Analyzed	Projected AM Peak Hour
Intersection Orientation	North-South
Project Description	Red Mill Pointe TPD # 5537.1

Site Information

Intersection	Rymfire Dr & S Red Mill
Jurisdiction	Palm Coast
East/West Street	South Red Mill Drive
North/South Street	Rymfire Drive
Peak Hour Factor	0.74
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	1	1	0
Configuration			LTR				LTR			L		TR		L		TR
Volume (veh/h)		18	4	206		13	3	54		64	222	54		70	260	13
Percent Heavy Vehicles (%)		0	0	3		0	0	0		3				9		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.23		7.10	6.50	6.20		4.13				4.19		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.33		3.50	4.00	3.30		2.23				2.28		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			308				95			86				95		
Capacity, c (veh/h)			508				276			1184				1148		
v/c Ratio			0.61				0.34			0.07				0.08		
95% Queue Length, Q_{95} (veh)			4.0				1.5			0.2				0.3		
95% Queue Length, Q_{95} (ft)			102.2				37.5			5.1				8.0		
Control Delay (s/veh)			22.4				24.7			8.3				8.4		
Level of Service (LOS)			C				C			A				A		
Approach Delay (s/veh)	22.4				24.7				1.6				1.7			
Approach LOS	C				C				A				A			

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HCS Two-Way Stop-Control Report

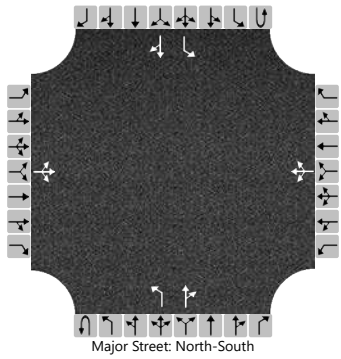
General Information

Analyst	TPD/jd
Agency/Co.	Palm Coast
Date Performed	01/30/2026
Analysis Year	2028
Time Analyzed	Projected PM Peak Hour
Intersection Orientation	North-South
Project Description	Red Mill Pointe TPD # 5537.1

Site Information

Intersection	Rymfire Dr & S Red Mill
Jurisdiction	Palm Coast
East/West Street	South Red Mill Drive
North/South Street	Rymfire Drive
Peak Hour Factor	0.87
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	1	1	0
Configuration			LTR				LTR			L		TR		L		TR
Volume (veh/h)		20	3	113		36	1	40		189	336	19		47	222	44
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			156				89			217				54		
Capacity, c (veh/h)			390				167			1266				1162		
v/c Ratio			0.40				0.53			0.17				0.05		
95% Queue Length, Q_{95} (veh)			1.9				2.7			0.6				0.1		
95% Queue Length, Q_{95} (ft)			47.5				67.5			15.0				2.5		
Control Delay (s/veh)			20.3				48.6			8.4				8.3		
Level of Service (LOS)			C				E			A				A		
Approach Delay (s/veh)	20.3				48.6				2.9				1.2			
Approach LOS	C				E				A				A			

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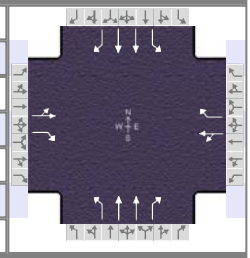
HCS Signalized Intersection Results Summary

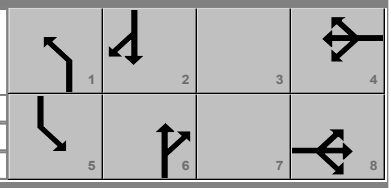
General Information				Intersection Information	
Agency	Palm Coast			Duration, h	0.250
Analyst	TPD/jd	Analysis Date	Jan 30, 2026	Area Type	Other
Jurisdiction	Palm Coast	Time Period	PM Peak Hour	PHF	0.92
Urban Street	US 1	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	US 1 & Royal Palms Pkwy	File Name	4a US 1 & Royal Palms Pkwy Projected AM Peak…		
Project Description	Projected AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	4	4	5	283	1	171	9	796	159	143	896	4

Signal Information			
Cycle, s	150.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.0	2.2	82.1	32.5	0.0	0.0
Yellow	5.9	5.9	5.9	5.5	0.0	0.0
Red	2.0	2.0	2.0	2.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		7.0		7.0	2.0	3.0	2.0	3.0
Phase Duration, s		40.0		40.0	9.9	90.0	20.0	100.1
Change Period, ($Y+R_c$), s		7.5		7.5	7.9	7.9	7.9	7.9
Max Allow Headway (*MAH*), s		3.1		3.1	2.9	0.0	2.9	0.0
Queue Clearance Time (g_s), s		2.6		34.5	2.9		14.1	
Green Extension Time (g_e), s		0.9		0.0	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.33		1.00	
Max Out Probability		0.00		1.00	0.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		9	5		309	186	10	865	173	155	974	4
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1589	1547		1391	1560	1668	1668	1459	1739	1710	1610
Queue Service Time (g_s), s		0.0	0.4		31.9	15.9	0.9	23.8	9.1	12.1	23.0	0.2
Cycle Queue Clearance Time (g_c), s		0.6	0.4		32.5	15.9	0.9	23.8	9.1	12.1	23.0	0.2
Green Ratio (*g/C*)		0.22	0.22		0.22	0.22	0.01	0.55	0.55	0.08	0.61	0.61
Capacity (*c*), veh/h		380	335		349	338	22	1826	799	140	2102	990
Volume-to-Capacity Ratio (*X*)		0.023	0.016		0.884	0.550	0.438	0.474	0.216	1.108	0.463	0.004
Back of Queue (*Q*), ft/ln (95 th percentile)		12	8		505	267	19	368	148	389	344	2
Back of Queue (*Q*), veh/ln (95 th percentile)		0.5	0.3		19.6	10.3	0.7	13.6	5.4	15.0	13.0	0.1
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		46.2	46.2		59.1	52.2	73.4	20.8	17.4	69.0	15.6	11.2
Incremental Delay (d_2), s/veh		0.1	0.1		21.8	1.1	4.9	0.9	0.6	107.9	0.7	0.0
Initial Queue Delay (d_3), s/veh		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		46.4	46.3		80.9	53.4	78.4	21.6	18.1	176.9	16.3	11.2
Level of Service (LOS)		D	D		F	D	E	C	B	F	B	B
Approach Delay, s/veh / LOS	46.3	D		70.6	E		21.6	C		38.3	D	
Intersection Delay, s/veh / LOS	37.8						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.46	B	1.91	B	1.89	B
Bicycle LOS Score / LOS	0.51	A	1.30	A	1.35	A	1.42	A

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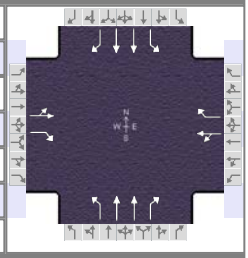
HCS Signalized Intersection Results Summary

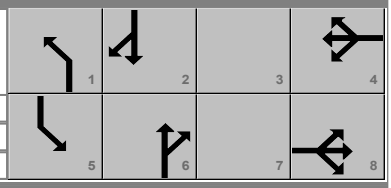
General Information				Intersection Information	
Agency	Palm Coast			Duration, h	0.250
Analyst	TPD/jd	Analysis Date	Jan 30, 2026	Area Type	Other
Jurisdiction	Palm Coast	Time Period	PM Peak Hour	PHF	0.94
Urban Street	US 1	Analysis Year	2025	Analysis Period	1> 7:00
Intersection	US 1 & Royal Palms Pkwy	File Name	4b US 1 & Royal Palms Pkwy Projected PM Peak…		
Project Description	Projected PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	0	0	1	211	0	122	20	895	310	223	935	1

Signal Information			
Cycle, s	150.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.5	4.7	78.1	32.5	0.0	0.0
Yellow	5.9	5.9	5.9	5.5	0.0	0.0
Red	2.0	2.0	2.0	2.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		7.0		7.0	2.0	3.0	2.0	3.0
Phase Duration, s		40.0		40.0	11.4	86.0	24.0	98.6
Change Period, ($Y+R_c$), s		7.5		7.5	7.9	7.9	7.9	7.9
Max Allow Headway (MAH), s		3.0		3.0	2.9	0.0	2.9	0.0
Queue Clearance Time (g_s), s		2.1		25.2	3.7		18.1	
Green Extension Time (g_e), s		0.6		0.4	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.59		1.00	
Max Out Probability		0.00		0.04	0.00		1.00	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (v), veh/h		0	1		224	130	21	952	330	237	995	1
Adjusted Saturation Flow Rate (s), veh/h/ln		0	1610		1361	1572	1810	1766	1598	1810	1724	1610
Queue Service Time (g_s), s		0.0	0.1		23.2	10.6	1.7	26.5	18.7	16.1	24.1	0.0
Cycle Queue Clearance Time (g_c), s		0.0	0.1		23.2	10.6	1.7	26.5	18.7	16.1	24.1	0.0
Green Ratio (g/C)			0.22		0.22	0.22	0.02	0.52	0.52	0.11	0.60	0.60
Capacity (c), veh/h			349		343	341	43	1839	832	194	2084	973
Volume-to-Capacity Ratio (X)		0.000	0.003		0.654	0.381	0.500	0.518	0.396	1.221	0.477	0.001
Back of Queue (Q), ft/ln (95 th percentile)		0	2		336	191	37	406	281	562	358	1
Back of Queue (Q), veh/ln (95 th percentile)		0.0	0.1		12.7	7.4	1.5	15.9	11.2	22.5	13.7	0.0
Queue Storage Ratio (RQ) (95 th percentile)		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh			46.1		55.1	50.2	72.4	23.6	21.7	67.0	16.5	11.7
Incremental Delay (d_2), s/veh		0.0	0.0		3.5	0.3	3.3	1.0	1.4	136.9	0.8	0.0
Initial Queue Delay (d_3), s/veh		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh			46.1		58.6	50.4	75.7	24.6	23.1	203.8	17.3	11.7
Level of Service (LOS)			D		E	D	E	C	C	F	B	B
Approach Delay, s/veh / LOS	46.1	D		55.6	E		25.1	C		53.2	D	
Intersection Delay, s/veh / LOS	40.8						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.46	B	1.91	B	1.90	B
Bicycle LOS Score / LOS	0.49	A	1.07	A	1.56	B	1.50	B

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HCS Two-Way Stop-Control Report

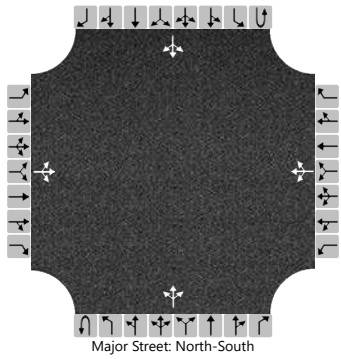
General Information

Analyst	TPD/jd
Agency/Co.	Palm Coast
Date Performed	01/30/2026
Analysis Year	2028
Time Analyzed	Projected PM Peak Hour
Intersection Orientation	North-South
Project Description	Red Mill Point #5537

Site Information

Intersection	Red Mill & Site D/W North
Jurisdiction	Palm Coast
East/West Street	Site D/W & Reston Pl
North/South Street	Red Mill Drive
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	0	1		3	0	19		0	170	2		6	112	1
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			1				24			0				7		
Capacity, c (veh/h)			934				821			1477				1400		
v/c Ratio			0.00				0.03			0.00				0.00		
95% Queue Length, Q_{95} (veh)			0.0				0.1			0.0				0.0		
95% Queue Length, Q_{95} (ft)			0.0				2.5			0.0				0.0		
Control Delay (s/veh)			8.9				9.5			7.4	0.0	0.0		7.6	0.0	0.0
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	8.9				9.5				0.0				0.4			
Approach LOS	A				A				A				A			

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HCS Two-Way Stop-Control Report

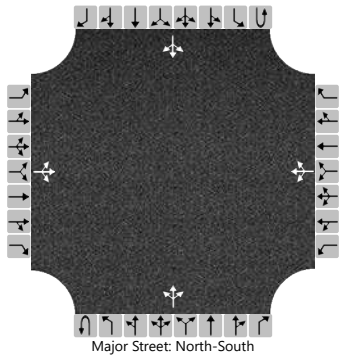
General Information

Analyst	TPD/jd
Agency/Co.	Palm Coast
Date Performed	01/30/2026
Analysis Year	2028
Time Analyzed	Projected PM Peak Hour
Intersection Orientation	North-South
Project Description	Red Mill Point #5537

Site Information

Intersection	Red Mill & Site D/W North
Jurisdiction	Palm Coast
East/West Street	Site D/W & Reston Pl
North/South Street	Red Mill Drive
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	0	1		3	0	12		0	140	8		21	191	1
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			1				16			0				23		
Capacity, c (veh/h)			837				792			1374				1430		
v/c Ratio			0.00				0.02			0.00				0.02		
95% Queue Length, Q_{95} (veh)			0.0				0.1			0.0				0.0		
95% Queue Length, Q_{95} (ft)			0.0				2.5			0.0				0.0		
Control Delay (s/veh)			9.3				9.6			7.6	0.0	0.0		7.6	0.1	0.1
Level of Service (LOS)			A				A			A	A	A		A	A	A
Approach Delay (s/veh)	9.3				9.6				0.0				0.9			
Approach LOS	A				A				A				A			

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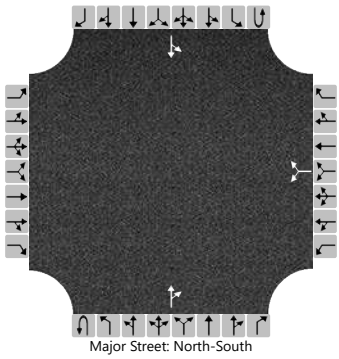
HCS Two-Way Stop-Control Report

General Information / Site Information

General Information		Site Information	
Analyst	TPD/jd	Intersection	Red Mill & Site D/W South
Agency/Co.	Palm Coast	Jurisdiction	Palm Coast
Date Performed	01/30/2026	East/West Street	Site Driveway South
Analysis Year	2028	North/South Street	Red Mill Drive
Time Analyzed	Projected PM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Red Mill Point #5537		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						39		5			167	12		1	116	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							48							1		
Capacity, c (veh/h)							697							1391		
v/c Ratio							0.07							0.00		
95% Queue Length, Q_{95} (veh)							0.2							0.0		
95% Queue Length, Q_{95} (ft)							5.0							0.0		
Control Delay (s/veh)							10.5							7.6	0.0	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)					10.5								0.1			
Approach LOS					B								A			

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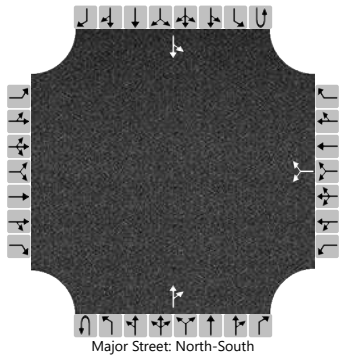
HCS Two-Way Stop-Control Report

General Information

Analyst	TPD/jd	Intersection	Red Mill & Site D/W South
Agency/Co.	Palm Coast	Jurisdiction	Palm Coast
Date Performed	01/30/2026	East/West Street	Site Driveway South
Analysis Year	2028	North/South Street	Red Mill Drive
Time Analyzed	Projected PM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Red Mill Point #5537		

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						24		3			145	37		3	191	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							29							3		
Capacity, c (veh/h)							635							1387		
v/c Ratio							0.05							0.00		
95% Queue Length, Q_{95} (veh)							0.1							0.0		
95% Queue Length, Q_{95} (ft)							2.5							0.0		
Control Delay (s/veh)							10.9							7.6	0.0	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)					10.9								0.1			
Approach LOS					B								A			

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APPENDIX F

Turn Lane Warrant Analysis

Palm Coast Turn Lane Technical Guidelines on November 10, 2020

The purpose of this document is to assist the City and design professionals regarding turn lane design as part of a development for a property accessing a City street. It determines:

a) when a turn lane is required to be built as a condition of access to the City street, and
b) the required dimensions of the turn lane.

These guidelines provide guidance for developers on what to expect for design and construction requirements on a roadway connecting to their driveway (entrance) when developing a property.

Turn lanes for left-turning and right-turning traffic are desirable for the safe execution of speed change maneuvers. Turn lanes also allow for the storage and protection of left-turning or right-turning vehicles while allowing through traffic to pass safely with minimal induced delay.

Deceleration lanes shall be provided at all intersection and/or access points adjacent to the project on all City-maintained and privately-maintained roadways as required by these guidelines. (Turn lanes along Flagler County owned roadways will be determined by Flagler County after receiving input from the City.) However, these guidelines shall not be construed in any manner to allow a left-turn lane and/or a right-turn lane into a project where such turning movement is not approved by the City.

All table values referenced in this document presume design of a single turn lane. The City will use the latest edition of the Florida Department of Transportation's (FDOT's) publication: "Standard Plans and Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways" (commonly referred to as the "Florida Greenbook") as a design reference. The City will be the sole judge, when backed by engineering analysis, to define whether a multi-lane turn lane design is adequate in dimension.

Turn Volume Thresholds that Require the Addition of a Dedicated Left Turn Lane from the City Street

A left turn lane shall be provided at each access driveway of the project when a Left-Turning Vehicle (LTV) count during a Peak Hour (Weekday AM, Weekday PM, Weekend Mid-Day) from the City roadway entering that driveway meets or exceeds the criteria below. The roadway column in the table below shall be utilized for the type and volume of traffic on the roadway from where the turn would originate and shall be based on the Average Annual Daily Traffic (AADT) from the City's bi-annual traffic counts and projected forward including background traffic from other projects, as determined by the City, until the time when the project and its driveway are reasonably expected to finish construction and be open.

Left Turn Lane Thresholds

Posted Speed Limit	2 Lane Roadways AADT of 5,000 or less	2 Lane Roadways AADT over 5,000	4+ Lane Roadways AADT of 10,000 or less	4+ Lane Roadways AADT over 10,000
Up to 25 mph	40 LTV/Peak Hour	35 LTV/Peak Hour	50 LTV/Peak Hour	40 LTV/Peak Hour
30 - 35 mph	30 LTV/Peak Hour	25 LTV/Peak Hour	35 LTV/Peak Hour	25 LTV/Peak Hour
40 + mph	20 LTV/Peak Hour	15 LTV/Peak Hour	25 LTV/Peak Hour	20 LTV/Peak Hour

Turn Volume Thresholds that Require the Addition of a Dedicated Right Turn Lane from the City Street

A right turn lane shall be provided at each access driveway of the project when a Right-Turning Vehicle (RTV) count during a Peak Hour (Weekday AM, Weekday PM, Weekend Mid-Day) from the City roadway entering that driveway meets or exceeds the criteria below. The roadway column in the table below shall be utilized for the type and volume of traffic on the roadway from where the turn would originate and shall be based on the AADT from the City's bi-annual traffic counts and projected forward including background

traffic from other projects, as determined by the City, until the time when the project and its driveway are reasonably expected to finish construction and be open.

Right Turn Lane Thresholds

Posted Speed Limit	2 Lane Roadways AADT of 5,000 or less	2 Lane Roadways AADT over 5,000	4+ Lane Roadways AADT of 10,000 or less	4+ Lane Roadways AADT over 10,000
Up to 25 mph	175 RTV/Peak Hour	150 RTV/Peak Hour	155 RTV/Peak Hour	120 RTV/Peak Hour
30 - 35 mph	120 RTV/Peak Hour	100 RTV/Peak Hour	100 RTV/Peak Hour	70 RTV/Peak Hour
40 + mph	70 RTV/Peak Hour	60 RTV/Peak Hour	60 RTV/Peak Hour	40 RTV/Peak Hour

Other Criteria

When a project's driveway meets at least 75% of the above thresholds for Peak Hour (Weekday AM, Weekday PM or Weekend Mid-Day) left or right turns and at least one of the following criteria is also present, the City, in its sole judgment, may require the developer to provide the turn lane.

1. Sight distance is limited due to curves or hills or other unalterable object.
2. The intersection or driveway is just after a signalized intersection where acceleration or driver expectancy would make a separate right turn desirable (this would also be the case downstream soon after a dual left-turn lane onto a four-lane roadway).
3. At least 50% higher than normal crash experience (or 33% above normal rear-end collisions) or the City has determined that this roadway section has a Level of Service (LOS) of D or lower.
4. Severe skewed angle of the intersection so that right-turn traffic has to slow more than would be expected for a 90-degree turn.
5. The turn-lane into the project occurs at an existing or proposed signalized intersection where adequate right-of-way exists or is available from the development.

Construction Timing

Turn lanes shall be constructed with the infrastructure and prior to the vertical construction of any buildings unless the City allows some of the vertical building construction prior to completion of the turn lanes. When a project is phased, the turn lanes shall be constructed with the earliest phase that the turn lane meets at least 50% of the criteria for requiring the turn lane.

Turn Lane Design Standards

A turn lane shall consist of the following components: A taper and a full width lane length of a turn lane. The total length of the turn lane shall be the taper length plus the full width lane length.

A taper shall be the longitudinal length of a development of a lane from zero width to full width. Find the length of taper required in the tables below (See Sections *Left turn Lane Table* and *Right Turn Lane Table*).

Turn lane widths shall be a minimum of 11 feet on roadways where the posted speed is 40 mph or less (see exceptions in next sentence).

Turn lane widths, when turn lanes are required, shall be a minimum of 12 feet on roadways where at least one condition below is present:

1. Where the posted speed is 45 mph or greater.
2. With more than two lanes of opposing traffic.
3. With medians at least 16 feet wide separating opposing traffic lanes.

Turn lane length shall be measured along the lane segment constructed at full lane width. The required turn lane length of right turn lanes and left turn lanes exiting the City street shall be determined by choosing the greater of:

1. The minimum full width turn lane length. The minimum full width turn lane length shall be 75 feet.
2. The calculation of full width turn lane length based on conditions in the following tables. Total required full width turn lane length shall be the sum of the deceleration length dimension (See Left Turn Lane Table; See Right Turn Lane Table) plus the storage length dimension (see Storage Length Dimension Table - SLDT).

Shorter turn lanes will not be allowed except under special circumstances as approved by the City.

Storage Length Dimension Table For Unsignalized Intersections*

Largest Peak Hour Volume in Vehicles Per Hour (vph)	Storage Length (feet)*
Up to 25	30
26 to 50	50
51 to 75	75
76 to 100	100
Every additional increment, or partial increment, of 50 vph	75

**Per FDOT Greenbook*

Dimensions in the SLDT presume the traffic in the turn lane consists of less than 5% heavy vehicles (where a heavy vehicle is any vehicle longer than 34 feet including a trailer). If heavy vehicle percentage will be between 5% and 20% of turning vehicles, increase storage length by 20%. If heavy vehicle percentage will be greater than 20% of turning vehicles, increase storage length by 100%.

Left Turn Lane Length

The requirements for lengths of tapers, deceleration and storage for left turn lanes are based on the speed limit of the road and are shown in the following table:

Left Turn Lane Table For Unsignalized Intersections*

Posted Speed Limit Of Roadway (mph)	Length of Taper (feet)	Length of Deceleration (feet)	Length of Storage (feet)*
Up to 25	50	0	100% of SLDT Value
30	75	0	100% of SLDT Value
35	75	75	100% of SLDT Value
40	90	75	100% of SLDT Value
45	100	100	100% of SLDT Value
50	100	135	100% of SLDT Value

**For 2 Lane Roadways less than 5,000 ADT and for 4-Lane Roadways less than 10,000 ADT, reduce the 100% qualification to 70%.Per FDOT Greenbook*

Total required full width turn lane length shall be the sum of the deceleration length dimension plus the storage length dimension. The taper is not considered part of the full width turn lane length.

Right Turn Lane Length

The requirements for lengths of tapers, deceleration and storage for right turn lanes are based on the speed limit of the road and are shown in the following table:

Right Turn Lane Table For Unsignalized Intersections*

Posted Speed Limit Of Roadway (mph)	Length of Taper (feet)	Length of Deceleration (feet)	Length of Storage (feet) Stop Condition	Length of Storage (feet) Free Flow
Up to 25	50	0	50% of SLDT Value	0
30	75	0	50% of SLDT Value	0
35	100	75	50% of SLDT Value	25% of SLDT Value
40	100	75	60% of SLDT Value	30% of SLDT Value
45	100	100	75% of SLDT Value	35% of SLDT Value
50 +	100	135	80% of SLDT Value	45% of SLDT Value

**Per FDOT Greenbook*

Total required full width turn lane length shall be the sum of the deceleration length dimension plus the storage length dimension. The taper is not considered part of the full width turn lane length. Right turn lane lengths at traffic signal controlled intersections shall be based on queue lengths determined through an engineering traffic study.

Deviations

The City may grant a deviation from these guidelines in part or in whole after determining that any of the following conditions make compliance infeasible:

1. Right-of-way constraints do not permit the installation of the turn lane or to its full dimensions. This does not include cases where the developer is unwilling to provide the developer's own property from the development under consideration for additional right-of-way to construct or compensate for the turn lane.
2. Existing topographic or roadway geometric features would cause construction of the turn lane to be prohibitively expensive if constructed to standards.
3. Unusual roadway features would cause a turn lane to be detrimental to the health, safety and general welfare of the public. This could include a case where a right-turn lane could negatively impact bicyclists or pedestrians.
4. Such turn lane or in its full dimension would require removal of a specimen or historic tree as described in Section 11.02.04.A of the Land Development Code or significantly impact a high quality wetland.

Calculation Examples

Example 1

A 30 mph 2 lane 2-way road. AADT of 4,000. Heavy Truck percentage into property: 15%. Largest Peak Hour projected left turns: 32 vph. Largest Peak Hour Projected Right Turns 62 vph.

Compare to Turn Volumes Threshold Tables

Is Left Turn lane required? 32 vph > 30 LTV threshold Yes. Left turn lane is required.

Is Right Turn lane required? 62 vph < 120 RTV threshold. No. Right turn lane is not required.

Calculate Left turn Length

See Left Turn Lane Table

For 30 mph,

Taper = 75 feet

Deceleration Length = 0 feet

SLDT for 32 vph = 50 feet

Truck factor for 5 to 20% trucks = 1.2

Full width length = 0 + (1.2 * 50) = 60 feet round up to nearest 10 feet → 60 feet

Final answer: Left turn lane length = 50 foot taper plus 60 feet full width lane = 110 feet.

Full width lane = 11 feet for 30 mph road with no special conditions.

Note: The transition from the typical two-lane width to the beginning of taper is covered in the FDOT Greenbook, which is referenced as the design guidelines for the transition.

Example 2

A 45 mph 4 lane road with divided median. AADT of 12,800. Heavy Truck percentage into property: 2 to 4%. Largest Peak Hour projected Left turns: 44 vph. Largest Peak Hour Projected Right Turns 164 vph.

Compare to Turn Volumes Threshold Tables

Is Left Turn lane required? 44 vph > 20 LTV threshold Yes. Left turn lane is required.

Is Right Turn lane required? 164 vph > 40 RTV threshold Yes. Right turn lane is required.

Calculate Left turn Length

See Left Turn Lane Table

For 45 mph

Taper = 100 feet

Deceleration Length = 100 feet (deceleration occurs in taper)

SLDT for 44 vph = 50 feet

Truck factor for 2-4% trucks = 1.0

Full width length = 100 + (1.0 * 50) = 150 feet round up to nearest 10 feet → 150 feet

Final answer: Left turn lane length = 100 foot taper plus 150 feet full width lane = 250 feet.

Full width lane = 12 feet for 45 mph road

Calculate Right Turn Length

See Right Turn Lane Table

For 45 mph

Taper = 100 feet

Deceleration Length = 100 feet (deceleration occurs in taper)

SLDT for 164 vph = 100 feet plus two units of 50 vph = 100 + (2.0*75) = 250 feet

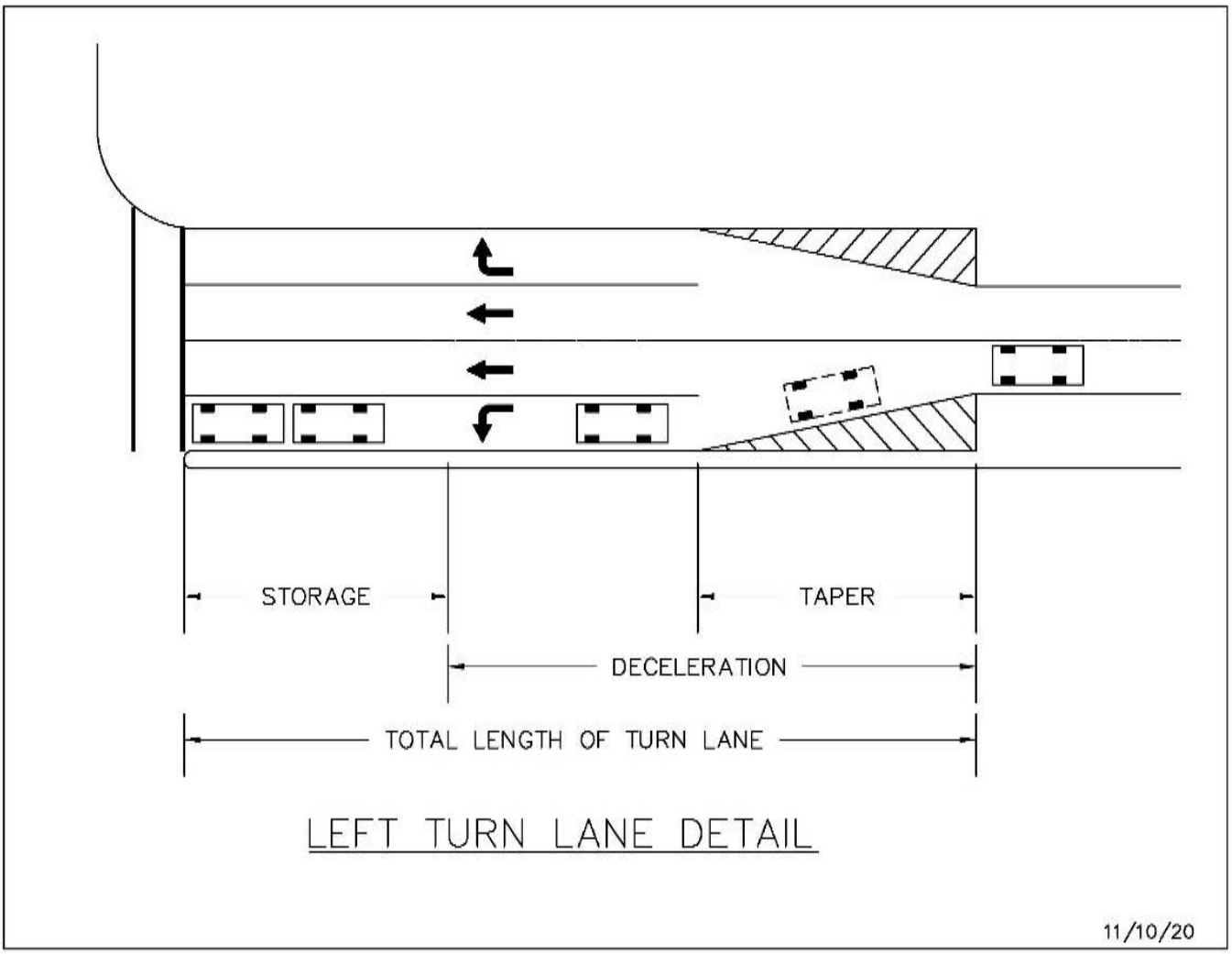
Truck factor for 2-4% trucks = 1.0

Full width length = 100 + (1.0 *((0.75) * 250)) = 100 + 187.5 feet = 287.5 feet round up to nearest 10 feet -> 290 feet

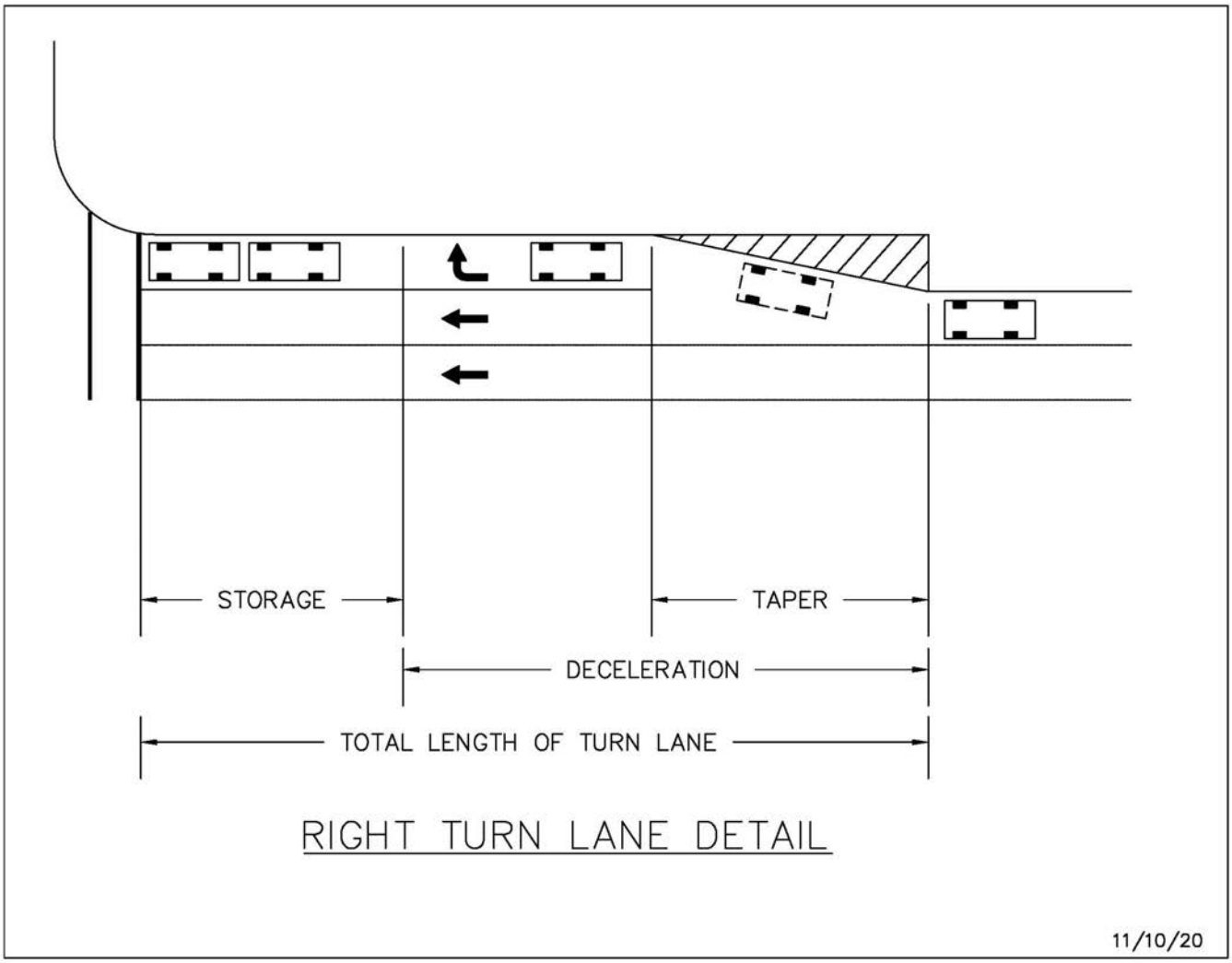
Final answer: Right turn lane length = 100 foot taper plus 290 feet full width lane = 390 feet.

Full width lane = 12 feet for 45 mph road.

Left Turn Lane Detail



Right Turn Lane Detail



Michael D. Chiumento
Michael D. Chiumento III
William J. Bosch
Vincent L. Sullivan
Diane A. Vidal, of counsel
Kareen Movsesyan

Michael D. Chiumento III
Managing Partner
Michael3@legalteamforlife.com

CHIUMENTO LAW

145 City Place, Suite 301
Palm Coast, FL 32164
Tel. (386) 445-8900
Fax: (386) 445-6702

2 Camino Del Mar
Palm Coast, FL 32137

By Appointment Only:
57 W. Granada Blvd.
Ormond Beach, FL 32174

June 25, 2026

RE: Parcel Identification Number 07-11-31-7033-0RP0F-0030
Red Mill Point, LLC

To Whom It May Concern:

Red Mill Point, LLC, a Florida limited liability company is the owner of approximately 35.41 acres located West of Rymfire Drive and East of N. State Street as further described on the attached **Exhibit "A".**

Currently, the owner has an application, application number #6212, into the City of Palm Coast to rezone the property from MFR-1 to MPD. Currently, the property has an approved Development Order with a Master Site Plan that was previously approved for 216 multifamily units. The intent of the application is to change the property's proposed ownership structure from multifamily condominiums to platted townhouse lots. The proposed MPD rezoning will cap the density to match the already approved 216 units approved by Technical Site Plan application number #4996. This request is subject to approval by the City Council, and has tentative public hearing dates scheduled as follows:

Planning and Land Development Regulation Board: August 19,2026 at 5:30pm.
City Council – First Reading: October 6, 2026 at 6pm.
City Council – Second Reading: October 20, 2026 at 9am.

As required by City Code, we will be having a neighborhood meeting on **Tuesday, July 14, 2026, 2026 at 6:00 p.m. at the Cafeteria (Building #3) of Rymfire Elementary School, 1425 Rymfire Drive, Palm Coast, Florida 32164** (see attached **Exhibit "B"** with directions on how to enter the school) to answer any of your questions. It is open to the public.

Sincerely yours,

Michael D. Chiumento III

EXHIBIT "A"

MILL DR
RED BARN DR
RESTON PL
N STATE ST
RED TOP LN
RED CLOVER LN
REGINA LN
REGENCY DR
REGENT LN
REYNOLDS PL
RYMFIRE DR

EXHIBIT "B"

Michael D. Chiumento
Michael D. Chiumento III
William J. Bosch
Vincent L. Sullivan
Christy Earls
Diane A. Vidal, P.A.*
Thomas R. Pycraft *

145 City Place, Suite 301
Palm Coast, FL 32164
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Fax: (386) 445-6702

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Ormond Beach, FL 32174

CHIUMENTO LAW

Michael D. Chiumento III
Managing Partner
Michael3@legalteamforlife.com

Proudly serving Flagler and Volusia Counties for over 50 years

MEMORANDUM

TO: **CITY OF PALM COAST**

FROM: **MICHAEL D. CHIUMENTO III**

RE: **NEIGHBORHOOD MEETING SUMMARY/CONCERNS RAISED BY RESIDENTS**
RED MILL POINT, LLC
APPLICATION #6212

DATE: **JULY 21, 2026**

On Tuesday, July 14, 2026, we held the required neighborhood information meeting for the above referenced application. During the community meeting, residents identified the following primary concerns regarding the proposed development:

1. **Traffic**
   - Increased overall traffic volume.
   - Safety and operational concerns at nearby intersections.
   - Traffic conflicts involving nearby schools, including student and pedestrian safety.
2. **Environmental Impacts**
   - Protection of wetlands located on the property.
   - Preservation of existing vegetation, lakes, and other natural features.
3. **Density**
   - Opposition to the proposed number of residential units.
   - Requests that the overall density of the development be reduced.
4. **Dog Park**
   - Opposition to the inclusion of the proposed dog park.
5. **Discriminatory Comments**
   - One or more comments were made expressing opposition based on the race or skin color of prospective residents. These comments are noted solely as part of the meeting record and are not legitimate land-use considerations.
6. **Stormwater and Drainage**
   - Concerns regarding drainage.
   - Potential flooding impacts on adjacent properties.

7. **Property Values**
    - Concerns that the development could negatively affect surrounding property values.
8. **Employment and Commuting**
    - Concerns regarding additional population and increased commuting traffic associated with new residents traveling to work.
9. **Public Infrastructure**
    - School capacity and the ability of local schools to accommodate additional students.
    - Capacity of the wastewater (sewer) system.
    - Capacity and availability of potable water service.

This summary reflects the principal topics raised during the community discussion and is intended to identify the issues most frequently expressed by attendees. Attached please find the sign-in sheet from the meeting.

Red Mill Point, LLC

NEIGHBORHOOD MEETING – TUESDAY July 14, 2026

NAME	ADDRESS	PHONE NUMBER	E-MAIL ADDRESS
James Weikle	31 Regent LN Palm Coast Fl	6094339398	Chinob353@gmail.com
Liz Shanahan	73 Seattle	N/A	emashan@gmail.com
Elaine & Tom Lajoie	71 Red Mill Dr.	860-978-5625	thomasmlajoie@yahoo.com
Jim Goetsch	6 Red Fox Pl	386-313-3262	goetschjj@gmail.com
Rich Conner	10 Reston Pl	303-809-3809	RDconner@comcast.net
Melinda A. Guido	83 Red Mill Drive	315-406-9464	hobbes1308@gmail.com
Dave M. Guido	83 Red Mill Drive	315-730-0574	↓
Sonya Beck	66 Red Mill Dr.	815-791-2516	momabeck@yahoo.com
Barbara Smith	29 Ryker La	386-986-0008	Barbrens@cfl.rr.com
Felipe Perin	5 Randall Pl	845.494-6792	Fperin@cfl.rr.com

Salvador Repollet	6 Randall Pl.	386-313-2875	SREPOTMT@CFL.RR.COM
Marc Friedman / Ela Friedman	10 Reindeer Lane	9542961407	marcfriedman2@aol.com
John Barry	27 Red Barn Dr	516-233-5551	sbwall730@yahoo.com
Gregg Scott	21 Reynolds Pl	(386)338-7907	Scottmr386@gmail.com
Michael Henson	160 Lake Avenue	(386) 986 3783	mhenson@palmcoastgov.com
Helen F. Dewey	87 Red Barn Dr.	386-2637195	deweyfarm73@gmail.com
Dorothea + Tamara Gibson (Roberts) + children (2)	2 Reston PL 32164	(386)569-5531	tamaraigibson@aol.com

NOTIFICATION AFFIDAVIT FOR COMPREHENSIVE PLAN AMENDMENT & ZONING MAP AMENDMENT (REZONING) PUBLIC HEARING

COUNTY OF FLAGLER X
STATE OF FLORIDA X

Before me this 30 day of July, 2026 personally appeared Thomas Davidson who after providing personally known as identification and who ____ **did**, ____ **did not** take an oath, and who being duly sworn, deposes and says as follows: "I have read and fully understand the provisions of this instrument".

1 **(# of signs)** signs have been posted on the subject property as described with **Application #** 6212

✓ At least fourteen (14) calendar days before the hearing date advertising the date, time, and location of the Planning & Land Development Regulation Board (PLDRB)

AND/OR

✓ At least fourteen (14) calendar days before the hearing date advertising the date, time, and location of the City Council 1st public hearing.

AND/OR

____ At least ten (10) calendar days before the hearing date advertising the date, time, and location of the City Council 2nd public hearing.

Signature of Responsible Party

Thomas W. Davidson, 145 City Pl., Ste 301, Palm Coast, FL 32164
Print Name & Mailing Address

Signature of Person Taking Acknowledgement

Caroline McNeil
Name of Acknowledger (Typed, Printed or Stamped)

NOTARY PUBLIC STATE OF FLORIDA
CAROLINE MCNEIL
MY COMMISSION # HH 536164
EXPIRES: October 6, 2028
SEAL

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

Please attach a photo of posted sign(s).

NOTICE OF PUBLIC HEARING

NOTICE OF PUBLIC HEARING

Michael Hanson, A.I.C.P

From: Michael Hanson, A.I.C.P
Sent: Monday, July 20, 2026 12:12 PM
To: Irene Schaefer; Phong Nguyen, PTP
Subject: FW: Red Mill point
Attachments: EA.pdf; UMAM Scores.pdf; TIA.pdf

Looping you in on the first public inquiry I received on Red Mill following the neighborhood meeting.

Michael Hanson, A.I.C.P
Senior Planner
160 Lake Avenue
Palm Coast, FL 32164
Tel: 386-986-3787
www.palmcoast.gov

From: Michael Hanson, A.I.C.P
Sent: Monday, July 20, 2026 12:00 PM
To: Barbrons
Cc: Michael Hanson, A.I.C.P
Subject: RE: Red Mill point

Good afternoon ma'am,

Thanks for your inquiry regarding the Red Mill Point MPD rezoning project. This MPD rezoning application is conceptual in nature and affects the underlying zoning of the land, if approved the applicant would then need to submit for a plat application to actually create the individual tracts and lots for the project.

Please see the embedded answers to your questions/statements below in *Italicized Red* text and the attached documentation as requested.

Have a great day.

Michael Hanson, AICP
Senior Planner
160 Lake Avenue
Palm Coast, FL 32164
Tel: 386-986-3787
www.palmcoast.gov

From: Barbrons <Barbrons@cfl.rr.com>
Sent: Sunday, July 19, 2026 7:22 PM
To: Michael Hanson, A.I.C.P <MHanson@palmcoastgov.com>
Subject: Red Mill point

Sent from my Galaxy

Sir after the meeting we spoke briefly. I understand you weren't anxious to answer my questions directly as you don't know me. *The neighborhood meetings are required by LDC Section 2.05.02 for the applicant/developer to host the meeting and discuss their projects with the neighbors. My place at them as staff is to answer process related questions pertaining to the rezoning application. I'm not sure exactly what questions you have in particular as I spoke with a number of residents that asked me questions that I assumed I had answered each question as it relates to the City.*

As a resident of this city of over 20 years I am concerned about the impact this development will cause. Personally I found all three of you evaded directly answering the questions asked. *As I mentioned, my role was to answer process related questions for the logistics of the rezoning application, and give dates for upcoming meetings, which I did during the meeting. Any technical related questions would pertain to the applicant/developer for their request as the project is an applicant requested application. That said you're more than welcome to attend any of the public hearings that are tentatively scheduled (I say tentatively as the applicant will have to complete public notice requirements found in LDC Sec. 2.05.03 prior to their items being heard) on:*

- *August 19th, 2026, for the Planning and Land Development Regulation Board at 5:30pm.*
- *October 6th, 2026, for City Council 1st Reading at 6pm.*
- *October 20th, 2026, for City Council 2nd Reading at 9am.*

Each of these meetings will be at the City Council Chambers at 160 Lake Avenue, Palm Coast, FL 32137. Additionally, if you are unable to physically attend, you can prepare written public participation that can be sent to PLDRB@palmcoastgov.com for the Planning Board meeting, or CityClerk@palmcoastgov.com for the City Council meetings. We ask that any public participation emailed in, be sent at least 24 hours before the public hearing to give time for the recording secretary to ensure that it is with the application's file so that the appointed and elected officials can see it. Additionally, both the Planning Board and City Council meetings can be streamed online at the City's YouTube Channel live or after the meetings so if you'd like to watch and unable to attend, or if you attend and wanted to go back and see it again.
Agendas for these meetings will be posted at Planning and Land Development Regulation Board Meetings and City Council Meetings, when they are available, approximately a week before the item is scheduled to be heard.

Upon reviewing the package we were given, several. Items disturb me. *Questions relating to the packet of slides the developer provided should be directed to the applicant Michael Chiumento (michael3@legalteamforlife.com) or the development manager Chuck Thompson (cthompson@northportusa.com) as that document was prepared by the developer for the purposes of the neighborhood meeting.*

First this so called study is several years old. The 2 lakes aren't shown as the resident stated. *I'm not entirely sure what the individual meant when he said "two lakes", there is a canal system on the rear boundary of the*

property. Here's a screenshot of a recent aerial map showing the subject property highlighted in a light blue-teal color.

Second. Where is last years traffic study , as indicated in the packet *Please see attached Transportation Impact Analysis (TIA) to this email, this is a 14mb sized file, so if it doesn't come through on the email to you let me know and I'll provide an alternative route for you to get access to it.*

Third. Has an environmental study been done. If so where is it . Has anyone considered the additional pollution from 400 more vehicles. Flooding sewage . Again the gentleman who works for the developer hedged his answer. *Please see the attached Environmental Assessment (EA) and UMAM Scores sheets.*

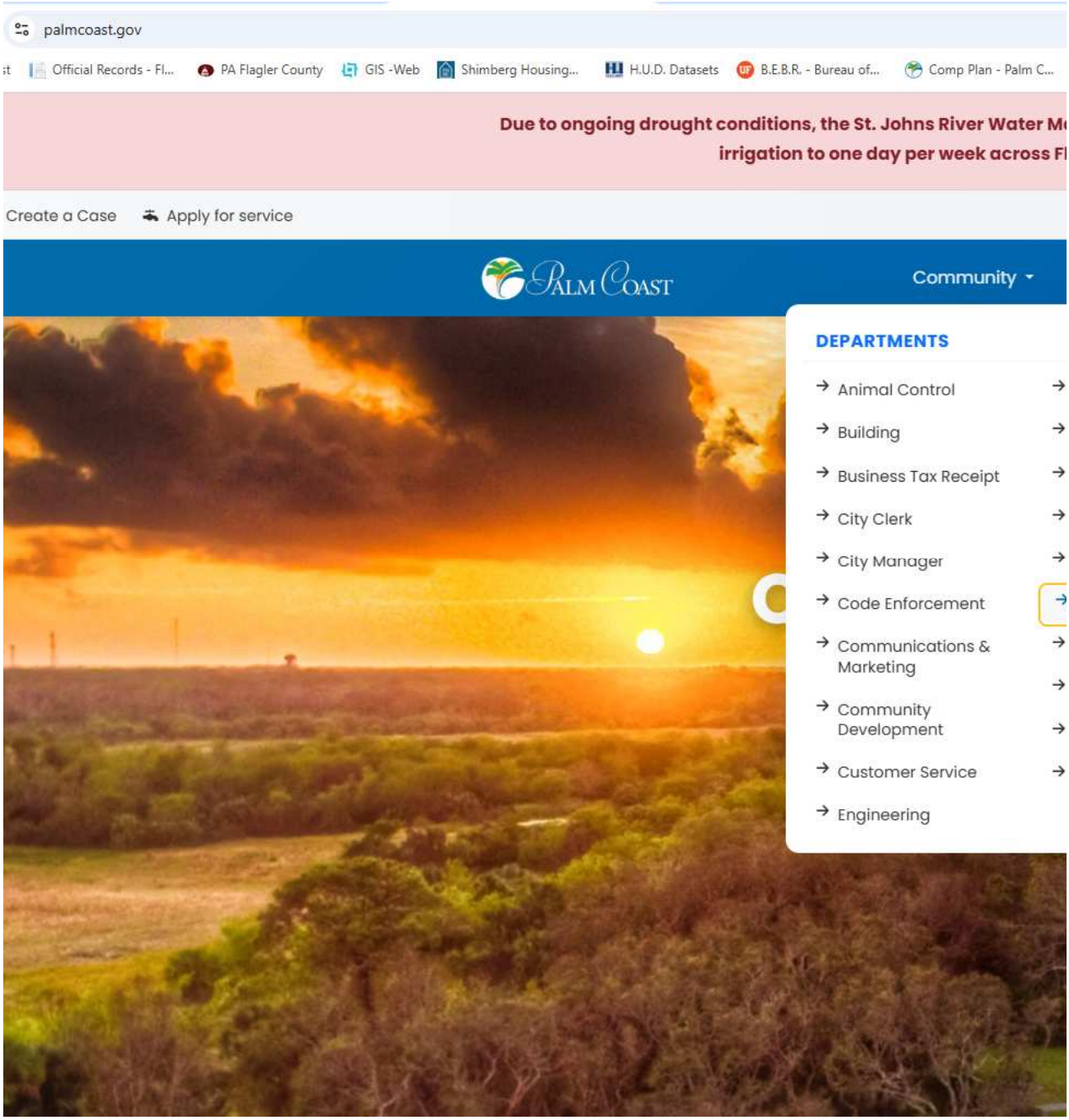
Fourth. The so called dog park public area should not be infront ofthe development. If a dog park will be built, let it be inside the complex *The applicant's intent for the dog park is to provide a public benefit, as the*

concept plan shows the design is for people walking along Red Mill Drive or from within the project to walk to access the proposed dog park. Locating the proposed dog park interior of the site would likely have the affect of it having no outside utilization as it would not be visible. Ultimately the design is up to the developer as long as it meets the code requirements, so it may be more practical to reach out to the applicant/developer on its potential location.

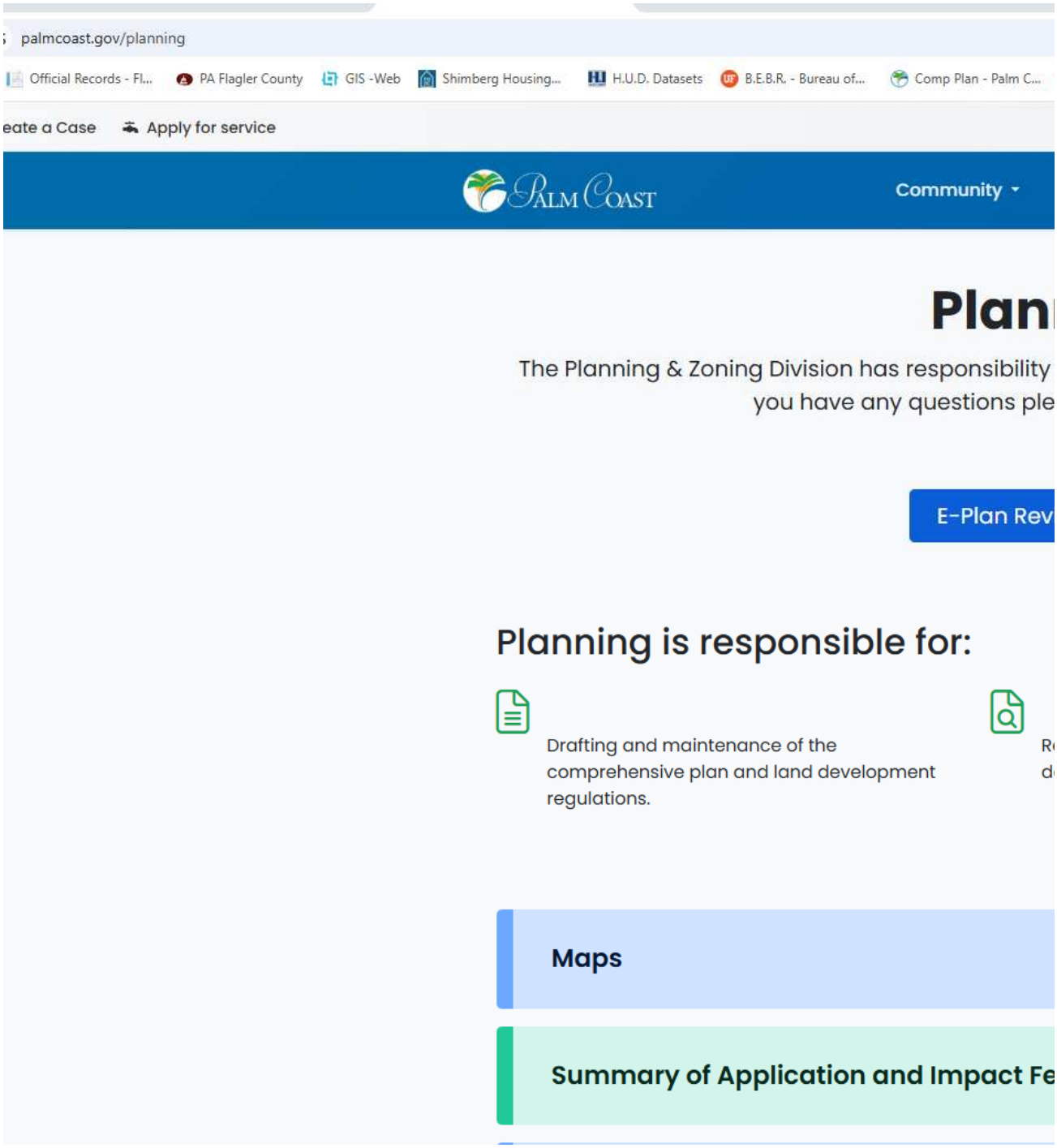
Fifth The access and egress on Red Mill is unacceptable, as residents who live directly across or down the street will be hampered by all the cars delivery trucks etc, entering any exiting the development. *Red Mill Drive is the only road available to the subject property as it is bordered by Red Oak Place to the north, Regency Drive to the south, and the existing canal system to the east. Please note that the access points were previously approved during the project's previous approval by City Council when it was being considered as a multi-family residential development. Developments with 100 or greater units are required to have two points of access from the project.*

As a resident, I am now requesting you to forward to me any and all recent surveys and studies done, as the packet didn't include them. We have every legal right to read and review these studies, and I would appreciate them prior to the August planning meeting. *Due to the size of all the applicant's submitted files, they will not all fit through an email, so I'll provide you with step-by-step instructions on how to access the requested documents yourself as a member of the public....*

1. *Navigate an internet browser to the City's Home Page.*
2. *From there, hover your mouse over Departments and click on "Planning and Zoning"*



3. *On the Planning and Zoning webpage, click on "E-Plan Review"*



4. *Click on the "I'm not a robot" button*

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Application Feedback

Online Development Review Services

What Can I Do Here?

click to view
How To Submit Online

click to view
Submittal R

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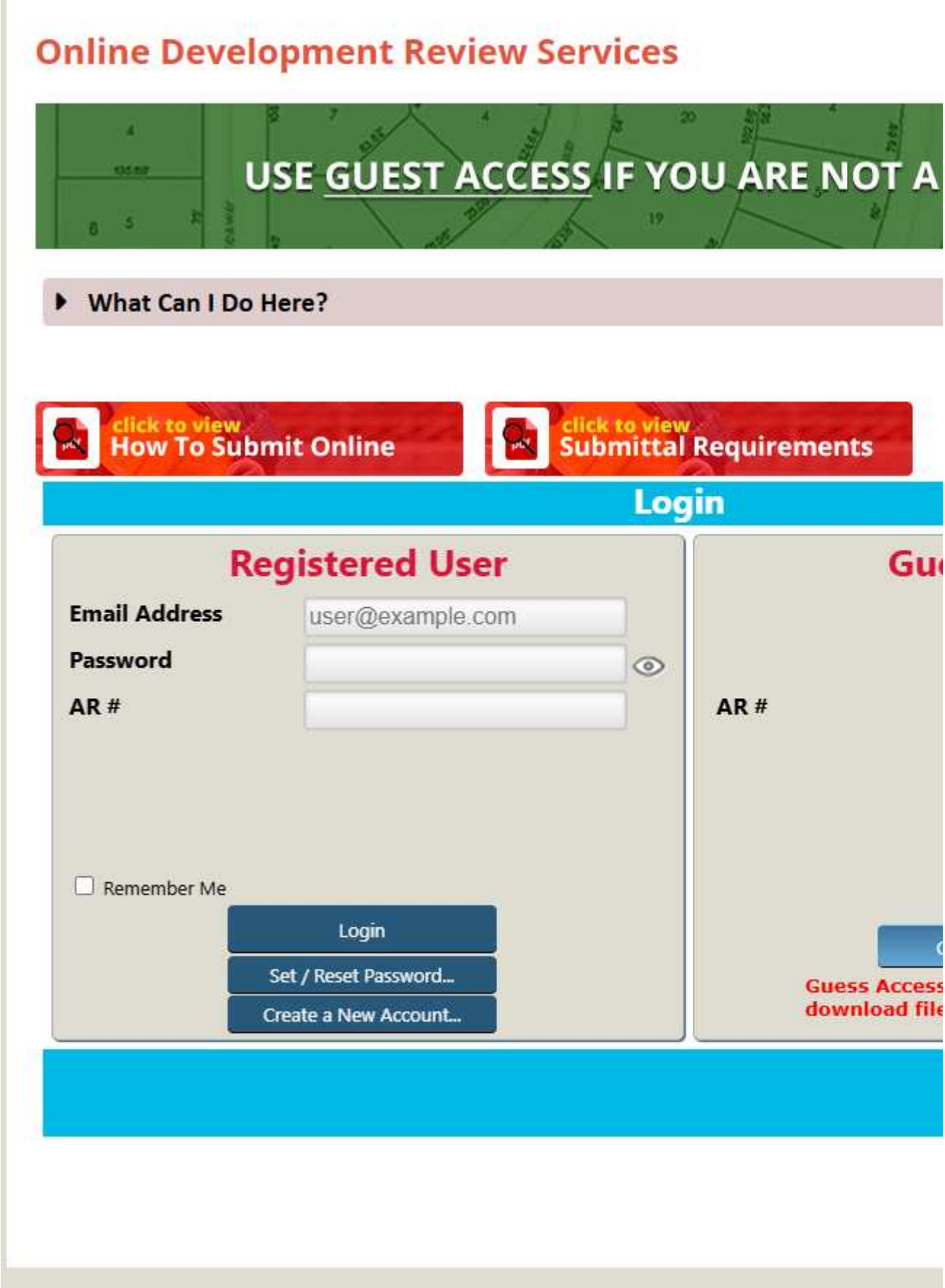
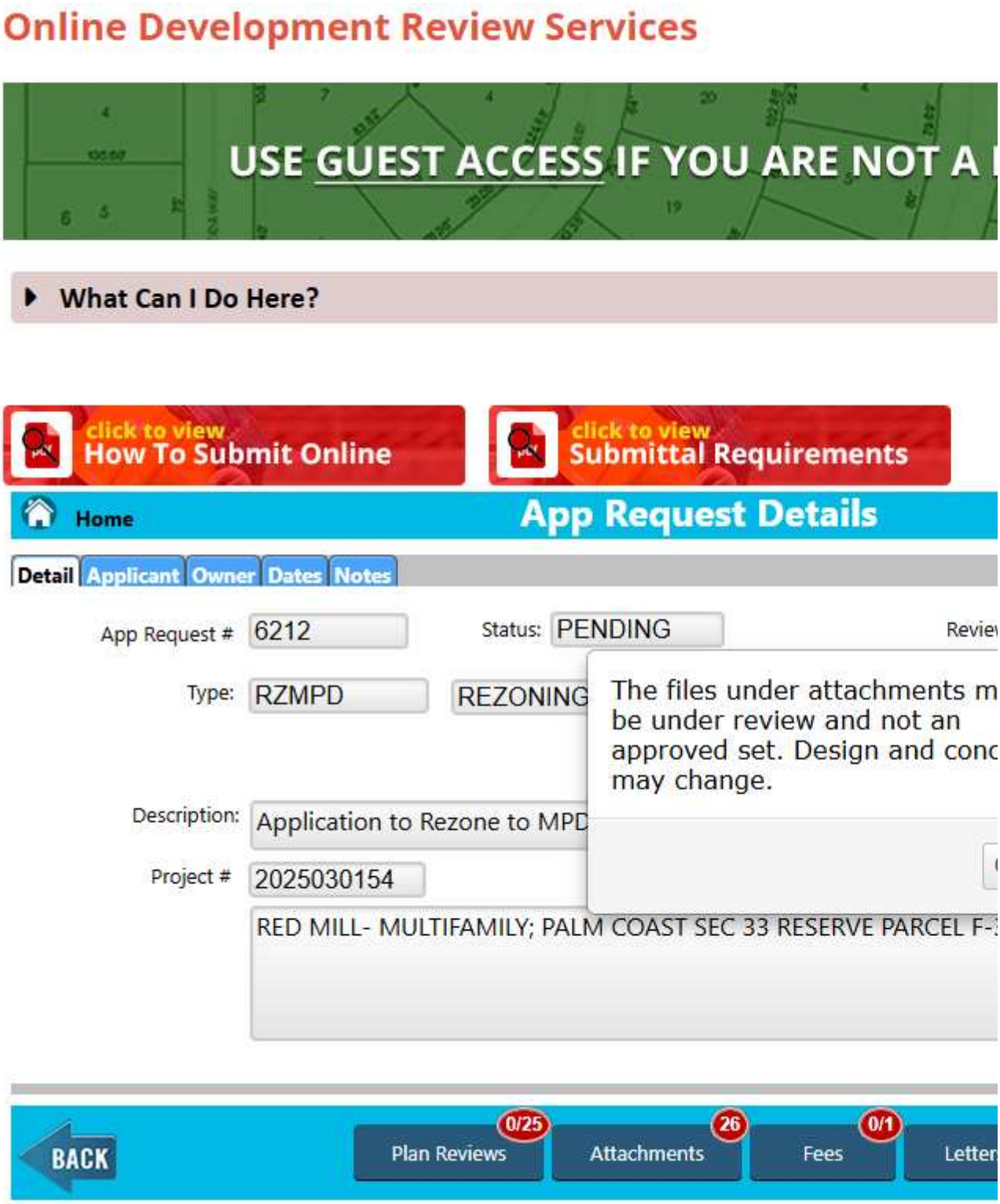
5. *Type in the Redmill Point Project's AR# of 6212 into the box under Guest Access, then click on "Continue as Guest"*



6. *On the next page, they'll be a pop-up that says the attached files may be under review and are not approved. Click on the "OK" button*



7. *From here you can click on "Attachments" to see all the documentation submitted through the E-Portal system by the applicant and view it on your own computer or save copies of files. Please note that newer documents appear towards the end of the submitted documents. There are blue colored arrows to navigate through the pages of submitted files.*
8. *Additionally, you can review project Comment Letters or Application Deficiency Letters (which they had to address to move on in the review process.*

This development will not only devalue the homes directly across and down the streets . It will overload a street that cannot handle the extreme additional traffic, and God knows how the environment will be affected.

Your cooperation in providing myself and others with the above data is appreciated. *You're most welcome. At the end of the day, we're here to safeguard the public trust, however, we are bound to act within the confines of State Statute, the Comprehensive Plan, and our Land Development Code. As a reminder the applicant already has a current development order approving 216 multifamily units (approved by City Council at their meeting on January 4th, 2022 – and the development order has been extended to get them to the current application request). The current request does not increase the density of the previous approval, but would allow the approved units to be platted to be fee-simple lots and owned by the individuals living in them rather than as rental properties.*

If you have questions or can't provide me with the data requested, please contact me at
386 986 0008

Thank you
Barbara RonsSmith

Instrument No: 2023031127 7/20/2023 11:00 AM BK: 2797 PG: 1843 PAGES: 5 -
RECORDED IN THE OFFICIAL RECORDS OF Tom Bexley, Clerk of the Circuit Court & Comptroller Flagler, FL

Prepared By:
Community Development Department
City of Palm Coast
160 Lake Avenue, Suite 135
Palm Coast, FL 32164

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

Reserved for Recording Information:

CITY OF PALM COAST

TECHNICAL SITE PLAN WITH MASTER PLAN

DEVELOPMENT ORDER APPROVAL

RED MILL POINTE

Unofficial Copy

On May 23, 2023, the City of Palm Coast issued this Development Order relating to and touching and concerning the following described property:

35.41 AC PALM COAST SEC 33 RESERVE PARCEL F-3 OR 553 PG 1539 OR 846 PG 1588-CD OR 984 PG 1608 OR 1292 PG 679 OR 1364/1515 OR 1622/1965 OR 1887/91 OR 2023/551

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

FINDINGS OF FACT

Property Owner: RED MILL POINTE, LLC
7345 GREENBRIAR PARKWAY
ORLANDO, FL 32819

Project Name: RED MILL POINTE
Project No.: 2007030016
Application Type: TECHNICAL SITE PLAN WITH MASTER PLAN
Application No. 4996

Requested Development Approval: Site Plan Approval for RED MILL POINTE MULTIFAMILY TOWNHOMES (in accordance with stamped approved plans)

Zoning Classification: MFR-1
FLUM: Mixed Use

Parcel #:07-11-31-7033-0RP0F-0030

Parcel Acreage: 35.41 AC

Site S.F.: 25,639.337

SITE DEVELOPMENT DATA

Building Use: Residential Townhomes

Bldg Height: 35'

Total Bldg Square Footage: 5.04 AC

Number of Bldgs: 33

Phase 1: 60 Units; Phase 2: 88 Units; Phase 3: 68 Units

Total Units: 216

(Use table only for Multi-Family Apartments)

Bldgs Numbers: 33	Units per Bldg:
Phase 1 - 9 Bldgs	60 Units
Phase 2 - 13 Bldgs	88 Units
Phase 2 - 11 Bldgs	68 Units

Amenity Center: 2,583

Parking Provided: Standard Spaces 506 (Single Garage Unit-189: Double Garage Units-54: Driveway Parking-216: Roadside Parking 34: Amenity Parking: 13)

Total Parking Spaces: 506

ADA Spaces: 39 Master Down Units + 9 Spaces throughout the site.

Impervious Surface Ratio (ISR): 29%

Pervious/Open Space: 71%

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CONCLUSIONS OF LAW

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

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

ORDER

NOW, THEREFORE, IT IS ORDERED AND AGREED THAT:

(1) The afore mentioned application for Development Approval is **GRANTED**.

(2) All development of the property shall fully comply with all of the codes and ordinances in effect in the City of Palm Coast at the time of issuance of a development order and/or development permit, including but not limited to, all impact fee ordinances.

(3) Issuance of a Development Permit or Development Order by a municipality does not create any right on the part of an applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the municipality for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law.

(4) The conditions upon this development approval and the commitment made as to this development approval, which have been accepted by and agreed to by the Owner of the property is as follows:

PLENG - PLANNING ENGINEER
Comments:
Marked INFORMATION By: DENNIS R. LEAP, P.E. - (386)986-2482 - DLEAP@PALMCOASTGOV.COM
Sidewalk Fund Contribution (Informational Comment)
1. The contribution to the sidewalk fund is $51,226. The fee is based on the frontage along Red Mill Drive of 1,563.6 LF – 100 LF for the driveway widths = 1,463.6 LF for sidewalk fund length. The sidewalk fund contribution is $35/LF * 1,463.6 LF for sidewalk fund length = $51,226 for total sidewalk fund contribution. The payment into the sidewalk fund would be required prior to issuance of the Site Development Permit.

(5) This Development Order touches and concerns the afore described property and the conditions, commitments and provisions of this Development Order shall perpetually burden, run with and follow the said property and be a servitude upon and binding upon said property unless released in whole or in part by action of the City of Palm Coast by virtue of a document of equal dignity herewith. The Owners have expressly covenanted and agreed to this provision and all other terms and provisions of this Development Order.

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

(7) The Development Order shall remain valid for a period of twelve (12) months from the date of issuance. If construction has not commenced or is not continuing in good faith to conclusion during this valid period, this Development Order will expire. The Development Order

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may be extended, upon request, during the period of three (3) months before the expiration of the valid period. Staff may approve an extension not to exceed twelve (12) months. A maximum of three (3) extensions may be granted provided the development has a valid Certificate of Concurrency.

(8) No construction of any TYPE shall commence until a mandatory pre-construction meeting has been conducted with City Staff.

(9) Utility fees and applicable agreements shall be executed prior to issuance of a Site Development permit.

(10) All required federal, state, county, and/or local permits shall be acquired prior to construction.

(11) All projects located in Special Flood Hazard Area "A" or "AE" zone(s) shall meet Chapter 10.02, Unified Land Development Code and Chapter 15, Code of Ordinances regarding Flood Damage Protection regulations. These building(s) and associated utilities will require elevation certificates at all three stages (construction drawing, building under construction and final construction) at building permit.

(12) This Development Order satisfies the concurrency requirements for transportation, parks & recreation and fire. This Development Order is limited to the land uses and associated development as listed below:

Description: Multi-Family Apartments; Unit Amount: 216

Concurrency shall remain valid with the life of this Development Order.

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Done and Ordered on the date first written above.
As approved and authorized for execution by the
City of Palm Coast staff, through administrative review.

Attest:

Kaley Cook, Deputy City Clerk

City of Palm Coast, Florida

Ray Tyner, Deputy Chief Development Officer

_____ Sign and Return
✓ Sign and Record

Development Order Affidavit

OWNER'S CONSENT AND COVENANT:

Project Name: RED MILL POINTE
Application Type: TECHNICAL SITE PLAN WITH MASTER PLAN
Application No.: 4996

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

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RED MILL POINTE, LLC
7345 GREENBRIAR PARKWAY
ORLANDO, FL 32819

Authorized Signer

ACKNOWLEDGEMENT

STATE OF Florida
COUNTY OF Orange

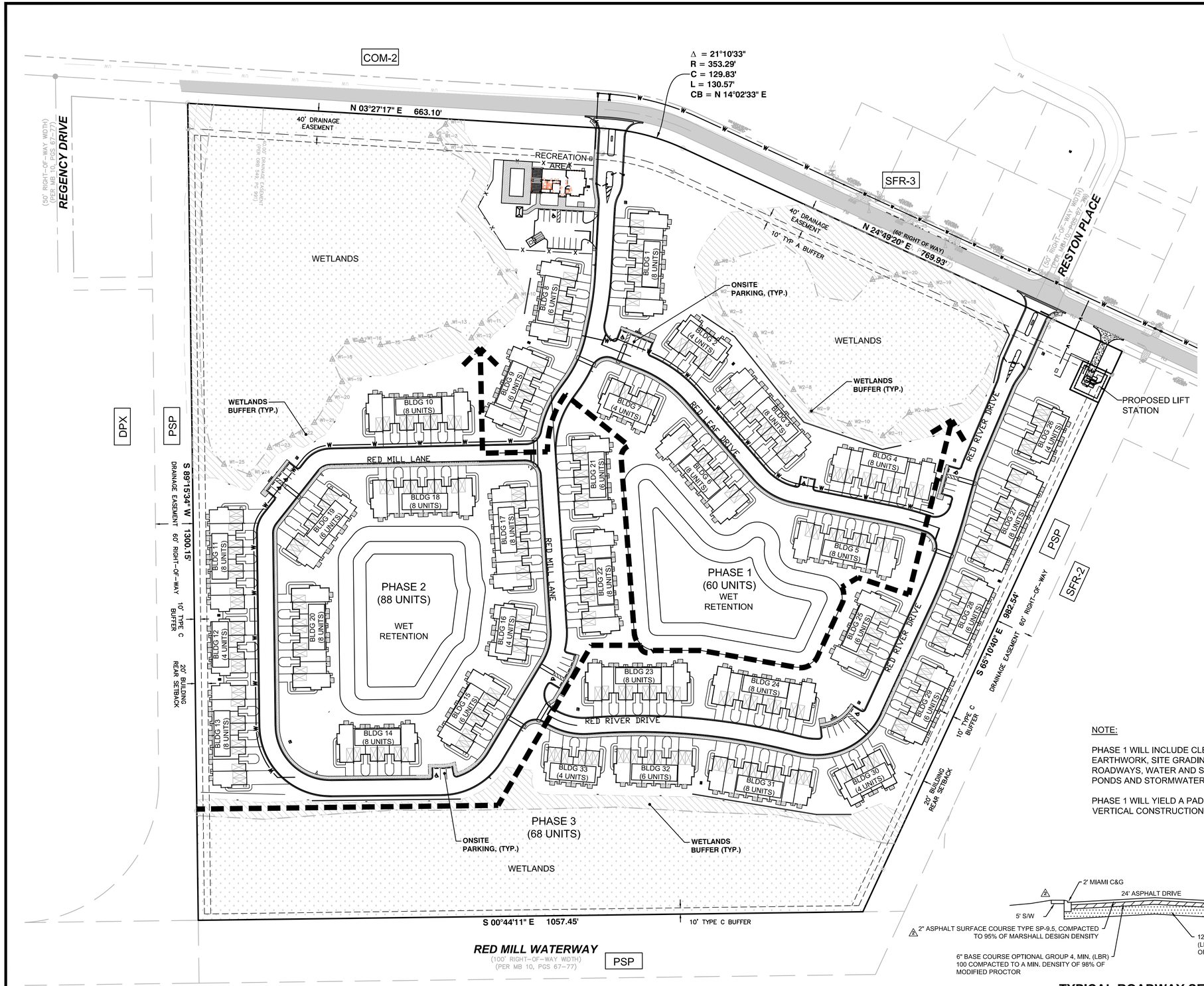
The foregoing instrument was acknowledged before me, by means of ✓ physical presence or _ online notarization, this 23rd day of May, 2023, by Robert Kociecki of RED MILL POINTE, LLC who is personally known to me or has produced _____ (type of identification) as identification and did/did not take an oath.

WITNESS my hand and official seal in the County and State last aforesaid this 23rd day of May, 2023.

Notary Public State of Florida
Janet Oetterer
My Commission HH 072972
Expires 12/16/2024

Notary Public

COPC APPROVED: 6/6/2023
APP REQ #: 4996



SITE DATA:

PARCEL ID: 7-11-31-7033-0RP0F-0030
ZONING: MFR-1
FUTURE LAND USE: MIXED USE
PROPOSED USE: R2 APARTMENTS
TOTAL SITE = 35.41 AC
WETLAND AREAS= 10.208 AC 28.8%
IMPERVIOUS AREA = 10.27 AC 29.0%
- CONC S/W = 0.54 AC
- BUILDING = 5.04 AC
- BLDG S/W = 0.29 AC
- CONC DRIVEWAY = 2.19 AC
- ASPHALT ROADWAY = 1.99 AC
- ASPHALT PARKING = 0.16 AC
- LIFT STATION = 0.06 AC

FLOOD ZONE: X
TOTAL UNITS = 216
- PHASE 1 = 60 UNITS
- PHASE 2 = 88 UNITS
- PHASE 3 = 68 UNITS

MAX. BUILDING HEIGHT = 35'
PARKING
- REQUIRED = 2 SPACES/UNIT
- 216 UNITS x 2 =432 SPACES
- PROVIDED PARKING
  - SINGLE GARAGE UNITS = 189 SPACES
  - DOUBLE GARAGE UNITS = 27 = 54 SPACES
  - DRIVEWAY PARKING (1 SP/UNITS) = 216
  - ROAD SIDE PARKING = 34 SPACES
  - AMENITY PARKING = 13 SPACES
  - TOTAL PROVIDED = 506 SPACES

ADA PARKING
- 39 MASTER DOWN UNITS W/ 13' WIDE DRIVEWAYS FOR HC PARKING
- 2% OF REMAINING UNIT PARKING AND ONSITE PARKING = 9 SPACES (PROVIDED THROUGHOUT THE SITE)

REQUIRED RECREATION AREA
- 216 UNITS x 2.5 PERSONS/UNIT = 540
- 540 PERSONS/1000 PERSONS x 8 ACRES
- = 4.32 ACRES REQUIRED RECREATION
  - ACTIVITY BASE = 2.70 ACRES
  - RECREATION BASED = 1.62 ACRES

PROVIDED RECREATION AREA
- ACTIVITY BASED = 2.86 ACRES
- SIDEWALK AREA = 0.54 ACRE
- AMENITY AREA = 0.98 ACRE
- RECREATION BASED = 9.81 ACRES

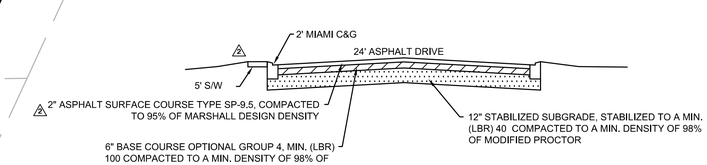
UTILITY SERVICES

WATER	CITY OF PALM COAST
WASTERWATER	CITY OF PALM COAST
ELECTRIC	FLORIDA POWER & LIGHT
TELEPHONE	AT&T
CABLE	SPECTRUM

NOTE:

PHASE 1 WILL INCLUDE CLEARING, CUT & FILL EARTHWORK, SITE GRADING AND CONSTRUCTION OF ALL ROADWAYS, WATER AND SEWER UTILITIES, RETENTION PONDS AND STORMWATER.

PHASE 1 WILL YIELD A PAD READY PRODUCT FOR VERTICAL CONSTRUCTION OF SUBSEQUENT PHASE 2 & 3.



TYPICAL ROADWAY SECTION
N.T.S.

No.	Date	Revision	No.	Date	Revision
3			3		
2			2		
1	10/7/22	CITY / SJRWMD REVIEW COMMENTS	1		
0	8/9/22	CITY / SJRWMD REVIEW COMMENTS	0		

cph — www.cphcorp.com
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Palm Coast, FL 32137
Ph: 386.445.6569
© 2023

Plans Prepared By:
CPH, LLC.
State of Florida Licenses:
Engineer No. 3215
Surveyor No. LB7143
Architect. No. AA26000926
Landscape No. LC000298

JASON R. KELLOGG, STATE OF FLORIDA, PROFESSIONAL ENGINEER, LICENSE No. 56952. THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY JASON R. KELLOGG, P.E. ON THE DATE INDICATED HERE. PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

Jason R Kellogg
2023.03.20 15:28:54-04'00'
JASON R. KELLOGG, P.E.
REG# 56952

Designed by:	J. KELLOGG
Drawn by:	B. BENARD
Checked by:	J. KELLOGG
Date:	4/29/21
Job No.	B21701

RED MILL POINTE
PALM COAST/ FLAGLER COUNTY/ FLORIDA

OVERALL SITE PLAN

Sheet No. **3.0**

J:\B21701\Civil\DWG_Current_Plan_Set\B21701 3.0 OSP.dwg, 3/20/2023 2:26:11 PM, Sansone, Luigi, _cph - Civil And Landscape.stb

THIS SHEET NOT VALID FOR CONSTRUCTION WITHOUT COMPLETE SET OF PLANS. SEE GENERAL NOTES FOR MASTER LEGEND.