

City of Palm Coast, Florida

Agenda Item

Agenda Date: May 18, 2021

Department	PLANNING	Amount
Item Key	10606	Account
		#
Subject	ORDINANCE 2021-XX ADVENT HEALTH ON PALM COAST PARKWAY MPD REZONING - APPLICATION # 4723	
Presenter: Bill Hoover		
Background:		
<u>UPDATED BACKGROUND FROM THE MAY 4, 2021 BUSINESS MEETING</u>		
This item was heard by City Council at their May 11, 2021 Workshop. There were no changes suggested to this item.		
<u>ORIGINAL BACKGROUND FROM THE MAY 4, 2021 BUSINESS MEETING</u>		
Advent Health Palm Coast, as owner and proposed developer of 11.04 +/- acres of land, located at the NE quadrant of Palm Coast Parkway SW and Bridgehaven Drive, has requested a rezoning to Advent Health on Palm Coast Parkway Master Planned Development (MPD). The MPD rezoning would allow for a 155,000 square foot, four-story hospital with 100 patient beds in Phase 1 and a 30,000 square foot, two-story medical office building in Phase 2. Advent Health has also requested that a Master Site Plan for the project be included with the MPD Rezoning so that the Technical Site Plan – Tier 3 for the project can be reviewed adminsitatively by City staff after completion of the MPD Rezoning.		
The subject property consists of lots 10, 11, 13 and part of lot 12 of the St. Joe Corporate Park Subdivision that was originally 12.04 +/- acres. O'Reilly Auto Parts purchased 1.0 +/- acre of lot 12 on June 26, 2019 and recently opened. Advent Health Palm Coast purchased the remaining 11.04 +/- acres on August 6, 2020 with the intention of constructing this medical campus.		
Currently, the land is designated Mixed Use on the Future Land Use Map (FLUM) and is zoned General Commercial (COM-2). The purpose of this MPD rezoning request is to establish a development agreement that allows some flexibility for the hospital and medical office building to be developed on a site that is somewhat smaller than desirable, but yet is the only available site along Palm Coast Parkway sufficient in size to create a hospital to serve the central area of Palm Coast. The MPD Zoning and its accompanying MPD Agreement allows the use of innovative planning techniques to provide some flexibility from typical zoning standards while exceeding the Land Development Code in other areas such as architectural standards or in creating a more pedestrian friendly environment.		
A traffic impact study has been provided and advises that all roadways within the study area with the project's traffic included will operate at the City's adopted level of service. The traffic study will be analyzed in further detail during the project's Technical Site Plan to determine specific improvements that could be needed such as turn lanes.		
Public Participation: The developer mailed notices on March 31, 2021, to property owners within 300 feet of the project for a neighborhood meeting that was held at the Community Center at		

305 Palm Coast Parkway NE at 6:30 PM on April 12, 2021. The owner's project team, one neighboring property owner and four City staff attended this meeting.

The developer erected three City provided signs by April 7th, notifying citizens of the three public hearings. News ads will be run about two weeks before each of the three public hearings. Planning and Land Development Regulation Board (PLDRB): The PLDRB public hearing was held on April 21, 2021 starting at 5:30 PM. No one from the public attended for this item nor spoke for or against it. The PLDRB found this project in compliance with the Comprehensive Plan and voted 7 – 0 to recommend approval to City Council.

Recommended Action:

The Planning and Land Development Regulation Board found this MPD in compliance with the Comprehensive Plan and recommended that City Council approve the Advent Health on Palm Coast Parkway MPD Rezoning, Application No. 4723.

1 **ADVENT HEALTH ON PALM COAST PARKWAY**
2 **MASTER PLAN DEVELOPMENT AGREEMENT**

3 **THIS MASTER PLAN DEVELOPMENT AGREEMENT**, (herein referred to as the
4 **“Development Agreement”**) is made and executed this ____day of _____, 2021,
5 by and between the **CITY OF PALM COAST**, a Florida municipal corporation (herein
6 referred to as the **“City”**), whose address is 160 Lake Avenue, Palm Coast, Florida,
7 32164, and the owner of the Subject Property, **MEMORIAL HOSPITAL FLAGLER, INC.**,
8 a Florida not-for-profit corporation, **d/b/a ADVENTHEALTH PALM COAST**, (herein
9 referred to from time-to-time as **“Owner”** regardless of whether singular or plural
10 ownership status) whose address is 60 Memorial Medical Parkway, Palm Coast, Florida
11 32164.

12 **WITNESSETH:**

13 **WHEREAS**, Owner is the principal owner and developer of an 11.04 +/- acre site, as
14 more particularly described in **Exhibit “A”** attached hereto and made a part hereof
15 (**“Property”** or **“Subject Property”**); and

16 **WHEREAS**, the Subject Property has a Future Land Use Map designation of Mixed
17 Use in the City’s Comprehensive Plan that is consistent with the proposed uses permitted
18 on the Property as set forth in this Agreement; and

19 **WHEREAS**, Owner is in voluntary agreement with the conditions, terms, and
20 restrictions hereinafter recited, and has agreed voluntarily to their imposition as an
21 incident to development of the Subject Property; and

22 **WHEREAS**, the City’s Planning and Land Development Regulation Board (PLDRB)
23 and the City Council of the City find that this Development Agreement is consistent with
24 the City’s Comprehensive Plan and Land Development Code (**“LDC”**) and that the
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1 conditions, terms, restrictions, and requirements set forth herein are necessary for the
2 protection of the public health, safety, and welfare of the citizens of the City; and

3 **WHEREAS**, the City Council of the City further finds that this Development Agreement
4 is consistent with and an exercise of the City's powers under the *Municipal Home Rule*
5 *Powers Act*; Article VIII, Section 2(b) of the *Constitution of the State of Florida*; Chapter
6 166, *Florida Statutes*; the *City of Palm Coast City Charter*; other controlling law; and the
7 City's police powers; and

8 **WHEREAS**, this is a non-statutory Development Agreement which is not subject to or
9 enacted pursuant to the provisions of Sections 163.3220 -163.3243, *Florida Statutes*.

10 **NOW, THEREFORE**, it is hereby resolved and agreed by and between the City and
11 Owner that the Master Plan Development ("MPD") and this Master Plan Development
12 Agreement are approved subject to the following terms and conditions:

13 **SECTION 1. RECITALS.**

14 The above recitals are true and correct, are incorporated herein by this reference,
15 and form a material part of this Development Agreement upon which the City and Owner
16 have relied.
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18 **SECTION 2. REPRESENTATIONS OF OWNER.**

19 (a) Owner hereby represents and warrants to the City that it is the principal
20 Owner of the Subject Property in accordance with the title opinion or title certification
21 provided by Owner to the City issued by an attorney or title insurance company licensed
22 to provide services in the State of Florida with said title opinion or certification showing all
23 liens, mortgages, and other encumbrances not satisfied or released of record relative to
24 the Subject Property.
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1 (b) Owner represents and warrants to the City that it has the power and
2 authority to enter into and consummate the terms and conditions of this Development
3 Agreement; that all acts, approvals, procedures, and similar matters required in order to
4 authorize this Development Agreement have been taken, obtained or followed, as the
5 case may be; that this Development Agreement and the proposed performance of this
6 Development Agreement by Owner is not an *ultra vires* act; and that, upon the execution
7 of this Development Agreement by the parties, this Development Agreement shall be valid
8 and binding upon the parties hereto and their successors in interest.

9 **SECTION 3. APPROVAL OF MASTER PLAN DEVELOPMENT.**

10 (a) The City Council at its business meeting of _____ 2021
11 approved a Master Plan Development (“MPD”) for the Subject Property subject to the
12 terms and conditions of this Development Agreement.

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

17 (c) The current provisions of the LDC, as may be amended from time-to-time,
18 shall be applicable to the Subject Property unless otherwise specifically stated in this
19 Development Agreement and/or any Exhibits attached hereto. Any City Code provision
20 not specifically so identified will not be affected by the terms of this Development
21 Agreement, and will be subject to enforcement and change under the same criteria as if
22 no Development Agreement were in effect.

23 **SECTION 4. PROJECT DESCRIPTION.**

1 (a) Permitted Uses - The Property shall be developed in accordance with the
2 Master Site Plan shown in **Exhibit "B"** attached hereto and made a part hereof (the
3 "**Master Plan**") and shall include the following uses that are expressly permitted on the
4 Property:

5 (1) Hospital, including ancillary uses ("**Hospital**"). A use is ancillary to
6 Hospital use if:

- 7 a. The use or service is included under the licensure of a hospital
8 pursuant to Chapter 395, Florida Statutes; and/or
9 b. The use or service is restricted to persons currently either admitted
10 to or registered with the hospital as inpatients or outpatients; and/or
11 c. The use or service provides for diagnosis and treatment of human
12 disease including related educational functions.
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14 Ancillary uses shall also include any uses or services that are part of the Hospital's
15 daily operation and maintenance, including, without limitation, administration, finance,
16 human resources, support services and utility infrastructure such as: elevators, chillers,
17 maintenance shafts, stairwells and the like.

18 Ancillary uses may include, without limitation, any one or more of the
19 following uses:

- 20 a. Emergency Department and any expansions thereof.
21 b. Pharmacy operated by Advent Health but not for retail to the general
22 public.
23 c. Chapel.
24 d. Gift shop.
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- e. Dining facilities.
- f. Outpatient surgery center.
- g. Outpatient departments operated by Advent Health, including, without limitation: radiology, oncology, diabetes, pain management, surgery and/or rehabilitation center.
- h. Family practice clinic.
- i. Home health care services provided to patients of Advent Health.
- j. On-site day care facility used by Advent Health patients or employees.
- k. Health care and wellness related education facilities.
- l. Wellness center.
- m. Outpatient/ambulatory surgical center with recovery beds for up to 72 hours.
- n. Therapy or treatment center.
- o. Other facilities and uses as may be determined by the City to be ancillary uses based on a case-by-case assessment as may be approved by the City's Land Use Administrator (LUA).

As medical technology and practice changes, it is contemplated that these ancillary uses may be amended from time to time by the City's Land Use Administrator (LUA) to clarify other proposed uses that may be considered ancillary to the Hospital use.

For clarification and by way of example, the following uses shall be permitted on the Subject Property.

- a. Stand-alone Emergency Department providing emergency medical

services.

b. Medically related professional and business offices, clinics, and laboratories.

c. Helicopter and helicopter landing site.

d. Stormwater and aesthetic pond(s).

e. Any other hospital, health care or medically related use that, in the administrative judgment of the LUA is consistent in terms of impact, use, and compatibility with the foregoing permitted uses and that is in harmony with the spirit of this Ordinance.

(b) Temporary Construction Trailers – Up to six temporary construction trailers may be located on the Property, subject to review and approval at the time of site development plan approval in accordance with the LDC.

SECTION 5. DEVELOPMENT PLAN.

(a) The Master Site Plan (Exhibit “B”) depicts the general layout of the entire development. The exact location of structures, lot lines, roadways, internal landscape buffers, wetlands, drainage facilities and other improvements shown on the Master Site Plan may be modified during review of the Technical Site Plan.

(b) Adjustments to the Master Site Plan are anticipated to occur during the Technical Site Plan and subdivision plat review processes. Revisions that meet the intent and purpose of the City’s Comprehensive Plan and the LDC shall be approved by the Land Use Administrator (LUA), if the substantial integrity of the original Master Site Plan and the development standards contained herein are maintained. Any modification to the Master Site Plan that increases the intensity or types of development uses, increases

1 building heights and reduces the total amount of open space within the Property shall
2 require the approval of the City Council following the review and recommendation of the
3 Planning and Land Development Regulation Board (PLDRB).

4 (c) The MPD may be developed in multiple phases. All infrastructure necessary
5 to support each phase of the MPD shall be constructed with that phase as a condition of
6 the Technical Site Plan or preliminary plat approval. All landscaping buffers shall be
7 installed with Phase 1 and the Phase 2 site area will need to have temporary landscaping
8 and irrigation.

9 (d) Tree Protection of Specimen and Historic trees during construction will be
10 as follows:

11 (1) Tree Protection shall adhere to current American National Standards
12 Institute ANSI A-300 Standards and Best Management Practices for: Root Management
13 (Part 8), Tree Protection during Construction (Part 5), Tree Pruning (Part 1), and Soil
14 Management (Part 2).

15 (2) All tree protection ANSI A300 Standards and Best Management
16 Practices (BMP's) during the construction process will be carried out by an International
17 Society of Arboriculture Board Certified Master Arborist (ISA BCMA).

18 (3) The ISA BCMA will locate and explore the specimen and historic
19 trees root structure/system with an aerial spade prior to clearing, and construction
20 commencing. This is the first crucial step in the tree protection process. The City's Urban
21 Forester shall be notified a minimum of 72 hours in advance of the ISA BCMA root
22 exploration/location step.
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1 (4) The ISA BCMA will submit a biweekly tree health assessment plan
2 during the entire process of construction. Once the project receives a Certificate of
3 Occupancy, a monthly Tree Health Assessment follow up will need to be submitted to the
4 City's Urban Forester over a 12-month period to include a watering schedule.

5 (5) The ISA BCMA shall promptly notify the City's Urban Forester if any
6 on-site issues arise which could endanger the health and safety of the specimen and
7 historic trees in order to develop a plan of action to remedy the situation.

8 (6) A monetary amount of \$7,000 will be allocated into the City's Tree
9 Bank Fund by the owner at the time of Technical Site Plan approval. The owner may,
10 upon City approval, mitigate or conduct partial mitigation on site or provide other tree
11 planning areas as approved by the City in an equivalent dollar amount. Additional, tree
12 mitigation may be required per the LDC for an additional trees shown being removed
13 during the Technical Site Plan review process.
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15 **SECTION 6. LAND DEVELOPMENT CODE APPLICABILITY.**

16 (a) The LDC applies to the Property and development within it, unless
17 expressly otherwise provided in this Development Agreement or the MPD.

18 (b) The requirements of this Section and the development standards and
19 requirements set forth in this Development Agreement and the Exhibits attached hereto
20 shall supersede any inconsistent provisions of the LDC or other ordinances of the City.
21 The following standards and requirements shall apply to the development of the Property:

22 (1) Stormwater. The Property is being developed with privately
23 maintained driveways and a privately maintained drainage system. Stormwater runoff
24 from the Project will be conveyed to on-site stormwater retention systems by means of
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1 grassed swales, curb gutters, and an underground retention and drainage pipe system.
2 The stormwater retention systems onsite may be interconnected with such systems on
3 adjacent sites, subject to approval of the St. Johns River Water Management District and
4 the City. The City and Owner will coordinate at time of Technical Site Plan review to
5 ensure that offsite drainage will not be affected by the onsite improvements.

6 (2) Open Space Requirements. The development of the Property shall
7 meet the following flexibility criteria in order to be consistent with the Section 3.03.04I of
8 the LDC:

9 a. The Building shall use LEED Principles in the construction materials
10 and methods, but short of obtaining a LEED Certification.

11 b. The Site Development shall install pedestrian park benches on each
12 side of the campus that will abut the sidewalks in Palm Coast Parkway.

13 (3) Access Points. All access drives and turn lanes will be constructed
14 in accordance with applicable City standards and the LDC as shown on the Master Site
15 Plan.
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17 (4) Landscape. Efforts to preserve and enhance the project design will be
18 achieved through adjustments of building, parking, roadway and stormwater locations to
19 preserve specimen trees to the greatest extent possible. Supplemental landscaping and
20 enhanced parking lot islands will carefully accentuate entrances and other common
21 spaces. All reasonable efforts shall be made to preserve existing native trees and
22 vegetation on the site as determined by the LUA. Reasonable efforts to include geo-grid
23 around preserved trees, retaining walls and tree wells.
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General landscaping will utilize ornamental and native plant materials in accordance with the LDC. All ornamental landscape beds and lawn areas will have supplemental irrigation.

(5) Signage. All monument signage shall be regulated as shown on Exhibit "C" Master Sign Plan and other project signage shall be regulated per the LDC. Entrance monument signage and hospital directional signage shall be provided throughout the site as necessary for the safe and efficient direction of public and emergency vehicles. Directional signs shall be uniform and consistent in design as shown on Exhibit C except primary vehicular directional signs are permitted to a height of six feet and secondary vehicular directional signs are permitted to a height of four feet.

(6) Pedestrian Access. Pedestrian access to the public sidewalk system shall be included in the development of the Property as shown on the Master Site Plan.

(7) Lighting. Lighting fixtures shall be provided throughout the MPD. Additional lighting shall include landscape lighting, helipad lighting, signage lighting, building lighting, and other accent lighting. The locations of such fixtures shall be further described at the time of Technical Site Plan and Building Plan reviews.

(8) Architectural Design. All buildings and accessory structures constructed within the Property shall be developed in compliance with the requirements of this Agreement, the Master Site Plan and with the applicable provisions of the LDC relating to architectural standards where they do not conflict with the provisions of this Agreement. Exhibit "D" Architectural Elevations illustrates the architectural design for the modern styled Hospital and the Phase 2 medical office building. The architectural design intent is to retain design flexibility for the buildings architecture while communicating

Advent Health's goal for a warm and welcoming environment. Exterior architectural surfaces are to be constructed of durable, permanent, low maintenance architectural materials. Colors and finishes should be muted tones of natural materials such as brick or stone, cement, plaster, stucco, textured masonry, or other similar materials. Architectural features, ornamentation, and details may use more intense colors. Synthetic materials resembling masonry and plaster are strongly discouraged. Building lighting should complement the architectural character, as well as provide for secure and safe spaces. All primary building façades, including secondary façades, shall have aesthetic design where visible from public or private roadways and from other buildings within the project. Expanses of inactive building frontage must be avoided by the use of architectural features, articulations and transparencies with special attention paid to the ground story and human scaled elements as this site has double frontage along two specially designated roadways. The curved façade of the Hospital building is considered a unique massing technique. The flat roof is only required to have a parapet and is relieved of the cornice requirement in order to maintain the clean lines of the building aesthetic. The Light Reflectance Value (LRV) for earth tone colors shall be 20 or greater for this site. All structures shall complement one another and shall convey a sense of quality and permanence. Lower grade materials, such as unfinished concrete and pre-fabricated metal, shall be prohibited. Through the Technical Site Plan review process, the City reserves the right to review the proposed construction of all buildings and structures, to recommend the substitution or inclusion of colors, materials, architectural details, and ornamentation, and to require or prohibit the use of the same to ensure compliance with the requirements of this Development Agreement.

SECTION 7. SITE DEVELOPMENT PLAN

(a) The following table lists the site development requirements that are applicable within the Property.

Table of Site Development Requirements

TYPE	COMMERCIAL (COM-2) ³
Lot Width Minimum	100 ft.
Lot Size Minimum	20,000 sq. ft.
Building Height Maximum ¹	79.75 ft.
Setbacks from Street Minimum ²	Arterial Road 25 ft. Local Road 20 ft. or Landscape Buffer whichever is greater
Interior Side Yard Setback Minimum ²	10 ft.
Rear Setback Minimum ²	10 ft.
Maximum Impervious Surface Ratio (ISR)	0.65
Minimum Open Space	0.35
Maximum Floor Area Ratio (FAR)	0.40

¹ Roof heights shall be measured in accordance with LDC.

² All setbacks will be measured from the lot line to the foundation of the structure.

³ Commercial development standards not specified in this MPD shall follow LDC.

(b) Services. All services for the Property, including utilities, fire protection, solid waste, telephone, electricity, cable television, fiber optics, and stormwater management shall be provided by the responsible parties. All new utilities serving the project shall be installed underground except wells and pump stations. Existing wells and pump stations shall not be required to be placed underground. Water and wastewater services are to be provided by the City.

SECTION 8. BREACH; ENFORCEMENT; ALTERNATIVE DISPUTE 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.

1 (b) In the event that a dispute arises under this Development Agreement, the
2 parties shall attempt to resolve all disputes informally. In the event of a failure to informally
3 resolve all disputes, the City and Owner agree to engage in mediation before a certified
4 Circuit Court mediator selected by the parties. In the event that the parties fail to agree
5 to a mediator, a certified mediator may be selected by mutual consent of the City and
6 Owner. The parties shall equally pay all costs of mediation. A party who unreasonably
7 refuses to submit to mediation may not later object in Circuit Court that the other party
8 failed to comply with this Section 8(b) by not participating in the mediation prior to filing
9 suit.

10 (c) Prior to the City filing any action or terminating this Development Agreement
11 as a result of a default under this Development Agreement, the City shall first provide
12 Owner written notice of the said default. Upon receipt of said notice, Owner shall be
13 provided a thirty (30) day period in which to cure the default to the reasonable satisfaction
14 of the City prior to the City filing said action or terminating this Development Agreement.
15 If thirty (30) days is not a reasonable period of time in which to cure the default, the length
16 of the cure period shall be extended for a time period acceptable to the City, but in no
17 case shall the cure period exceed ninety (90) days from the initial notification of default.
18 Upon proper termination of this Development Agreement, Owner shall immediately be
19 divested of all rights and privileges granted hereunder.
20

21 **SECTION 9. NOTICES.**

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

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

(c) Any such notice will be deemed effective when received (if sent by hand delivery, overnight courier, telecopy, or facsimile) 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, Florida, 32164

As to the Owner: MEMORIAL HOSPITAL FLAGLER, INC. d/b/a
ADVENT HEALTH PALM COAST
60 Memorial Medical Parkway
Palm Coast, Florida 32164
Attn: Hospital Administrator

SECTION 10. SEVERABILITY.

It is hereby declared to be the intention of the City Council that the sections, paragraphs, sentences, clauses and phrases of this Development Agreement are severable, and if any phrase, clause, sentence, paragraph or section of this Development Agreement 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 Development Agreement.

SECTION 11. 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

1 similarly shall be binding upon the Property and shall run with the land and the title to the
2 same.

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

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

6 **SECTION 12. GOVERNING LAW/VENUE/COMPLIANCE WITH LAW.**

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

9 (b) Venue for any dispute shall be in the Seventh Judicial Circuit Court in and
10 for Flagler County, Florida.

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

13
14 (d) Without waiving Owner's potential rights, remedies and protections or the
15 City's defenses pursuant to Chapter 70 of the Florida Statutes, as may be amended, this
16 Development Agreement shall not limit the future exercise of the police powers of the City
17 to enact ordinances, standards, or rules regulating development generally applicable to
18 the entire area of the City, such as requiring compliance with the City capital facilities
19 plan; parks master plan, including parks and trail dedications; utility construction and
20 connections; mandating utility capacities; requiring street development or other such
21 similar land development regulations and requirements.

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

3 (f) This Development Agreement shall also not be construed to prohibit the
4 City from adopting lawful impact fees applicable to Owner and the Master Plan
5 Development authorized hereunder.

6 **SECTION 13. TERM / EFFECTIVE DATE.**

7 (a) This Development Agreement shall be effective upon adoption by the City
8 Council of the City of Palm Coast, Florida and execution of this Development Agreement
9 by all parties.

10 (b) This Development Agreement provides an initial timeframe of five (5) years
11 to commence development of the Hospital from the Effective Date

12 (c) There is not a timeframe limitation to commence development of the
13 medical office building from the Effective Date as long as construction of the Hospital
14 commences within five (5) years of the Effective Date.

15 **SECTION 14. RECORDATION.**

16 Upon adoption by the City Council of the City of Palm Coast, Florida and execution
17 of this Development Agreement by all parties, this Development Agreement and any and
18 all amendments hereto shall be recorded by the City with the Clerk of the Circuit Court of
19 Flagler County within thirty (30) days after its execution by the City and the Development
20 Agreement shall run with the land.

21 **SECTION 15. PERMITS.**

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

3 (b) The terms and conditions of this Development Agreement determine
4 concurrency for the development of the Property in accordance with this Development
5 Agreement.

6 (c) All development and impact fees charged by the City for construction or
7 development of subdivisions or site plans shall be paid by Owner at the time the City
8 issues a building permit or a certificate of occupancy.

9 **SECTION 16. THIRD PARTY RIGHTS.**

10 This Development Agreement is not a third party beneficiary contract, and shall
11 not in any way whatsoever create any rights on behalf of any third party.
12

13 **SECTION 17. TIME IS OF THE ESSENCE.**

14 (a) Strict compliance shall be required with each and every provision of this
15 Development Agreement.

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

18 **SECTION 18. ATTORNEY'S FEES.**

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

23 **SECTION 19. FORCE MAJEURE.**

24 The parties agree that in the event that the failure by either party to accomplish
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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, pandemic, 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 20. 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 21. INTERPRETATION.

(a) 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 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 subject to the terms of this Development

Agreement.

SECTION 22. 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 23. 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 and the same document.

SECTION 24. MODIFICATIONS / AMENDMENTS/NON-WAIVER.

(a) Amendments to and waivers of the provisions herein shall be made by the parties only in writing by formal amendment. 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.

(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 25. ENTIRE AGREEMENT; EFFECT ON PRIOR AGREEMENTS.

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

(SIGNATURES AND NOTARY BLOCKS ON NEXT PAGE)

1 **IN WITNESS WHEREOF**, the City and Owner have caused this Development
2 Agreement to be duly executed by their duly authorized representative(s) as of the date
3 first above written.

4 **OWNER'S/APPLICANT'S CONSENT AND COVENANT:**

5 **COMES NOW**, Owner on behalf of itself and its successors, assigns and
6 transferees of any nature whatsoever, and consents to and agrees with the covenants to
7 perform and fully abide by the provisions, terms, conditions and commitments set forth in
8 this Development Agreement.

9
10
11 **WITNESSES:**

MEMORIAL HOSPITAL FLAGLER, INC., a
Florida not-for-profit corporation, d/b/a
ADVENT HEALTH PALM COAST

12 _____
13 (print)

By: _____

Print name: _____

14 _____
15 _____
16 (print)

Title: _____

[CORPORATE SEAL]

17
18 **STATE OF FLORIDA**
19 **COUNTY OF** _____

20 The foregoing instrument was acknowledged before me this _____ day of
21 _____, 2021, by _____, the _____
22 of MEMORIAL HOSPITAL FLAGLER, INC., a Florida not-for-profit corporation, d/b/a
23 ADVENT HEALTH PALM COAST, (check one) ☐ who is personally known to me or ☐ who
24 produced _____ as identification, on behalf of the
25 corporation.

Notary Public – State of Florida

Print Name: _____

My Commission expires: _____

CITY OF PALM COAST, FLORIDA

Milissa Holland, Mayor

ATTEST:

Virginia A. Smith, City Clerk

APPROVED AS TO FORM AND LEGALITY:

William E. Reischmann, Jr., City Attorney

STATE OF FLORIDA
COUNTY OF FLAGLER

The foregoing instrument was acknowledged before me this _____ day of _____, 2021, by Milissa Holland, Mayor of the City of Palm Coast, Florida, who is personally known to me.

Notary Public – State of Florida

Print Name: _____

My Commission expires: _____

EXHIBIT "A"
LEGAL DESCRIPTION

Parcel A:

Lots 10, 11 and 13, ST. JOE CORPORATE PARK, according to the plat thereof as recorded in Map Book 32, Pages 81 through 83, Public Records of Flagler County, Florida.

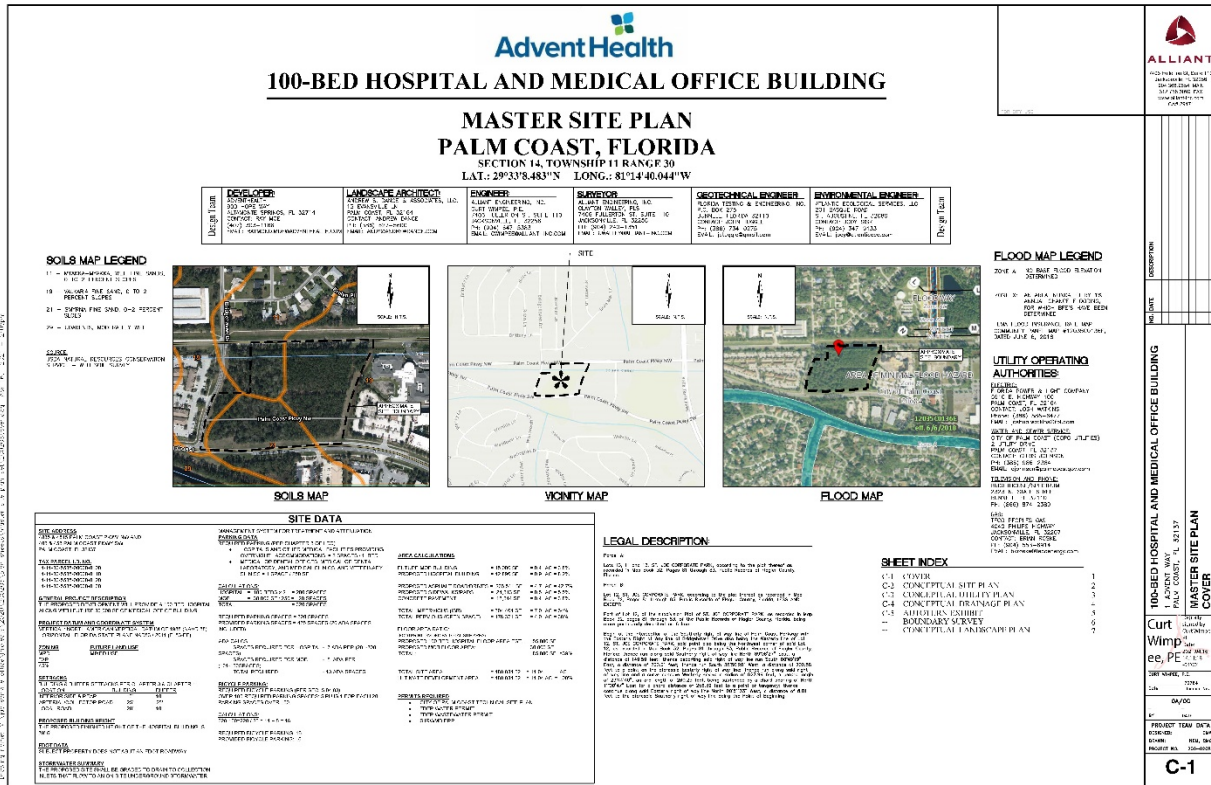
Parcel B:

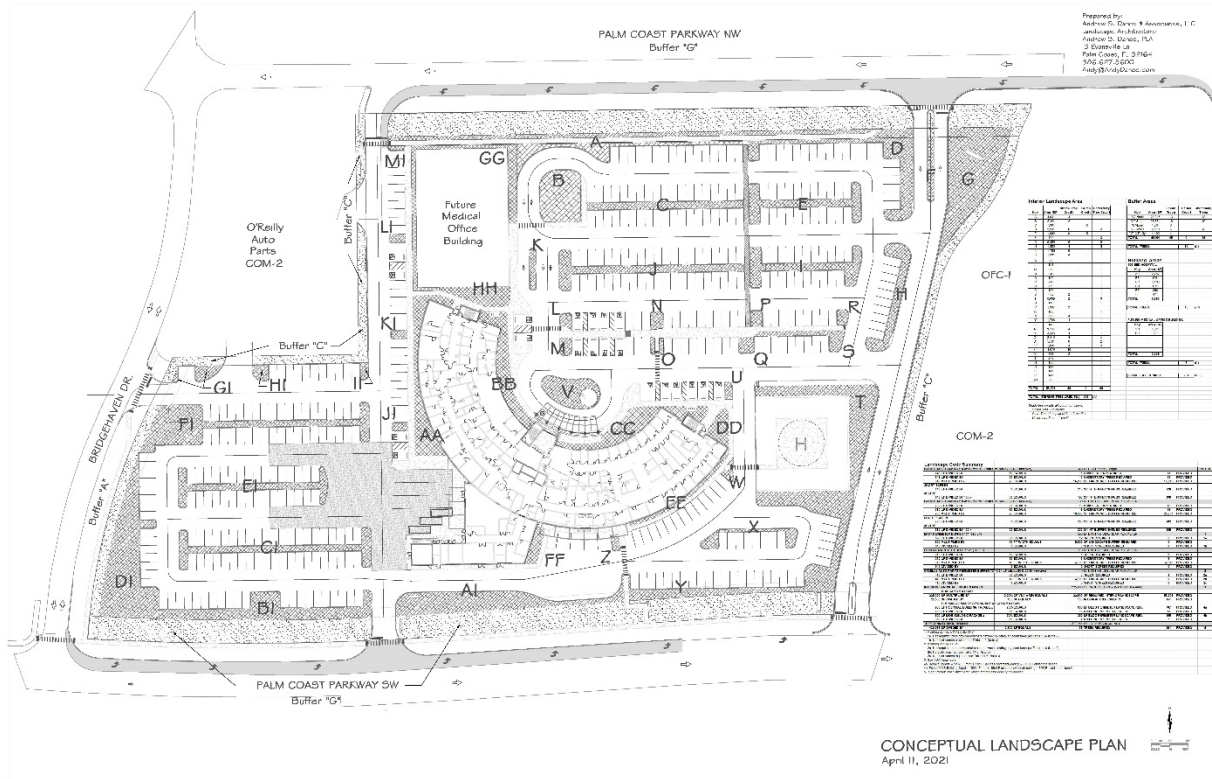
Lot 12, ST. JOE CORPORATE PARK, according to the plat thereof as recorded in Map Book 32, Pages 81 through 83, Public Records of Flagler County, Florida, LESS AND EXCEPT:

Part of Lot 12, of the subdivision Plat of ST. JOE CORPORATE PARK, as recorded in Map Book 32, pages 81 through 83, of the Public Records of Flagler County, Florida, being more particularly described as follows:

Begin at the intersection of the Southerly right of way line of Palm Coast Parkway with the Easterly Right of Way line of Bridgehaven Drive also being the Westerly line of Lot 12, ST. JOE CORPORATE PARK, said point also being the Northwest corner of said Lot 12, as recorded in Map Book 32, Pages 81 through 83, Public Records of Flagler County, Florida; thence run along said Southerly right of way line North 89°08'27" East, a distance of 149.59 feet; thence departing said right of way line run South 00°49'19" East, a distance of 260.61 feet; thence run South 88°50'28" West, a distance of 202.58 feet to a point on the aforesaid Easterly right of way line; thence run along said right of way line and a curve concave Westerly having a radius of 627.99 feet, a central angle of 23°44'40", an arc length of 260.25 feet, being subtended by a chord bearing of North 11°00'47" East for a chord distance of 258.39 feet to a point of tangency; thence continue along said Easterly right of way line North 00°51'33" West, a distance of 8.81 feet to the aforesaid Southerly right of way line being the Point of Beginning.

EXHIBIT "B"
MASTER SITE PLAN





The site plan illustrates the layout of the Advent Health Palm Coast Parkway facility, including parking areas, building entrances, and surrounding roads. Ground sign locations are marked with numbered callouts (1-10) and color-coded boxes indicating sign type and height:

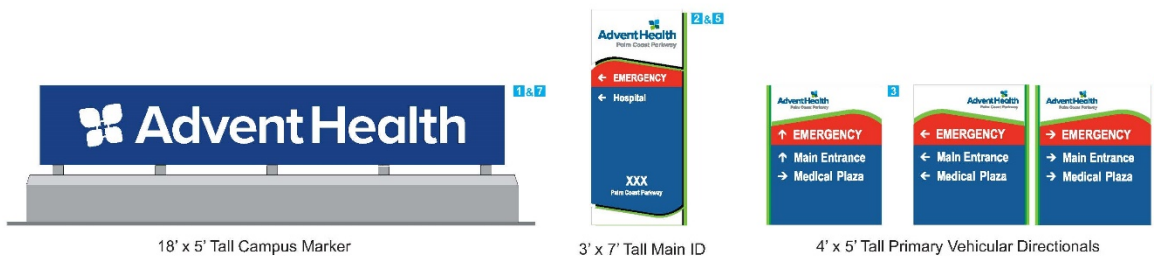
- 1:** 5' Tall Campus Marker (Main Entrance)
- 2:** 7' Tall ID Pylon (Main Entrance)
- 3:** 3' Tall Directional (Main Entrance)
- 4:** 5' Tall Directional (Main Entrance)
- 5:** 7' Tall ID Pylon (Main Entrance)
- 6:** 3' Tall Directional (Main Entrance)
- 7:** 5' Tall Campus Marker (Main Entrance)
- 8:** 3' Tall Directional (Main Entrance)
- 9:** 3' Tall Directional (Main Entrance)
- 10:** 3' Tall Directional (Main Entrance)

Sign types and heights include:

- 3' Tall Directional:** Various directional signs for Ambulance Entrance, Receiving, Staff Parking, and Main Entrance.
- 5' Tall Campus Marker:** Main Entrance and Staff Parking.
- 7' Tall ID Pylon:** Main Entrance.
- Emergency Entrances:** Marked with red 'X' and 'XXX' symbols.

Advent Health Palm Coast Parkway
Ground Sign Master Plan
03/09/2021
NTS

POBLOCKI



HuntonBrady
ARCHITECTS

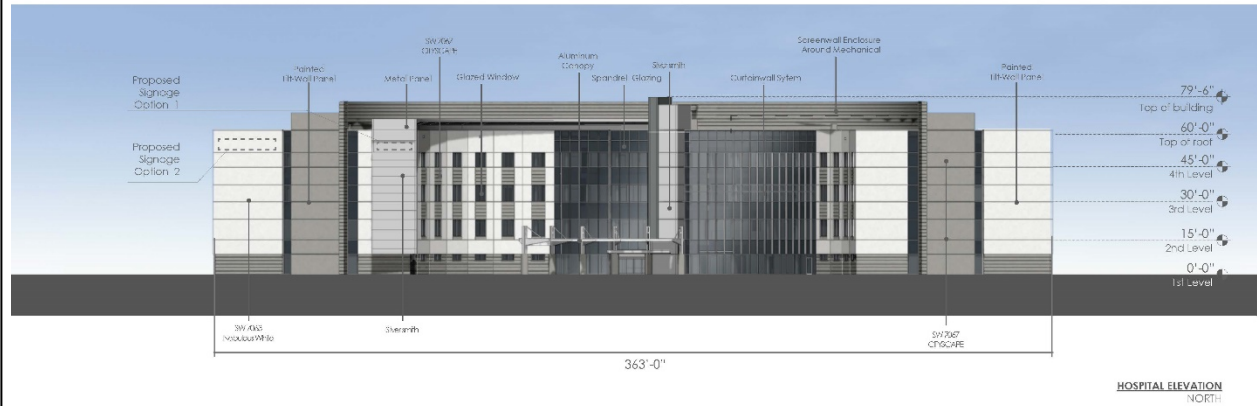


Palm Coast, FL

CONCEPTUAL PACKAGE

HuntOnBriar | Chris Dunlop | cdunlop@huntonbriar.com | 333 S. Clark Rd. Ave Suite 1100 Orlando, FL 32801 | (407) 839-0886

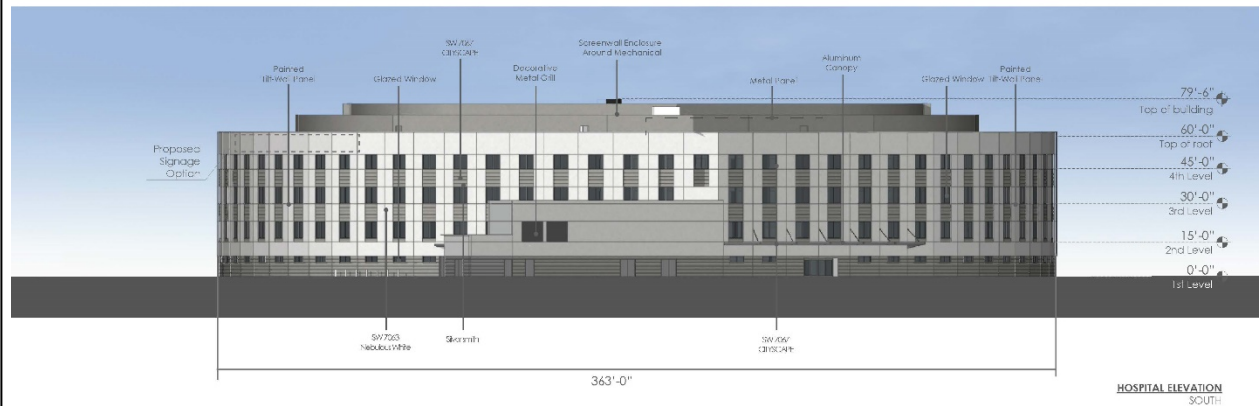
08/16/2021 08:24 pm IP: 10.12.150.10 | Page: 10 of 44



AH PALM COAST - 100 BED HOSPITAL AND FUTURE MOB | PALM COAST, FL

4 - EXTERIOR (ELEVATION) "FUTURE MOB SHOWING FOR INFORMATIONAL PURPOSE ONLY"
 Hunterbrady | Chris Dunlop | cdunlop@hunterbrady.com | 333 S. Colonial Ave Suite 1100 Orlando, FL 32801 | (407) 539-0556

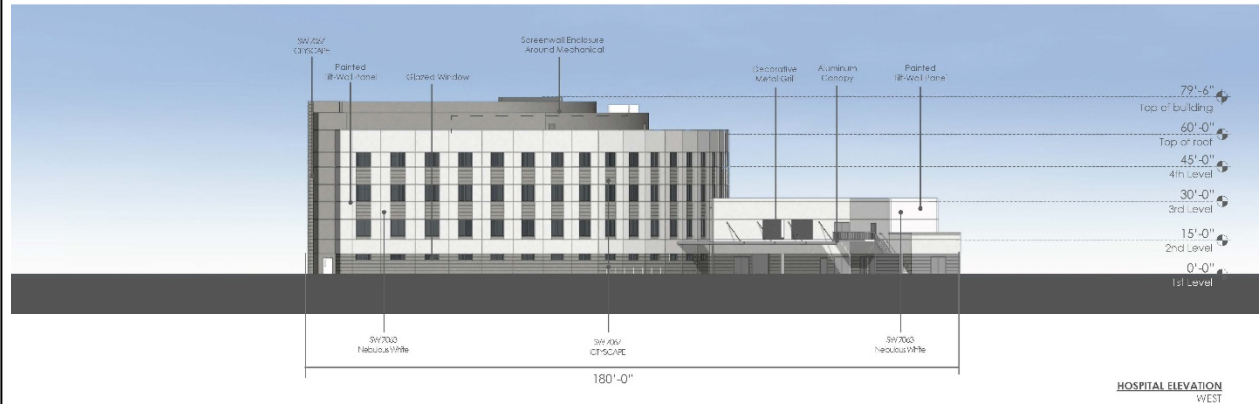




AH PALM COAST - 100 BED HOSPITAL AND FUTURE MOB | PALM COAST, FL

4'-0" X 2'-0" (1:24 SCALE) "FUTURE MOB SIGNAGE IS FOR INFORMATIONAL PURPOSES ONLY"
 Hunterbrady | Chris Dunlop | cdunlop@hunterbrady.com | 333 S. Colonial Ave Suite 1100 Orlando, FL 32801 | (407) 526-0256





AH PALM COAST - 100 BED HOSPITAL AND FUTURE MOB | PALM COAST, FL

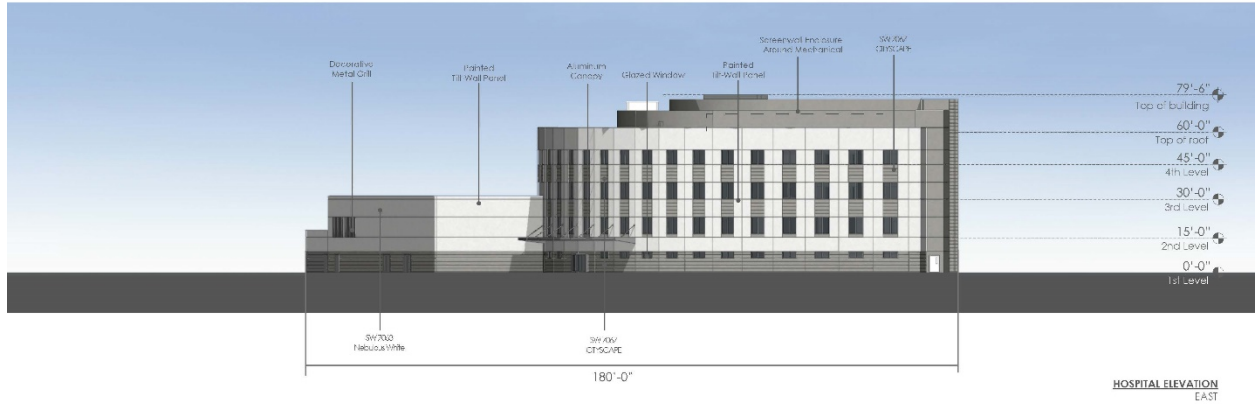
4 - EXTERIOR (CURATOR)

"FUTURE MOB SHOWCASE FOR FUTURE MATERIALS" (NOT FOR CONSTRUCTION)

Hunterbrady | Chris Dunlop | cdunlop@hunterbrady.com | 333 S. Colonial Ave Suite 1100 Orlando, FL 32801 | (407) 539-0556

0' 15' 30'





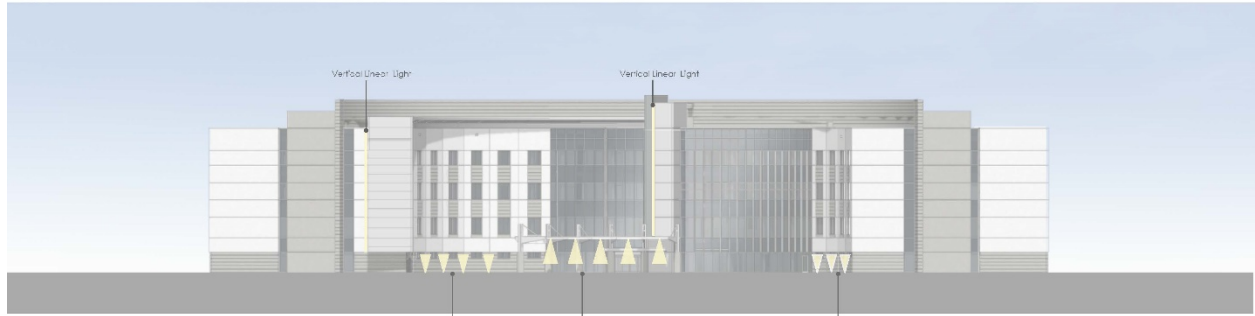
AH PALM COAST - 100 BED HOSPITAL AND FUTURE MOB | PALM COAST, FL

4-2020 (2) (2020)

"FUTURE MOB SHOWING FOR INFORMATIONAL PURPOSES ONLY"

Hunterbrady | Chris Dunlop | cdunlop@hunterbrady.com | 333 S. Coland Ave Suite 1100 Orlando, FL 32801 | (407) 539-0556





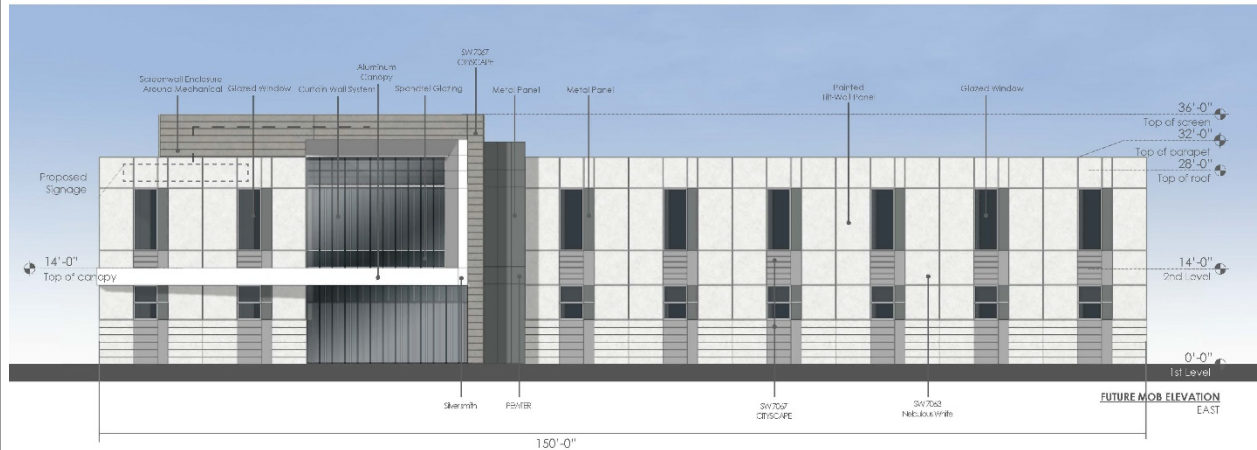
HOSPITAL ELEVATION
LIGHT STUDY

AH PALM COAST - 100 BED HOSPITAL AND FUTURE MOB | PALM COAST, FL

4-2020 (2) (2020) "FUTURE MOB SHOWING FUTURE HOSPITAL AND FUTURE MOB"
 Hunterbrady | Chris Dunlop | cdunlop@hunterbrady.com | 333 S. Colonial Ave Suite 1100 Orlando, FL 32801 | (407) 539-0556

0' 15' 30'





AH PALM COAST - 100 BED HOSPITAL AND FUTURE MOB | PALM COAST, FL

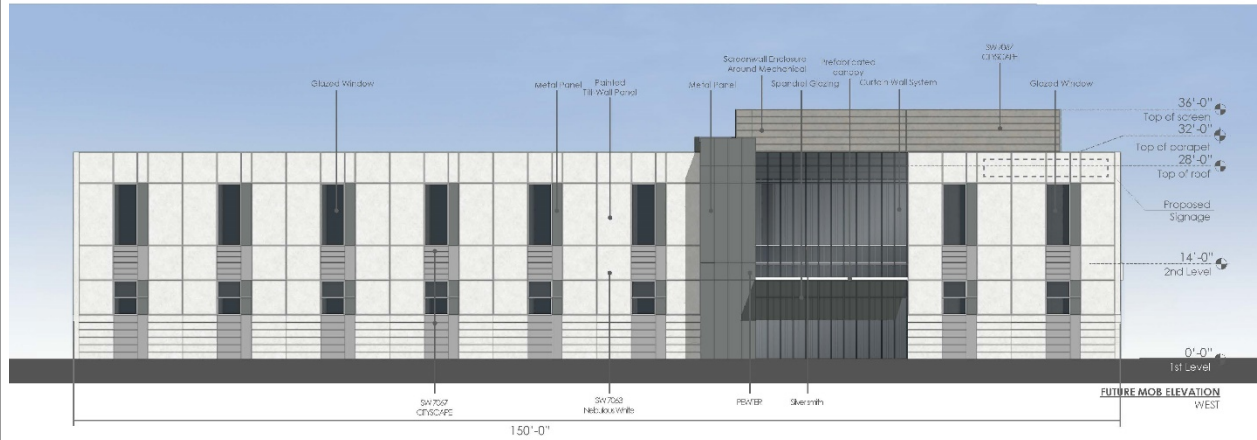
4-2020 (2) (2020)

"FUTURE MOB" IS A TRADE NAME FOR A PRODUCT OF ADVENTHEALTH.

Hunterbrady | Chris Dunlop | cdunlop@hunterbrady.com | 333 S. Coland Ave Suite 1100 Orlando, FL 32801 | (407) 539-0556

0' 5' 10'

AdventHealth
Hunterbrady
ARCHITECTS



AH PALM COAST - 100 BED HOSPITAL AND FUTURE MOB | PALM COAST, FL

4-2020 (2) (2020)

"FUTURE MOB ELEVATION WEST ELEVATION - NOT FOR CONSTRUCTION"

Hunterbrady | Chris Dunlop | cdunlop@hunterbrady.com | 333 S. Colonial Ave Suite 1100 Orlando, FL 32801 | (407) 526-0556

0' 5' 10'





AH PALM COAST - 100 BED HOSPITAL AND FUTURE MOB | PALM COAST, FL

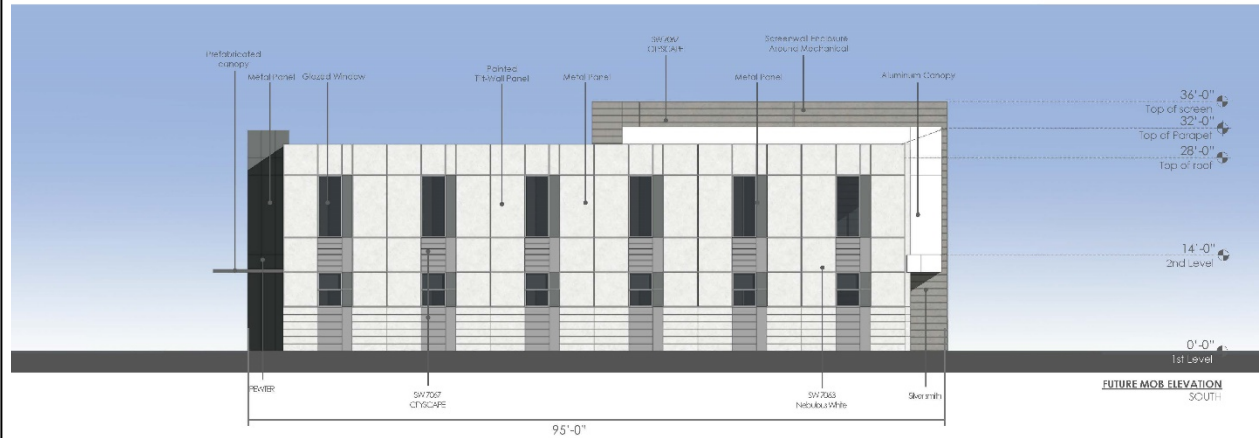
4-2020 (2020)

"FUTURE MOB SHOWS THE FUTURE MATERIALS AND COLORS"

Hunterbrady | Chris Dunlop | cdunlop@hunterbrady.com | 333 S. Colonial Ave Suite 1100 Orlando, FL 32801 | (407) 526-0556

0' 5' 10'



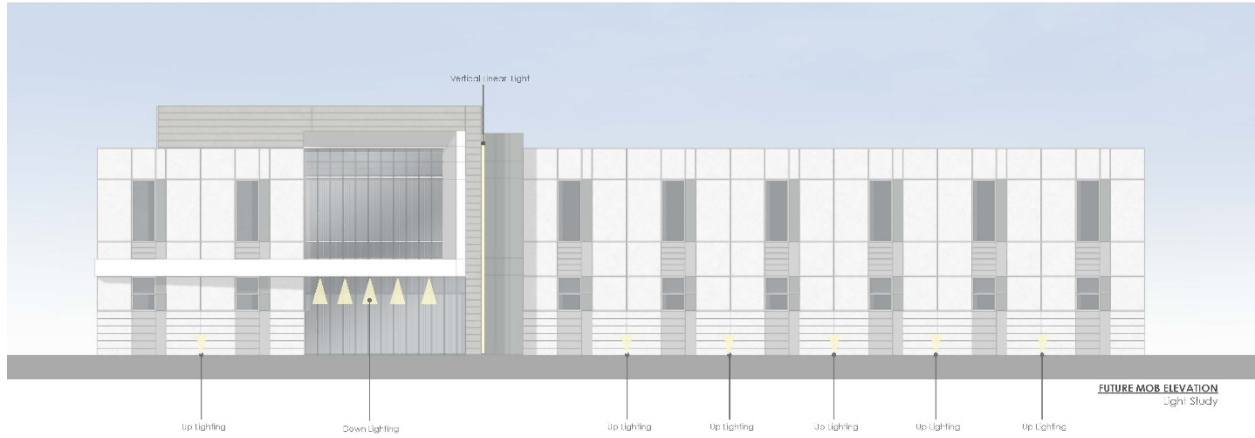


AH PALM COAST - 100 BED HOSPITAL AND FUTURE MOB | PALM COAST , FL

4 - 3025002 (1/20/2021) "FUTURE MOB SOUTH ELEVATION MATERIAL SAMPLE ONLY"
 Hunterbrady | Chris Dunlop | cdunlop@hunterbrady.com | 333 S. Coland Ave Suite 1100 Orlando, FL 32801 | (407) 526-0556

0' 5' 10'





AH PALM COAST - 100 BED HOSPITAL AND FUTURE MOB | PALM COAST, FL

4-2020 (REVISED) | COURTESY

"FUTURE MOB SHOWS THE FUTURE OF THE MOB" | HUNTERBRADY

Hunterbrady | Chris Dunlop | cdunlop@hunterbrady.com | 333 S. Colonial Ave Suite 1100 Orlando, FL 32801 | (407) 539-0556

0' 5' 10'





AH PALM COAST - 100 BED HOSPITAL AND FUTURE MOB | PALM COAST, FL

4-2025/2026 | 03/2025/2026
 HUNTERBRADY ARCHITECTURAL PARTIAL ONLY
 Hunterbrady | Chris Dunlop | cdunlop@hunterbrady.com | 333 S. Colonial Ave Suite 1100 Orlando, FL 32801 | (407) 539-0556





North Aerial

AH PALM COAST - 100 BED HOSPITAL AND FUTURE MOB | PALM COAST, FL

4-2025/2026 | 02/2025

"FUTURE MOBILITY AND FUTURE MOBILITY" "FUTURE MOBILITY"

Hunterbrady | Chris Dunlop | cdunlop@hunterbrady.com | 333 S. Colonial Ave Suite 1100 Orlando, FL 32801 | (407) 539-0556





South Aerial

AH PALM COAST - 100 BED HOSPITAL AND FUTURE MOB | PALM COAST, FL

4-2025/2026 | 03/20/2025

"FUTURE MOB SHOWS FUTURE DEVELOPMENTAL "NOTES" ONLY"

Hunterbrady | Chris Dunlop | cdunlop@hunterbrady.com | 333 S. Colonial Ave Suite 1100 Orlando, FL 32801 | (407) 539-0556





**COMMUNITY DEVELOPMENT DEPARTMENT
STAFF REPORT FOR ADVENT HEALTH ON PALM COAST PARKWAY MPD
CITY COUNCIL PUBLIC HEARING
MAY 4, 2021**

OVERVIEW

Project Name:	Advent Health on Palm Coast Parkway MPD
Application Type:	Master Planned Development
Application Number:	4723
Applicant/agent:	Alliance Engineering, Inc., agent for property owner
Property Owner:	Memorial Hospital Flagler, Inc. d/b/a Advent Health Palm Coast
Address:	4835 and 4815 Palm Coast Parkway NW and 405 and 455 Palm Coast Parkway SW
Location:	NE quadrant of Palm Coast Parkway SW and Bridgehaven Drive
Parcel ID #:	14-11-30-5538-00000-0100, 14-11-30-5538-00000-0110, 14-11-30-5538-00000-0120, 14-11-30-5538-00000-0130
Current FLUM designation:	Mixed Use
Current Zoning designation:	General Commercial (COM-2)
Current Use:	Vacant land
Size of subject property:	11.04 +/- acres

REQUESTED ACTION

Advent Health Palm Coast as owner and proposed developer of 11.04 +/- acres of land located at the NE quadrant of Palm Coast Parkway SW and Bridgehaven Drive has requested a rezoning to Advent Health on Palm Coast Parkway MPD. The MPD rezoning would allow for a 155,000 square foot, four-story hospital with 100 patient beds in Phase 1 and a 30,000 square foot, two-story medical office building in Phase 2. Additionally, Advent Health has requested that a Master Site Plan for the project be included with the MPD Rezoning so that the Technical Site Plan for the project can be reviewed administratively by City staff after completion of the MPD Rezoning.

BACKGROUND/SITE HISTORY

The subject property consists of lots 10, 11, 13 and part of lot 12 of the St. Joe Corporate Park Subdivision that was originally 12.04 +/- acres. O'Reilly Auto Parts purchased 1.0 +/- acre of lot 12 on June 26, 2019 and recently opened their facility. Advent Health Palm Coast purchased the remaining 11.04 +/- acres on August 6, 2020 with the intention of constructing the hospital and medical office facility.

LAND USE AND ZONING INFORMATION

Currently the land is designated Mixed Use on the Future Land Use Map (FLUM) and is zoned General Commercial (COM-2). The purpose of this MPD rezoning request is to establish a development agreement that allows some flexibility for the hospital and medical office building to

be developed on a site that is somewhat smaller than desirable but yet is the only available site along Palm Coast Parkway sufficient in size to create a hospital to serve the central area of Palm Coast. The MPD Zoning and its accompanying MPD Agreement allows the use of innovative planning techniques to provide some flexibility from typical zoning standards while exceeding the Land Development Code in other areas such as architectural standards or in creating a more pedestrian friendly environment.

The following table summarizes the general existing and proposed land use and zoning data:

SURROUNDING ZONING AND FLUM CATEGORIES

Direction	FLUM Category	Zoning District
North	Residential	DPX then SFR-2 and SFR-3
South	Mixed Use then Canal and Residential	COM-2 then PSP and SFR-2
East	Mixed Use and Institutional	COM-2, OFC-2 and PSP
West	Mixed Use	OFC-2 and COM-3

SITE DEVELOPMENT REQUIREMENTS:

Site development must be in accordance with the requirements of the City of Palm Coast Land Development Code and its MPD Agreement, the Comprehensive Plan and the latest Building Codes. The following table summarizes the basic development standard requirements and corresponding proposed development criteria, with which the Master Site Plan complies:

SITE DEVELOPMENT REQUIREMENTS FOR COM-2, LDC AND MPD

Criteria (per LDC & MPD)	Required	Provided
Minimum Lot Size	20,000 sq. ft. (0.46 acre)	11.04 +/- acres
Maximum Impervious Coverage	60% (65% per MPD)	64%
Minimum Open Space	40% (35% per MPD)	36%
Maximum Building Height	50 ft. (79.75 ft. per MPD)	79.5 ft.
Maximum Floor Area Ratio	40%	39%
Minimum Building Setbacks	Arterial/Collector Rd.: 25 ft. Local Road: 10 ft. Int. Side: 10 ft.	25 ft. minimum 20 ft. minimum 10 ft. minimum
Minimum Parking		
100 bed hospital @ 3 per bed	300 spaces	325 spaces
30,000 sq. ft. medical office/250	120 spaces	150 spaces
Total spaces including garages	420 spaces	475 spaces
Including ADA designated parking	13 spaces	20 spaces

MASTER SITE PLAN PROCESS

The Master Site Plan application process is specified in Section 2.10 of the Unified Land Development Code (LDC). This review process is intended to ensure that site development takes place in an orderly and efficient manner through a process that provides adequate review based on the size and complexity of the proposed development. Master Site Plan review and approval establishes the viability of a development thereby, allowing a project to proceed to the Technical Site Plan process.

This application incorporates a review/approval process coordinated by and through City staff, the PLDRB, and the City Council as applicable. As provided in Table 2-1 of Sec. 2.04 of the LDC, non-residential projects over 100,000 square feet of gross building area are classified as Major projects, which requires review and recommendation from the PLDRB, and with final review and determination by the City Council. In this case the project is considered a Major project.

Section 2.10.04 of the LDC establishes the review criteria for a Master Site Plan as detailed below.

Review Criteria	Comments
1. Logic of design	The Master Site Plan shows a proposed 100-bed (4-story and about 155,000 sq. ft. building) hospital in Phase 1 and a 30,000 sq. ft. medical office building in Phase 2. All of the infrastructure including parking and walkways will be constructed in Phase 1 so the site can fully function until Phase 2 is constructed.
2. Internal Consistency	The Master Site Plan is designed with a common architectural theme throughout its 11+ acre site.
3. Impact on neighboring sites	This medical services campus should have minimal impact on neighboring single-family homes due to Palm Coast Parkway separating residential homes from the project. The hospital should be about 300 feet from the closest single-family or two-family home to the north and about 500 feet from the closest single-family home to the south.
4. Internal vehicle and pedestrian connectivity	Pedestrian access ways will allow future employees and visitors to walk throughout the site using sidewalks and also travel to adjoining commercial services using sidewalks. Internal vehicle access has been designed to keep vehicles separated as much as possible from pedestrian walkways.
5. Public benefit from the project	The project will allow for a second hospital to serve residents of the central and northern areas of Palm Coast which will save those residents 10 to 20 minutes of driving time to a hospital based on their location. It will also add numerous well-paying year around jobs.

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: In staff's opinion the project meets all requirements of the Land Development Code as discussed in more detail later.

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 following goals, objectives and policies of the Comprehensive Plan:

- **Chapter 1 Future Land Use Element:**

-Goal 1.1 – Preserve the character of residential communities, prevent urban sprawl and protect open space and environmental resources, while providing a mix of land uses, housing types, services, and job opportunities in mixed use centers and corridors.

Palm Coast Parkway is the key corridor in the City and the proposed medical services will provide a large number of job opportunities for residents and by locating this project on a smaller infill tract with multi-story buildings it will preserve open space and discourage urban sprawl.

-Policy 1.1.1.2 – The future land use designations shall permit the zoning districts listed and generally described in the following table.

The FLUM designates the subject property as *Mixed Use* and the Master Planned Development (MPD) using primarily General Commercial (COM-2) development standards is an allowable zoning district for the *Mixed Use* designation on this FLUM table.

Objective 1.1.2 – Master Planned Development – Encourage the use of innovative land development regulations by permitting Master Planned Developments (MPD) in any FLUM designation, with the exception of Conservation.

The proposed MPD is located in the *Mixed Use* area on the FLUM and the MPD does incorporate innovative land development strategies to ensure the project will not only fit on the site but fit in with the neighborhood.

Policy 1.1.2.2 – Permitted densities and intensities within a MPD shall generally follow those allowed within the corresponding zoning districts associated with the land use designation assigned to the property. Deviations from these density and intensity standards may be permissible in order to promote and encourage creatively planned projects and in recognition of special geographical features, environmental conditions, economic issues, or other unique circumstances.

The COM-2 Zoning District has a height limit of 100 feet for buildings but the Palm Coast Parkway Overlay Zone limits height in this particular case to 50 feet. The MPD agreement has a maximum height of 79.75 feet and staff feels this deviation in the MPD are acceptable as this unique project will be a key economic generator for the west central area of Palm Coast.

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

The proposed location is a site that has been passed over for development since Palm Coast was created. Fitting the site in this infill location which is close to numerous residences will discourage urban sprawl.

Policy 1.1.4.2 – The Master Planned Development (MPD) zoning district shall allow residential housing types to be mixed with retail, service, office, commercial, and other land uses. Potential areas for MPD's are strategically located throughout the City to promote infill development and to maximize vehicular and pedestrian accessibility.

This site is strategically located in close proximity to a large number of residences and located on a major east-west corridor of the City where this roadway has sufficient capacity to handle the additional traffic. Vehicular accessibility to the site will be excellent.

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 consumption.

This infill project will be developed efficiently on a smaller site where sufficient public facilities are already available to serve the project. The site's location will be close to numerous residences in central and north Palm Coast which will shorten trips for those residents needing emergency medical services.

Objective 1.4.2 – Create Employment Centers and Jobs – Encourage the development of employment centers within close proximity to housing and transportation corridors to maximize accessibility, convenience for residents, and to improve the economic climate.

Advent Health Palm Coast project will create a large number of good paying jobs located on a main transportation corridor that will be convenient to numerous residents.

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

Staff Finding: Nearby area roadways and public utilities are available to serve the project and the proposed changes will not create any significant financial liability or hardship for the City. All necessary infrastructure improvements and all applicable impact fees will be the responsibility of the developer.

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 will not create any of the specified issues and will definitely be a major benefit to residents' health.

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

Staff Finding: The subject property will be required to comply with the development standards of the City's Land Development Code, the MPD Agreement, the Comprehensive Plan, and the requirements of all other applicable agencies throughout the development process. Future site plans, preliminary plats, final plats or any other development applications shall require full compliance review.

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: The proposed application remains consistent with and will further the goals and objectives of the Comprehensive Plan.

B. Consistency with the general intent of the LDC.

Staff Finding: The development standards in the MPD remain consistent with the standards established by the LDC.

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

Staff Finding: The proposed hospital will be higher than other projects along Palm Coast Parkway however based on nearby land uses the height increase of the hospital will not have a negative impact on surrounding land uses since the closest residential home to the north is over 300 feet away and separated by Palm Coast Parkway NW and the closest residential home to the south is over 500 feet away and separated by Palm Coast Parkway SW and a heavily landscaped drainage canal. Uses closer than these residential homes provide commercial uses and will not be negatively impacted by the hospital and should receive a positive impact from the hospital as it should act as an economic generator.

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

Staff Finding: This large medical campus will have a common architectural theme and will be compatible with neighboring properties as outlined above.

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 required by the LDC, future development applications will be analyzed in further detail to determine if there is adequate public infrastructure capacity to serve the development. Other public service needs will also be reviewed in more detail as the development review progresses. For example, future applications for development will require further environmental analysis, traffic studies, utility agreements, coordination with Flagler Schools, etc. before approval. The subject project will be required to pay applicable impact fees to accommodate its impact on the public infrastructure and services.

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

Staff Finding: The developer has shown that the project will have two phases but all essential infrastructure will be constructed in the initial phase so if the second phase is never constructed it will not create any issues for the initial phase to function properly.

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

Staff Finding: A traffic impact study has been provided and advises that all roadways within the study area with the project's traffic included will operate at the City's adopted level of service. The project's estimated total traffic will be 3276 weekday daily trips, 267 AM peak hour trips and 293 PM peak hour trips. The traffic study will be analyzed in further detail during the project's Technical Site Plan to determine specific improvements that could be needed such as turn lanes.

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 subject property is currently zoned COM-2 whose dimensional standards normally allow a maximum building height of 100 feet (50 feet in the Palm Coast Overlay District) and a maximum impervious surface ratio of 70% (60% in a MPD). In the MPD Agreement the maximum building height will not exceed 79.75 feet and the maximum impervious surface ratio 65%. By developing this campus on an infill property and on a major roadway with sufficient capacity along with the project's major health benefits to residents of central and north Palm Coast and the project's economic benefits certainly outweigh these deviations within the MPD.

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

Staff Finding: Planning staff believes the departures described above from the Palm Coast Overlay District and the MPD standards are easily outweighed by the project's common architectural theme, the emergency medical services it will provide to central and north Palm Coast residents, and that the nearest residential homes to the project are over 300 feet to the north from the hospital and over 500 feet away to the south from the hospital.

J. Impact upon the environment or natural resources.

Staff Finding: This project has no onsite wetland or other key environmental issues and its location on an infill site will discourage urban sprawl which is typically one of the major inhibitors in protecting our environmental and natural resources.

K. Impact on the economy of any affected area.

Staff Finding: This project should have a very positive impact on the City's economy by substantially improving emergency and acute medical care for residents living in central and northern Palm Coast as well as providing numerous well-paying year-around jobs.

PUBLIC PARTICIPATION

The developer mailed notices on March 31, 2021, to property owners within 300 feet of the project for a neighborhood meeting that was held at the Community Center at 305 Palm Coast Parkway NE at 6:30 PM on April 12, 2021. The owner's project team, one neighboring property owner and four City staff attended this meeting. The meeting concluded at approximately 7:00 PM.

The developer erected three City provided signs by April 7th, notifying citizens of the three public hearings. News ads will be run about two weeks before each of the three public hearings.

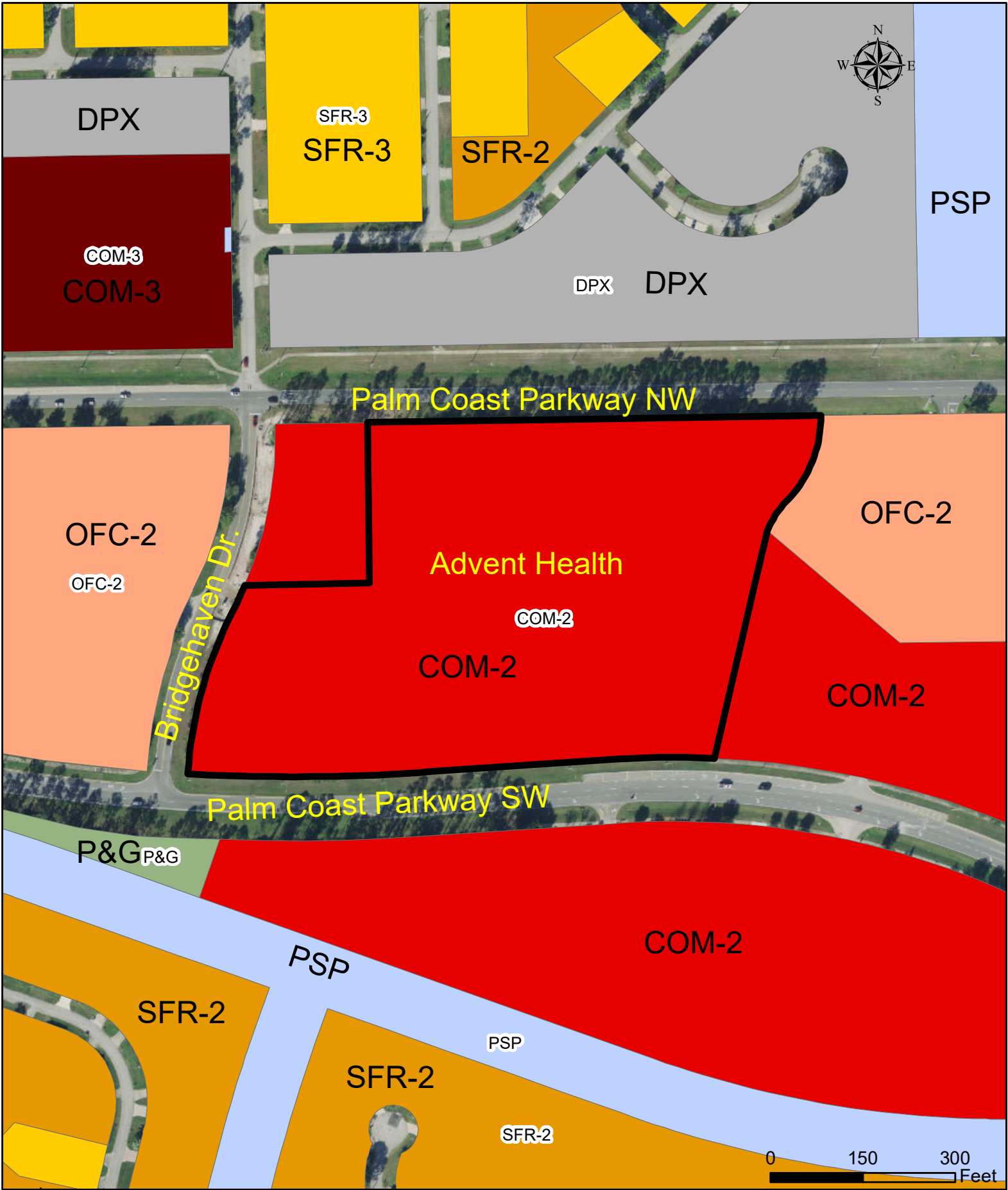
PLANNING AND LAND DEVELOPMENT REGULATION BOARD

The PDLRB public hearing was held on April 21, 2021 starting at 5:30 PM. No one from the public attended for this item nor spoke for or against it. The PLDRB found this project in compliance with the Comprehensive Plan and voted 7 – 0 to recommend approval to City Council.

RECOMMENDATION

The Planning and Land Development Regulation Board found this MPD in compliance with the Comprehensive Plan and recommended that City Council approve the Advent Health on Palm Coast Parkway MPD Rezoning, Application No. 4723.

Advent Health MPD Existing Zoning Map

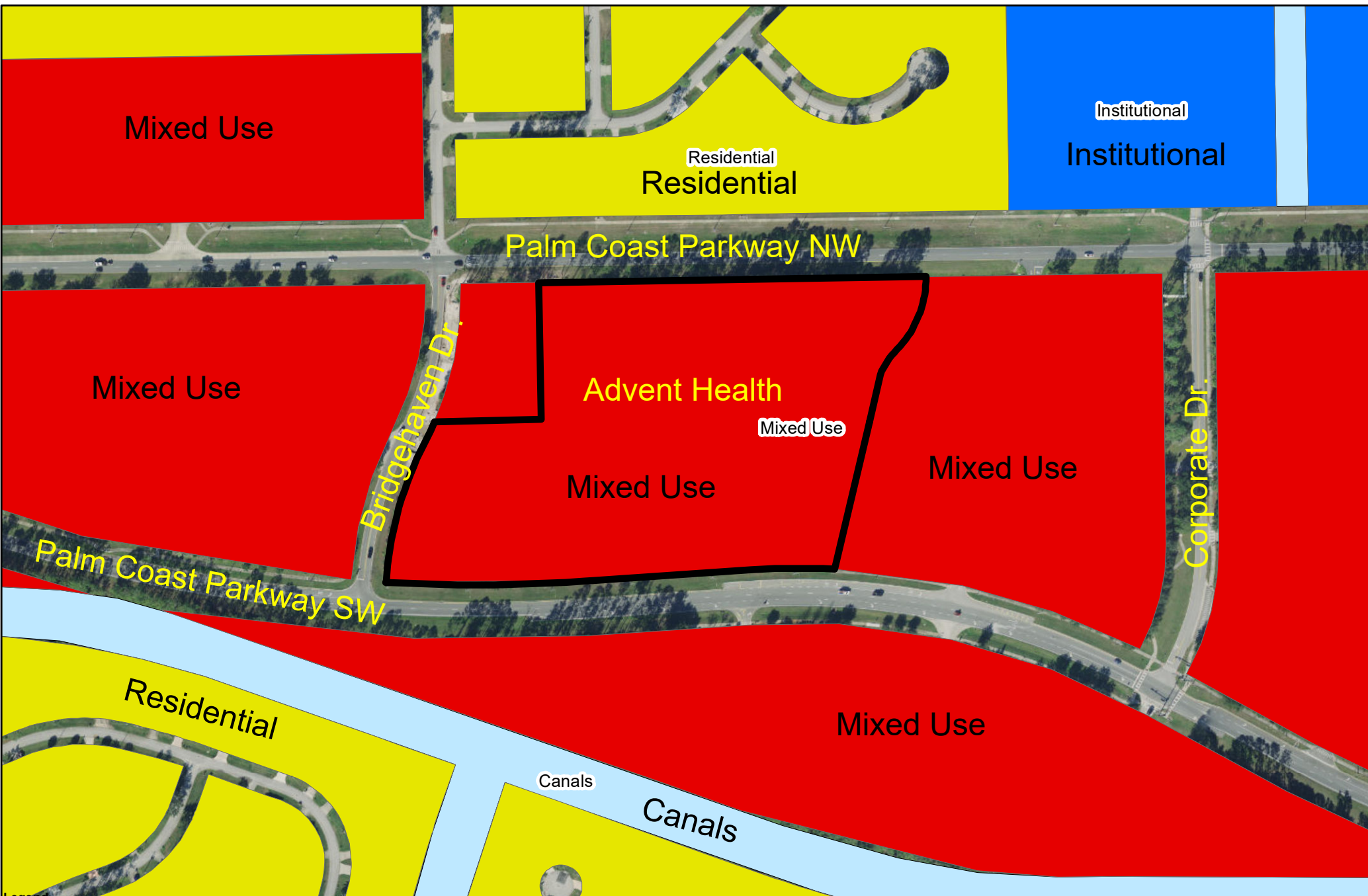


Legend

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	Advent_Health_MPD		COM-2		EST-1		IND-2		MPD		PRS		SFR-1		SFR-4
	Zoning		COM-3		EST-2		MFR-1		OFC-2		PSP		SFR-2		SFR-5
	AC														

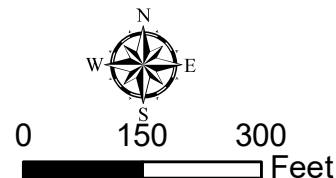


Advent Health MPD FLUM



Legend



	Palm Coast City Limits		CONSERVATION		DRI-Urban Core		Mixed Use
	Advent_Health_MPD		Canals		Greenbelt		Residential
FLUM CATEGORY			Conservation		Industrial		
	AGRICULTURE & TIMBERLANDS		DRI-Mixed Use		Institutional		



Advent Health MPD Distant Aerial



Legend

-  Palm Coast City Limits
-  Advent Health MPD

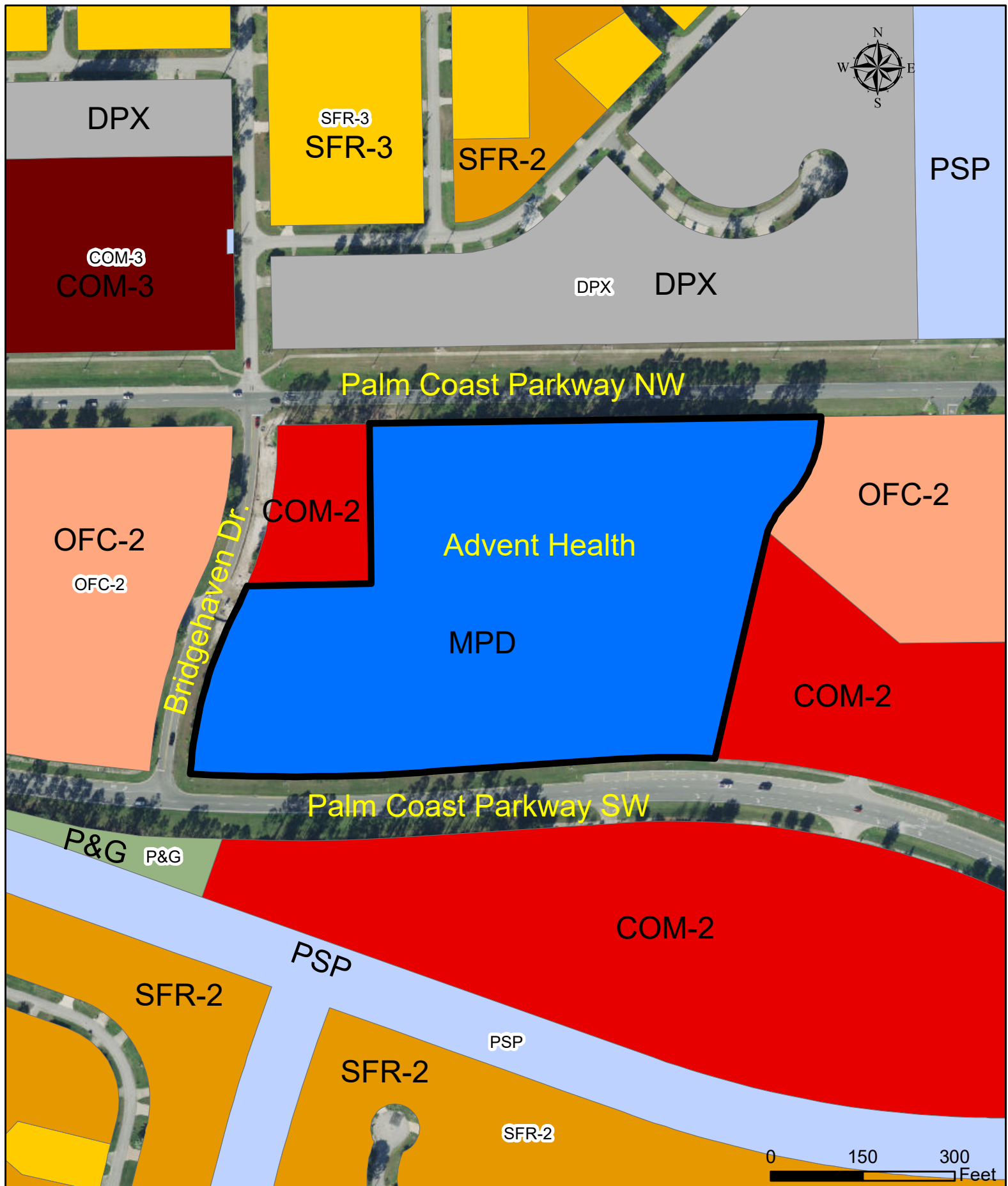
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Feet



Map Provided By: Planning Division



Advent Health MPD Proposed Zoning Map



Legend

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	Advent_Health_MPD		COM-2		EST-1		IND-2		MPD		PRS		SFR-1		SFR-4
	Zoning		COM-3		EST-2		MFR-1		OFC-2		PSP		SFR-2		SFR-5
	AC														





Map Provided By: Planning Division

Advent Health MPD Closeup Aerial



Legend

-  Palm Coast City Limits
-  Advent_Health_MPD



0 150 300
Feet

Map Provided By: Planning Division





SECTION 14, TOWNSHIP 11 RANGE 30
LAT.: 29°33'8.483"N LONG.: 81°14'40.044"W

SOILS MAP LEGEND

- SOURCE:
USDA NATURAL RESOURCES CONSERVATION
SERVICE - WEB SOIL SURVEY



FLOOD MAP LEGEND

ZONE A: NO BASE FLOOD ELEVATION DETERMINED

ZONE X: AN AREA INUNDATED BY 1% ANNUAL CHANCE FLOODING, FOR WHICH BFE'S HAVE BEEN DETERMINED

FEMA FLOOD INSURANCE RATE MAP
COMMUNITY PANEL MAP #12035C0136E,
DATED JUNE 6, 2018

UTILITY OPERATING AUTHORITIES:

ELECTRIC:
FLORIDA POWER & LIGHT COMPANY
5910 E. HIGHWAY 100
PALM COAST, FL 32164
CONTACT: JOSH WATKINS
Phone: (386) 586-6477
EMAIL: joshua.watkins@fpl.com

WATER AND SEWER SERVICE:
CITY OF PALM COAST (COPC UTILITIES)
2 UTILITY DRIVE
PALM COAST, FL 32137
CONTACT: CHRIS JOHNSON
PH: (386) 986-2384
EMAIL: cjohnson@palmcoastgov.com

TELEVISION AND PHONE:
BRIGHTHOUSE/SPECTRUM
2323 N. STATE STREET
BUNNELL, FL 32110
PH: (866) 874-2389

AS:
TECO PEOPLES GAS
1040 PHILIPS HIGHWAY
JACKSONVILLE, FL 32207
CONTACT: BRIAN ROSKE
PH: (904) 553-6914
EMAIL: bkroske@tecoenergy.com

LEGAL DESCRIPTION:

Parcel A:

Lots 10, 11 and 13, ST. JOE CORPORATE PARK, according to the plat thereof as recorded in Map Book 32, Pages 81 through 83, Public Records of Flagler County, Florida.

Parcel B:

Lot 12, ST. JOE CORPORATE PARK, according to the plat thereof as recorded in Map Book 32, Pages 81 through 83, Public Records of Flagler County, Florida, LESS AND EXCEPT:

Part of Lot 12, of the subdivision Plat of ST. JOE CORPORATE PARK, as recorded in Map Book 32, pages 81 through 83, of the Public Records of Flagler County, Florida, being more particularly described as follows:

Begin at the intersection of the Southerly right of way line of Palm Coast Parkway with the Easterly Right of Way line of Bridgehaven Drive also being the Westerly line of Lot 10, ST. JOHN'S EVANGELICAL LUTHERAN CHURCH, plat 18,000, recorded in Public Records, 12, as recorded in map Book 32, Pages 8 through 83, Public Records of Flagler County, Florida; thence run along said Southerly right of way line North 89°08'27" East, a distance of 149.59 feet; thence departing said right of way line run South 0°49'19" East, a distance of 260.61 feet; thence run South 88°50'28" West, a distance of 202.58 feet; thence depart said Southerly right of way line and run North 89°08'27" East, a distance of 149.59 feet and a curve concave Westerly having a radius of 627.99 feet, a central angle of 23°44'40", an arc length of 260.25 feet, being subtended by a chord bearing of North 11°00'47" East for a chord distance of 258.39 feet to a point of tangency; thence depart said point of tangency and run North 89°08'27" East, a distance of 8.81 feet to the aforesaid Southerly right of way line being the Point of Beginning.

SHEET INDEX

C-1	COVER	1
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C-3	CONCEPTUAL UTILITY PLAN	3
C-4	CONCEPTUAL DRAINAGE PLAN	4
C-5	AUTOTURN EXHIBIT	5
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--	CONCEPTUAL LANDSCAPE PLAN	7



ALLIANT

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www.alliant-inc.com
CA# 29471

[illegible]

100-BED HOSPITAL AND MEDICAL OFFICE BUILDING

1 ADVENT WAY
PALM COAST, FL 32137

MASTER SITE PLAN

COVER

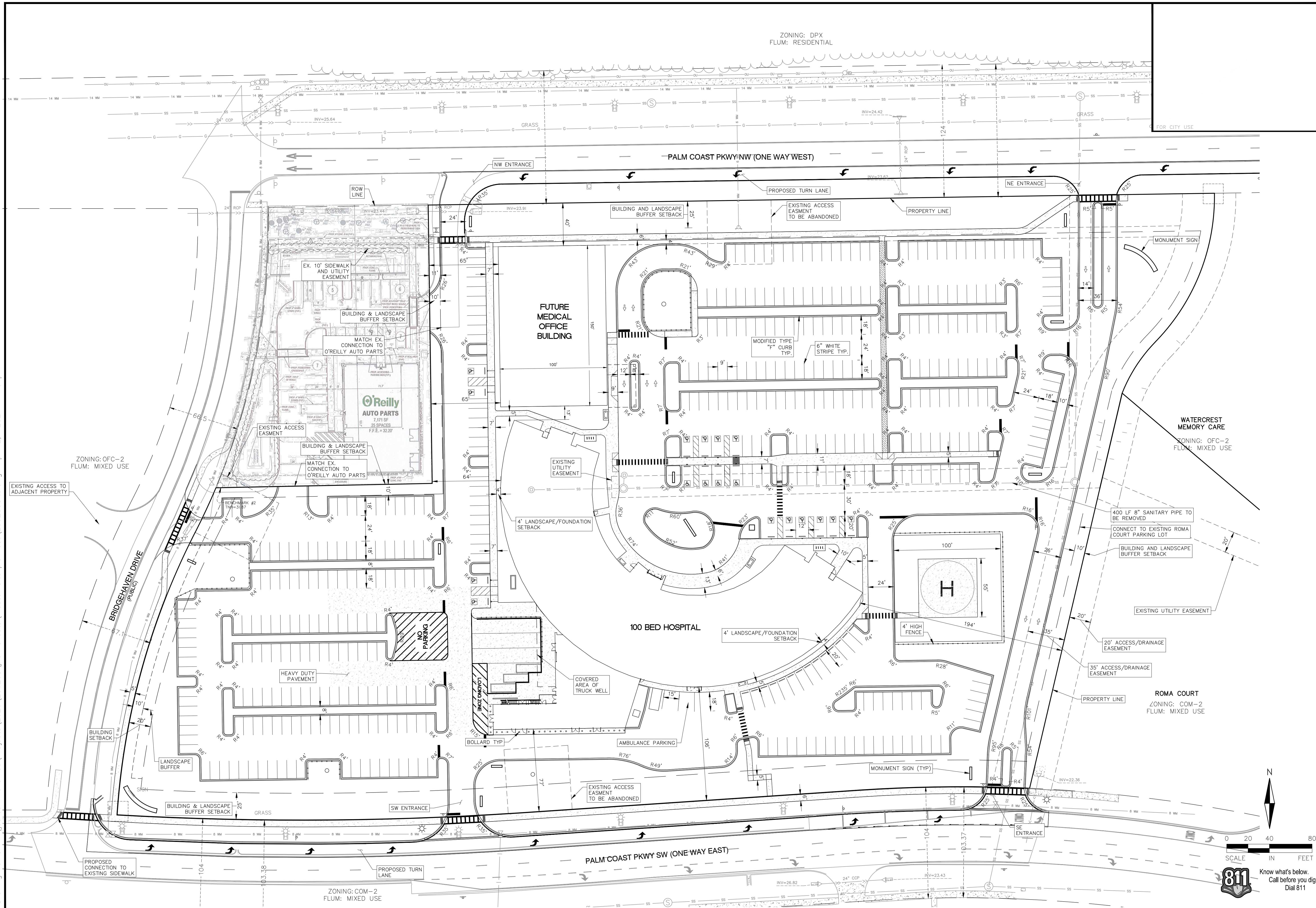
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79764	
Date	License No.
QA/QC	
BY	DATE
PROJECT TEAM DATA	
DESIGNED:	CMW
DRAWN:	NEM, CMG
PROJECT NO:	200-0208

C-1

100-BED HOSPITAL AND MEDICAL OFFICE BUILDING
1 ADVENT WAY
PALM COAST, FL 32137

**MASTER SITE PLAN
CONCEPTUAL SITE PLAN**

C-2

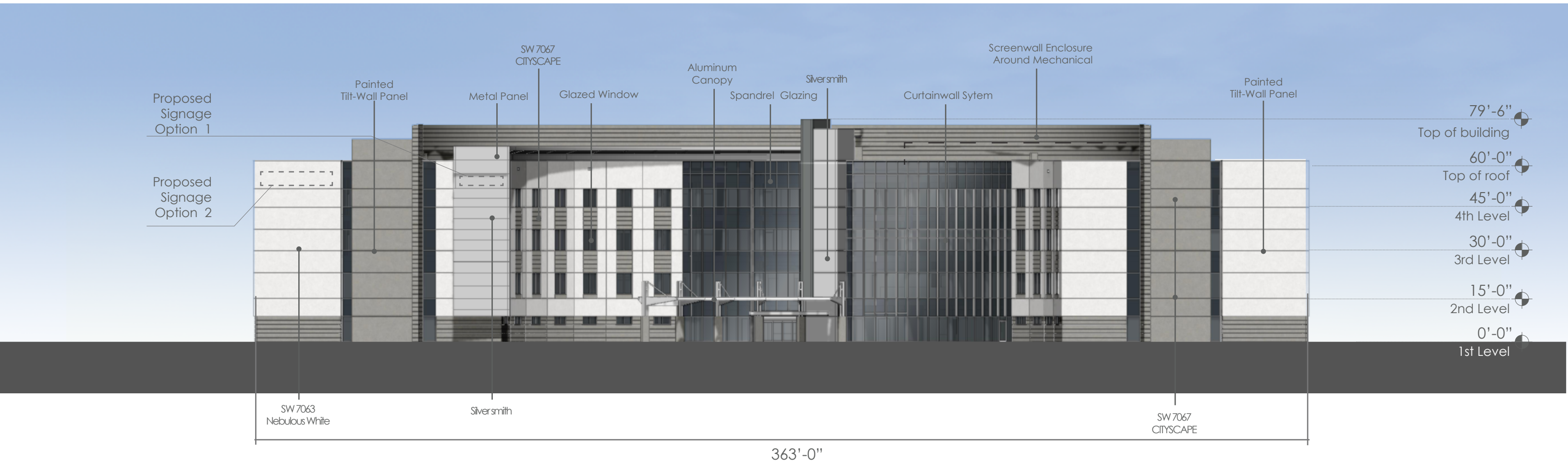




100 BED HOSPITAL & FUTURE MOB

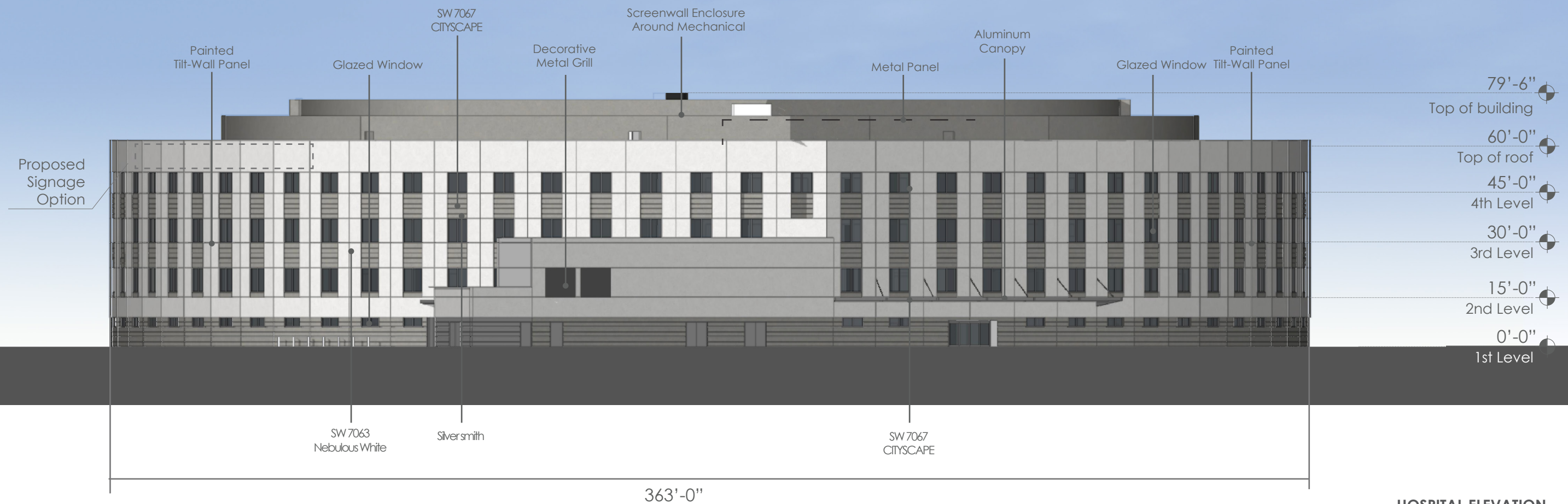
Palm Coast, FL

CONCEPTUAL PACKAGE



HOSPITAL ELEVATION
NORTH

AH PALM COAST - 100 BED HOSPITAL AND FUTURE MOB | PALM COAST , FL



HOSPITAL ELEVATION
SOUTH

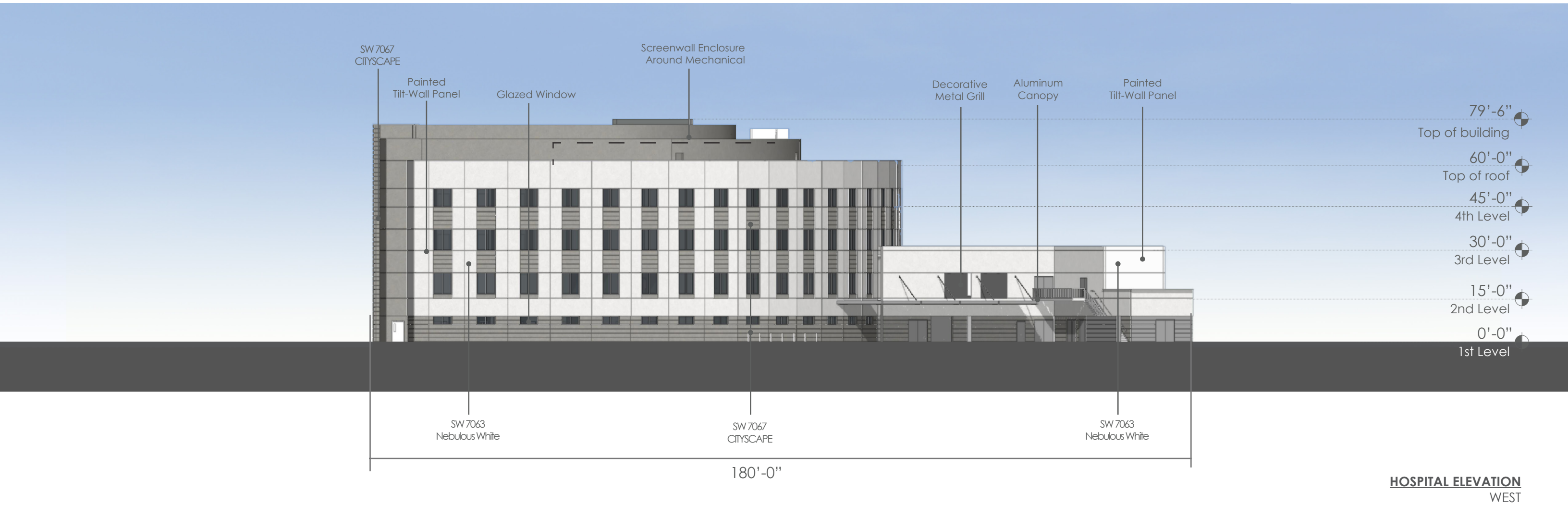
AH PALM COAST - 100 BED HOSPITAL AND FUTURE MOB | PALM COAST , FL

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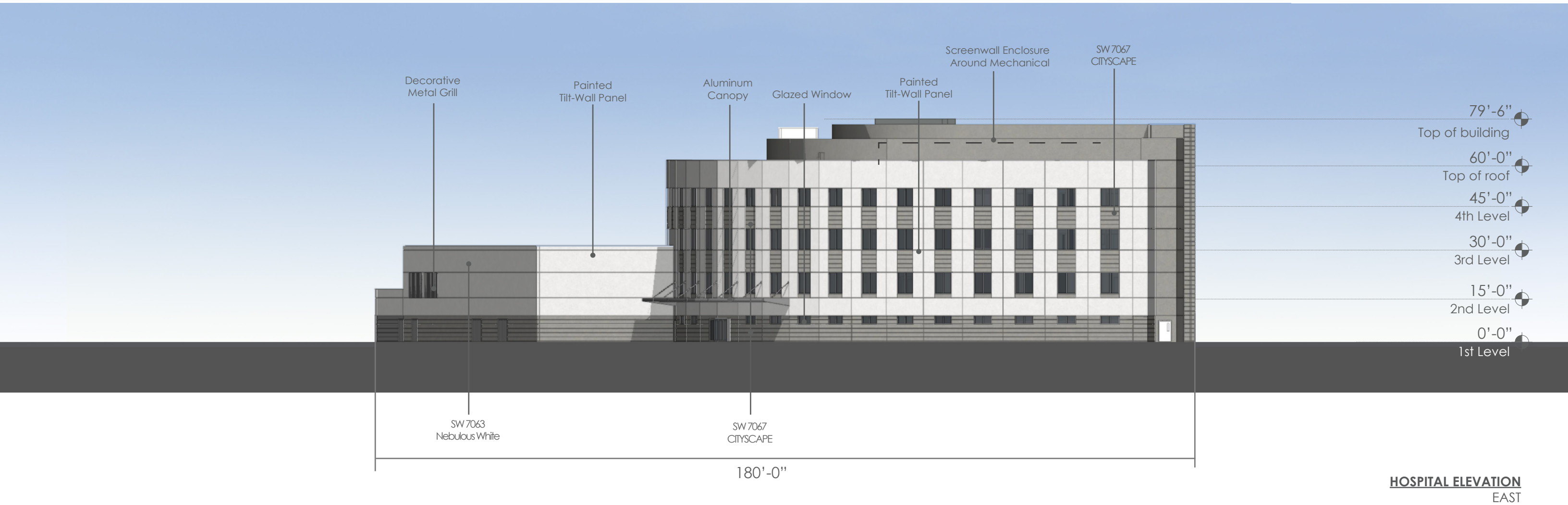
*FUTURE MOB SHOWN FOR REPRESENTATIONAL PURPOSE ONLY *

HuntonBrady | Chris Dunlop | cdunlop@huntonbrady.com | 333 S. Garland Ave Suite 1100 Orlando, FL 32801 | (407) 839-0886

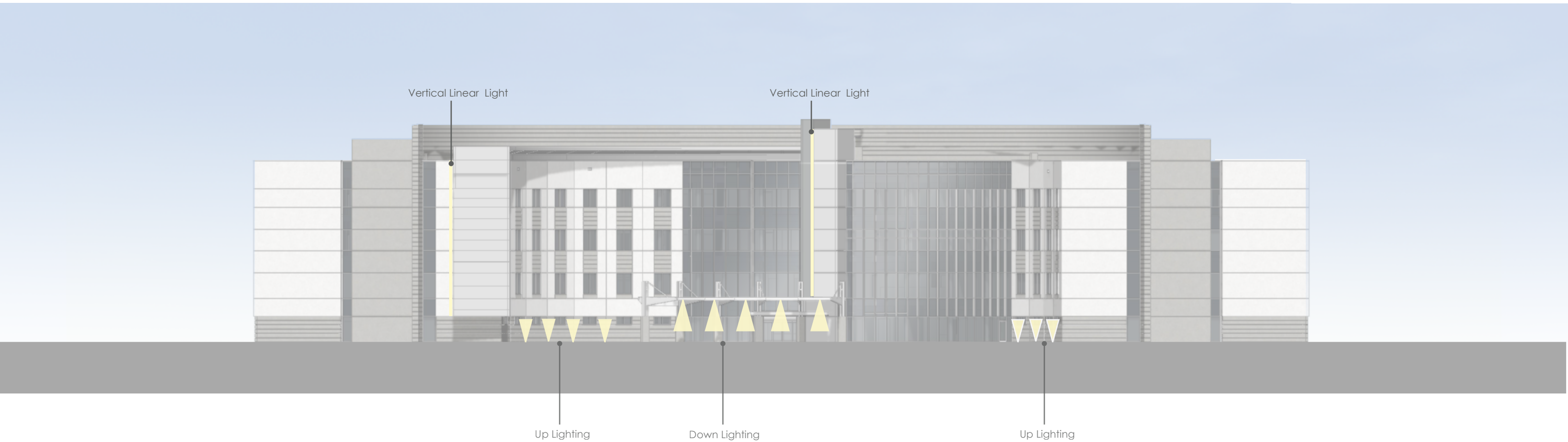
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AH PALM COAST - 100 BED HOSPITAL AND FUTURE MOB
 | PALM COAST , FL



AH PALM COAST - 100 BED HOSPITAL AND FUTURE MOB | PALM COAST , FL



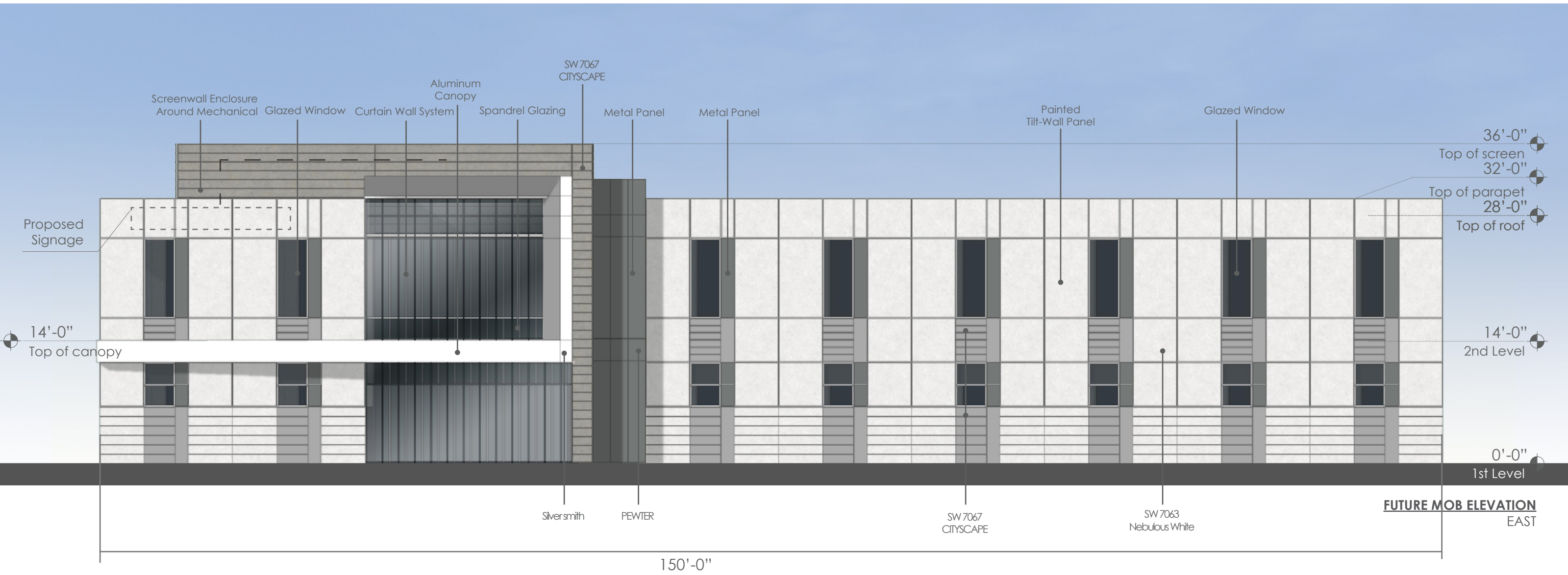
HOSPITAL ELEVATION
LIGHT STUDY

AH PALM COAST - 100 BED HOSPITAL AND FUTURE MOB | PALM COAST , FL

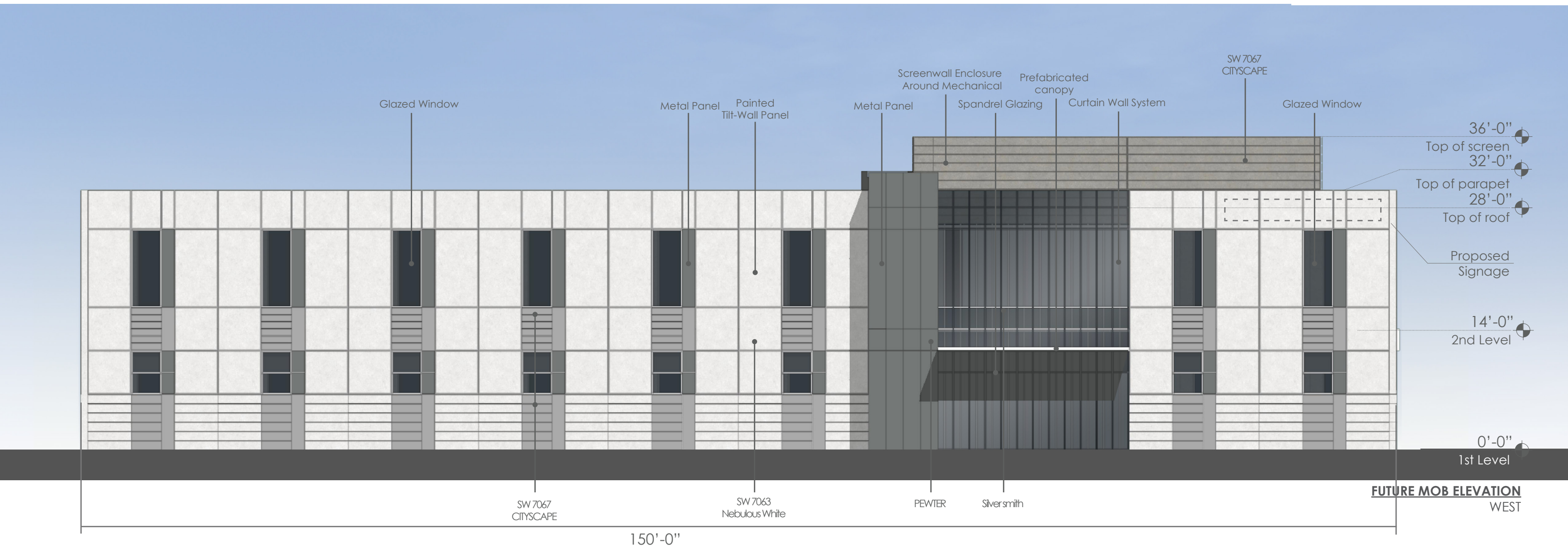
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HuntonBrady | Chris Dunlop | cdunlop@huntonbrady.com | 333 S. Garland Ave Suite 1100 Orlando, FL 32801 | (407) 839-0886

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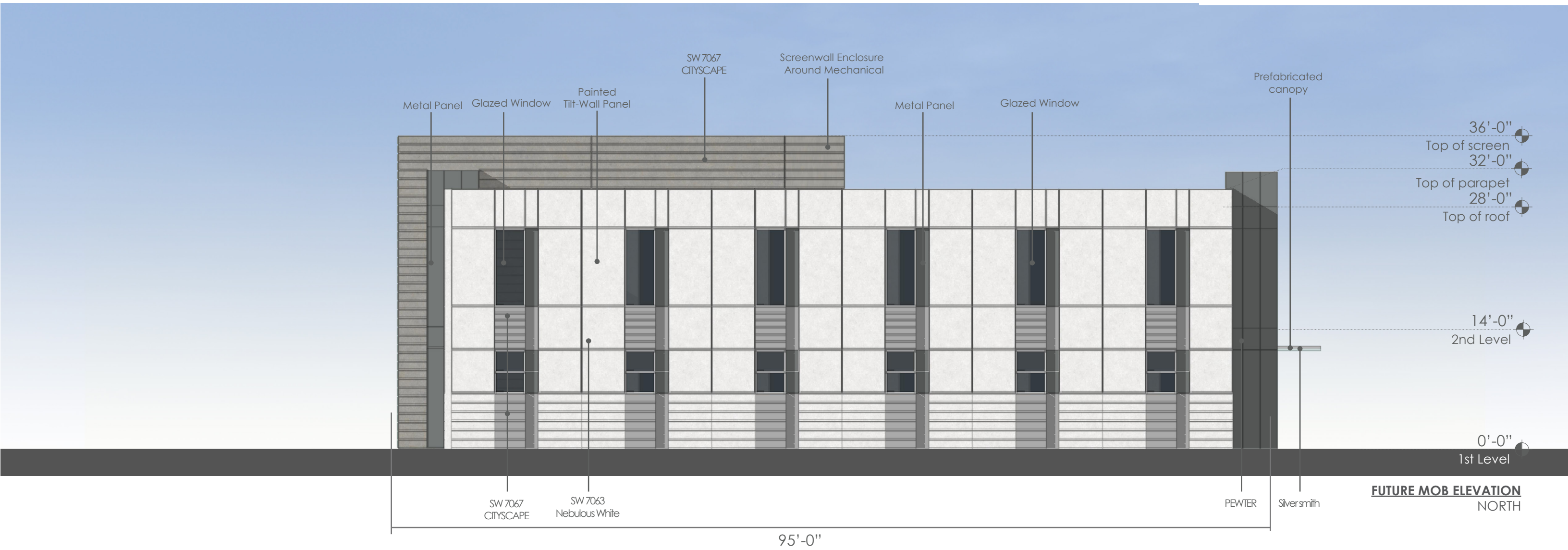




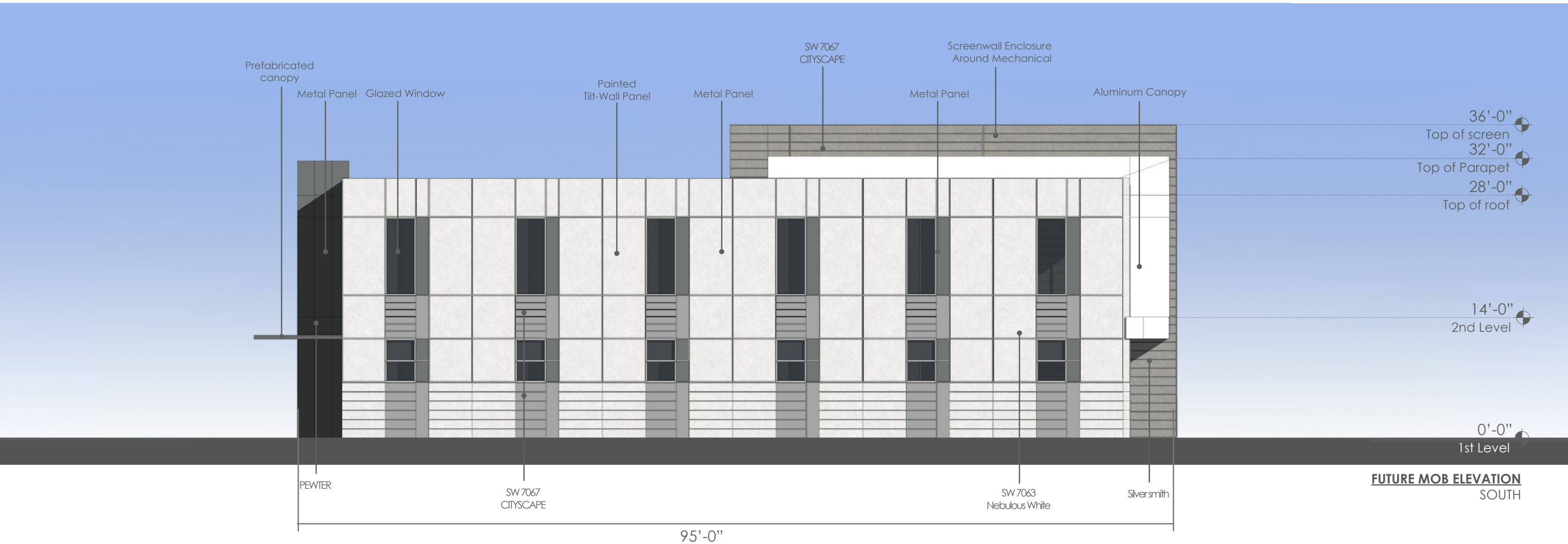
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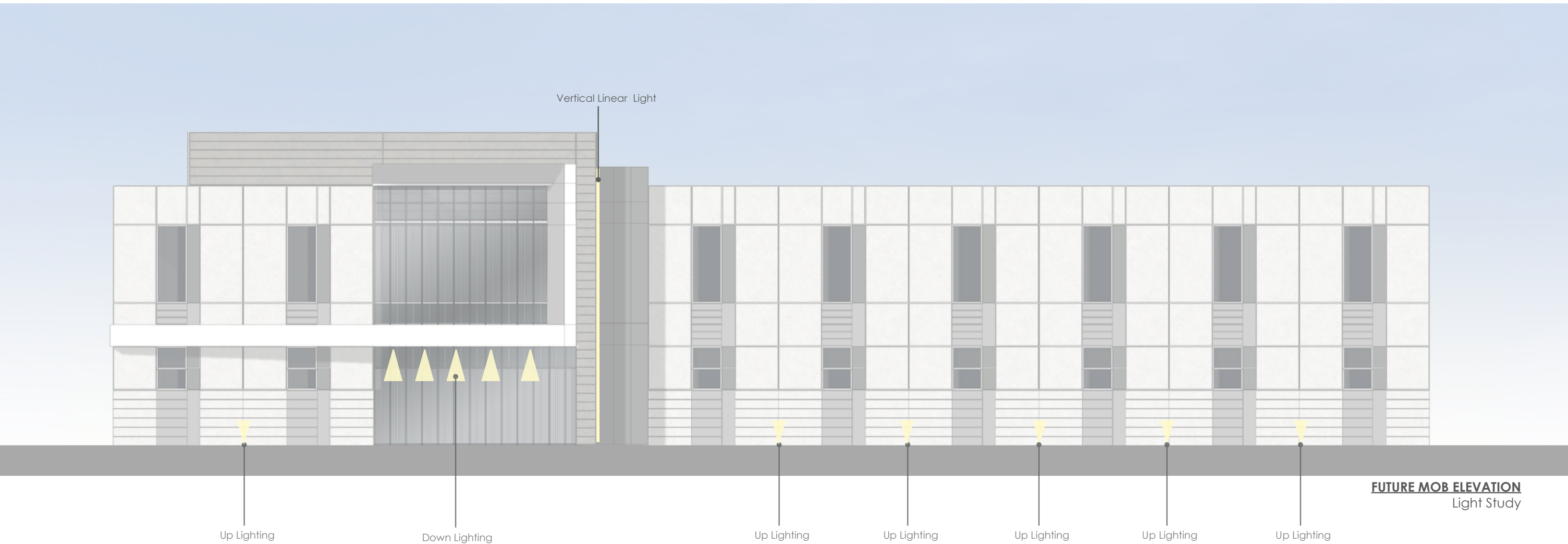
AH PALM COAST - 100 BED HOSPITAL AND FUTURE MOB
 | PALM COAST , FL



AH PALM COAST - 100 BED HOSPITAL AND FUTURE MOB | PALM COAST , FL



AH PALM COAST - 100 BED HOSPITAL AND FUTURE MOB | PALM COAST , FL



AH PALM COAST - 100 BED HOSPITAL AND FUTURE MOB | PALM COAST , FL



North Entry

AH PALM COAST - 100 BED HOSPITAL AND FUTURE MOB | PALM COAST , FL



North Aerial

AH PALM COAST - 100 BED HOSPITAL AND FUTURE MOB | PALM COAST , FL

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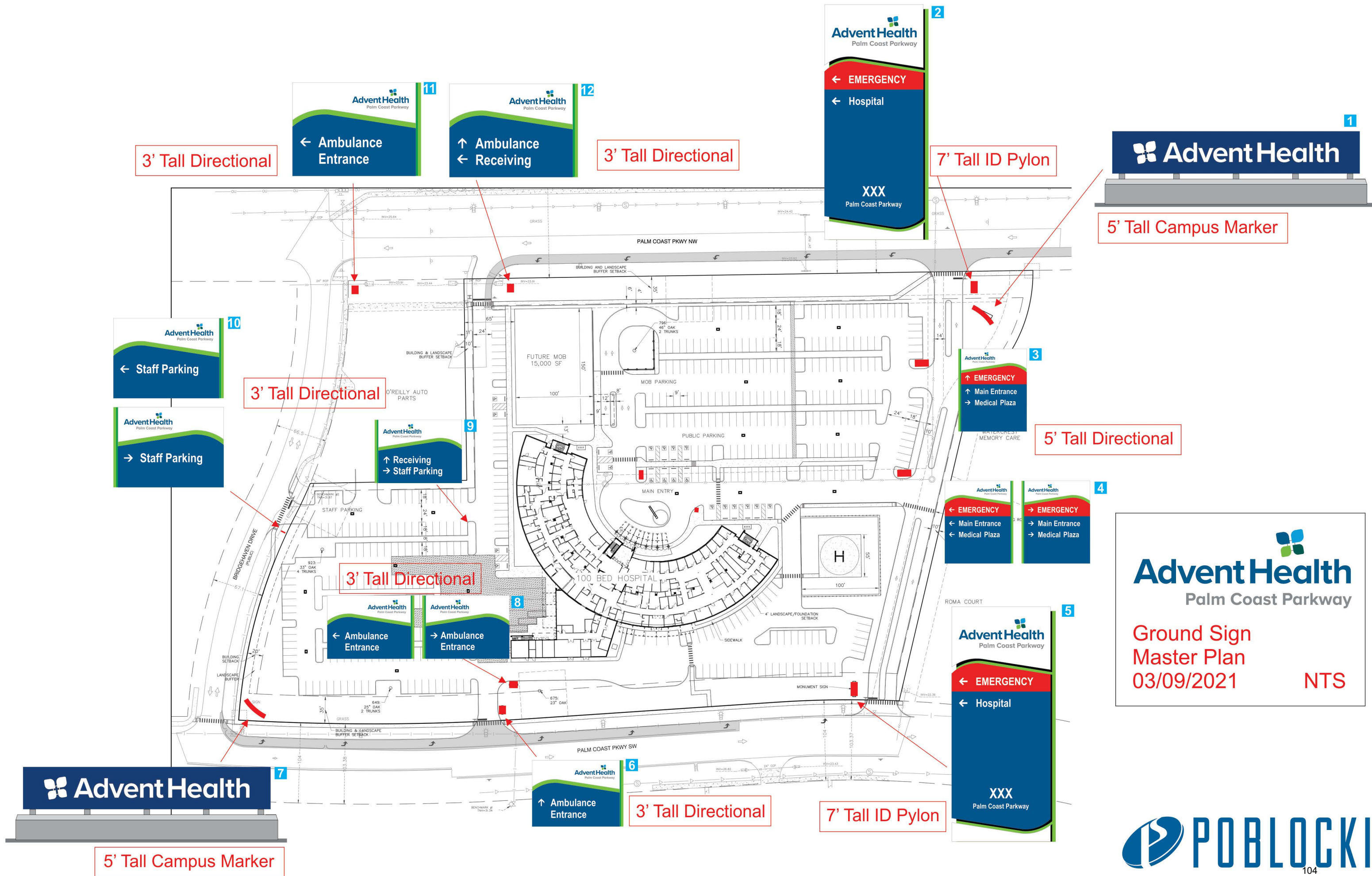
*FUTURE MOB SHOWN FOR REPRESENTATIONAL PURPOSE ONLY *

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South Aerial

AH PALM COAST - 100 BED HOSPITAL AND FUTURE MOB | PALM COAST , FL



Advent Health
Palm Coast Parkway

Ground Sign
Master Plan
03/09/2021

NTS



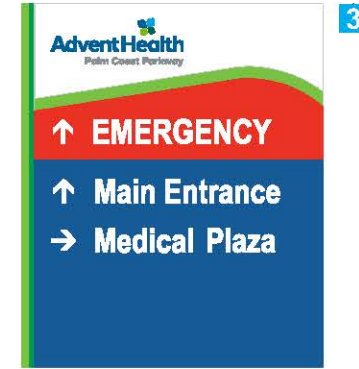
1 & 7

18' x 5' Tall Campus Marker

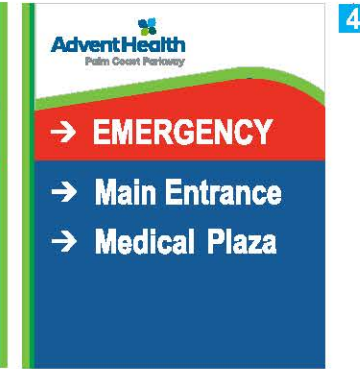


2 & 5

3' x 7' Tall Main ID



3



4

4' x 5' Tall Primary Vehicular Directionals



6



8



9



10



11



12

4' x 3' Tall Secondary Vehicular Directionals



Bridgehaven Traffic Impact Study

Palm Coast, FL

Prepared For:

Lisa Barrett
AdventHealth
60 Memorial Medical Pkwy
Palm Coast, FL 32164

December 7, 2020

Prepared By:

Jordan J. Schwarze, PE
Alliant Engineering, Inc.
7406 Fullerton Street, Suite 110
Jacksonville, FL 32256



ALLIANT

PROFESSIONAL ENGINEERING CERTIFICATION

I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Alliant Engineering, Inc., a corporation authorized to operate as an engineering business (CA-29471) 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: Bridgehaven Traffic Impact Study

LOCATION: Palm Coast, Florida

CLIENT: Advent Health

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 judgement and experience.

NAME: Jordan J. Schwarze, PE

PE #: Florida PE 87129

DATE: December 7, 2020

SIGNATURE:

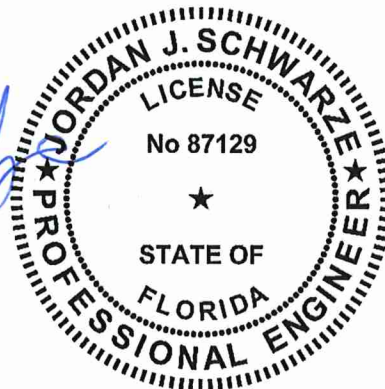


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1.0 Introduction

Alliant Engineering has completed a traffic impact study (TIS) for the proposed Bridgehaven Hospital & Medical Office Building development in Palm Coast, FL in accordance with the TIS Letter of Methodology presented in **Appendix A**. The proposed development parcel is located between the separated eastbound and westbound lanes of Palm Coast Parkway at Bridgehaven Drive (See **Figure 1: Project Location**). The main objectives of this study are to evaluate the existing traffic operations within the study area, identify any potential development related traffic impacts to the local transportation network, and recommend improvements to address identified issues. The following sections provide the assumptions, analysis, and study conclusions/recommendations offered for consideration.

2.0 Existing Conditions

The existing conditions were reviewed to establish a baseline for identifying any future impacts associated with the proposed development. The evaluation of existing conditions includes documentation of roadway geometry, intersection control, and traffic volumes. Intersection and segment analyses were also performed for the peak hours of the study area roadway network.

2.1 Study Area Intersections

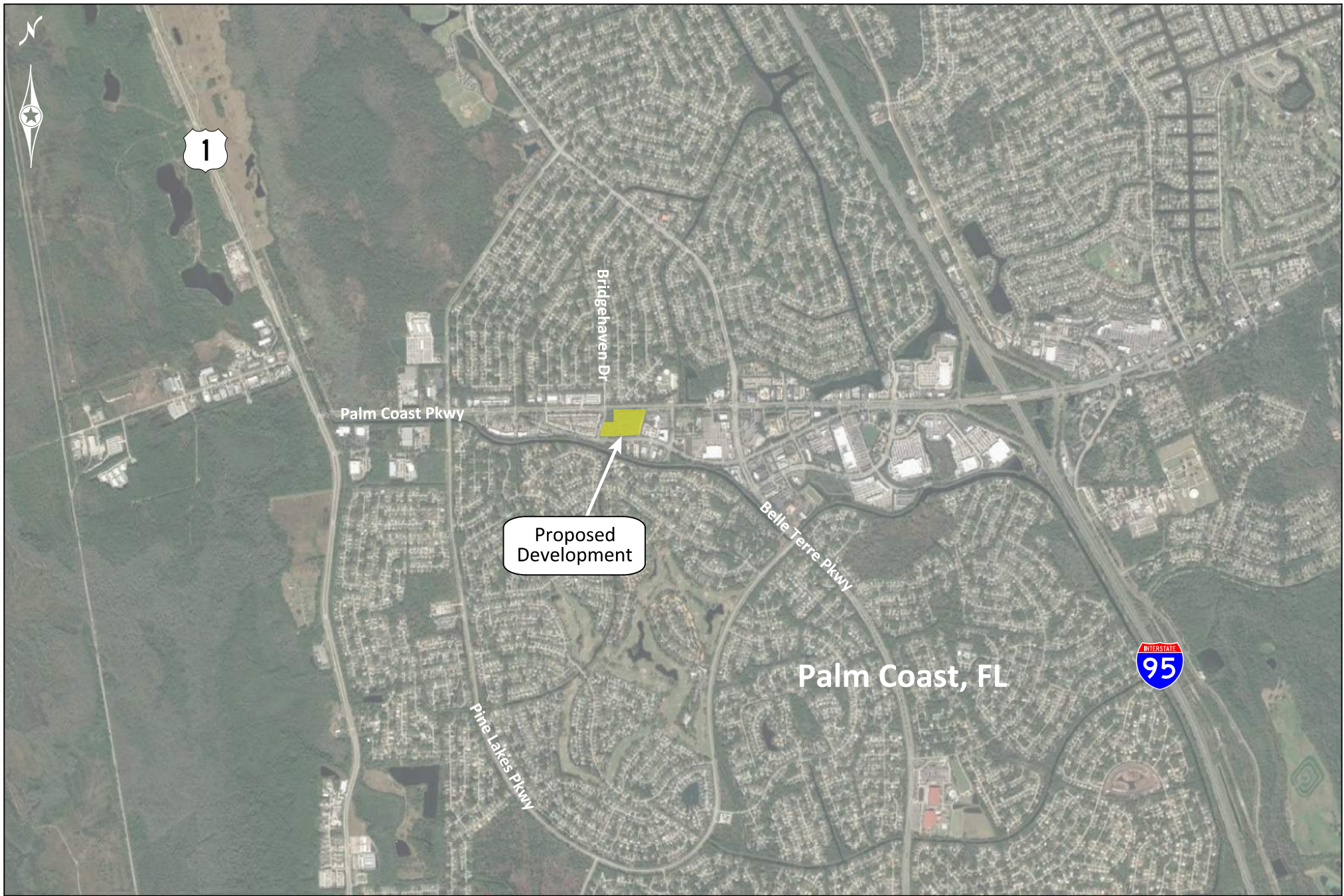
The following intersections (and roadway segments between) were considered for the study:

- Palm Coast Parkway & Pine Lakes Parkway
- Eastbound (EB) Palm Coast Parkway & Bridgehaven Drive
- Eastbound (EB) Palm Coast Parkway & Belle Terre Parkway
- Westbound (WB) Palm Coast Parkway & Belle Terre Parkway
- Westbound (WB) Palm Coast Parkway & Bridgehaven Drive

2.2 Data Collection

2.2.1 Traffic Volumes

Traffic patterns have been significantly affected by the COVID-19 pandemic and collecting reliable turning movement counts within the required timeframe for this study was not feasible. Therefore, historical annual average daily traffic (AADT) volumes from the City of Palm Coast and information provided by StreetLight Data was combined to estimate pre-COVID-19 existing conditions. It should be noted that StreetLight Data utilizes anonymized location records from smart phones and navigation devices to algorithmically transform data points over time into contextualized, aggregated, and normalized travel patterns. Compared to estimating turning movements from manual counts over one day, the StreetLight Data volume estimations sample from counts over an entire month or year, allowing for a greater sample over time and conditions.



Bridgehaven TIS



Figure 1
Project Location

Weekday (Tuesday-Thursday) year 2019 turning movement count information was initially extracted from StreetLight Data. Daily traffic volumes derived from this data were then compared to AADT volume information provided by the City of Palm Coast. Adjustment factors were determined from this comparison and applied to hourly turning movement count information to estimate the pre-COVID-19 a.m. and p.m. peak hour “existing” conditions. It should be noted that supplemental trip generation estimates were used where sufficient turning movement count information was not available. Since traffic patterns will likely take much of the year 2020 to return to pre-COVID-19 levels, the “existing” conditions based on 2019 StreetLight Data and 2019 AADT information will serve as the existing conditions for the year 2020. Consequently, background traffic for future conditions analyses will be grown from the year 2020 rather than the year 2019.

2.2.2 Roadway/Intersection Characteristics

Roadway/intersection characteristics within the study area (i.e. geometry, traffic controls, documented daily traffic volumes, and estimated intersection peak hour volumes) are shown in **Figure 2** with posted speed limits, roadway cross-sections, and functional classifications shown in **Table 1**. From traffic volume data presented in 15-minute intervals along Palm Coast Parkway on the Florida Department of Transportation (FDOT) Traffic Online Web Application, the a.m. peak hour within the study area is approximately 7:30-8:30 a.m., while the p.m. peak hour is approximately 4:30-5:30 p.m.

Table 1 – Roadway Characteristics

Roadway	Segment	Facility Type/ Classification	Cross-Section	Speed Limit
EB Palm Coast Parkway*	Pine Lakes Parkway to Belle Terre Parkway	Principal Arterial (Class 1)	One-way, 2-lane undivided roadway with dedicated turn lanes at key intersections/driveways	45 mph
WB Palm Coast Parkway*	Belle Terre Parkway to Pine Lakes Parkway		One-way, 2-lane undivided roadway with dedicated turn lanes at key intersections/driveways	45 mph
Bridgehaven Drive	EB Palm Coast Parkway to WB Palm Coast Parkway	Local	2-lane undivided roadway	30 mph

*Note: The eastbound and westbound lanes of Palm Coast Parkway exist as a separated one-way pair between Pine Lakes Parkway and Belle Terre Parkway (and farther east to Cypress Point Parkway). The proposed development parcel is located between the separated eastbound and westbound lanes of Palm Coast Parkway at Bridgehaven Drive.



Bridgehaven TIS



Figure 2
Existing Conditions

2.3 Traffic Operations/Capacity

An intersection operations analysis was performed for the existing a.m. and p.m. peak hours using Synchro/SimTraffic software. Furthermore, study segment AADT volumes were reviewed for concurrency with the City of Palm Coast Transportation Facility Status Report (TFSR).

2.3.1 Intersection Operations Analysis

An existing intersection operations analysis was completed to establish a baseline condition to which future traffic operations could be compared. Operations analysis results identify a Level of Service (LOS), which indicates the quality of traffic flow through an intersection. Intersections are given a ranking from LOS A through LOS F. The intersection LOS results are based on average delay per vehicle, which correspond to the delay threshold values shown in **Table 2**. LOS A indicates the best traffic operation, with vehicles experiencing minimal delays. LOS F indicates an intersection where demand exceeds capacity, or a breakdown of traffic flow.

Table 2 – Intersection Level of Service Criteria

Level of Service	Description	Delay per Vehicle (seconds)	
		Signalized Intersection	Unsignalized Intersection
A	Free Flow: Low volumes and no delays.	0 - 10	0 - 10
B	Stable Flow: Speeds restricted by travel conditions, minor delays.	> 10 - 20	> 10 - 15
C	Stable Flow: Speeds and maneuverability closely controlled due to higher volumes.	> 20 - 35	> 15 - 25
D	Stable Flow: Speeds considerably affected by change in operating conditions. High density traffic restricts maneuverability, volume near capacity.	> 35 - 55	> 25 - 35
E	Unstable Flow: Low speeds, considerable delay, volume at or slightly over capacity.	> 55 - 80	> 35 - 50
F	Forced Flow: Very low speeds, volume exceed capacity, long delays with stop and go traffic.	> 80	> 50

Source: Highway Capacity Manual, 2010 Edition, Transportation Research Board, Exhibits 18-4 & 19-1.

For through/stop controlled intersections, a key measure of operational effectiveness is side-street approach LOS. Long delays and poor LOS can sometimes result on the side-street, even if the overall intersection is functioning well, making it a valuable design criterion.

Results of the existing intersection operations analysis shown in **Table 3** indicate that all study intersections currently operate at overall LOS C or better during the a.m. and p.m. peak hours. Moderate delay and queueing were observed in the traffic simulations at the signalized study intersections during the a.m. and p.m. peak hours. However, vehicle queues typically cleared the intersections under the allotted green time. It should be noted that westbound left-turn queues during the p.m. peak hour at the Palm Coast Parkway/Pine Lakes Parkway intersection, though moderate, occasionally exceeded the approximately 230 feet of storage currently provided. Modifications to signal timing and/or extending the turn lane would be expected to prevent westbound left-turn queues from spilling into the adjacent through lane. Detailed operations and queueing analysis results are presented in **Appendix B**.

Table 3 – Existing Intersection Operations Analysis

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)
Palm Coast Parkway & Pine Lakes Parkway	C / C	21.9 / 24.4	C / C	26.4 / 29.2
EB Palm Coast Parkway & Bridgehaven Drive	A / A	2.5 / 7.5	A / B	4.0 / 10.9
EB Palm Coast Parkway & Belle Terre Parkway	C / D	26.0 / 36.2	C / C	25.3 / 34.6
WB Palm Coast Parkway & Belle Terre Parkway	C / D	28.8 / 37.5	C / C	31.3 / 32.8
WB Palm Coast Parkway & Bridgehaven Drive	A / B	4.1 / 14.2	A / B	3.5 / 13.8

Overall Intersection LOS / Worst Approach LOS

Overall Intersection Delay / Worst Approach Delay

2.3.2 Segment Capacity Analysis

In addition to the intersection operations analysis, an existing segment capacity analysis was completed. Existing p.m. peak hour traffic volumes and the City of Palm Coast TFSR (dated March 17, 2020) were referenced to establish baseline conditions to which future daily traffic volumes could be compared. Results of the existing segment capacity analysis shown in **Table 4** indicate that each study segment currently functions at LOS C during the p.m. peak hour.

Table 4 – Existing Segment Capacity Review

Roadway*	Segment	TFSR Link	PMPH Base Trips	PMPH Vested Trips	PMPH Total Trips	LOS
EB Palm Coast Parkway	Pine Lakes Parkway to Belle Terre Parkway	2815	785	535	1,320	C
WB Palm Coast Parkway	Belle Terre Parkway to Pine Lakes Parkway	2810	825	535	1,360	C

*Note: Bridgehaven Drive is not included in the City of Palm Coast Transportation Facility Status Report (TFSR).

PMPH = PM Peak Hour

2.4 Potential Improvements Under Existing Conditions

Under existing conditions, the City of Palm Coast could consider several roadway network improvements to enhance traffic operations and safety:

- Provide traffic signal coordination along Palm Coast Parkway west of Belle Terre Parkway to improve vehicle progression through the Pine Lakes Parkway intersection.
 - Modifications to signal timing and/or extending the westbound left-turn lane at the Palm Coast Parkway/Pine Lakes Parkway intersection would be expected to prevent turning queues from spilling into the adjacent through lane.
- Opportunities for improved signal timing and coordination along Palm Coast Parkway east of Belle Terre Parkway may also be available. Furthermore, similar improved signal timing and coordination along Belle Terre Parkway may also be available within the study area.

3.0 Proposed Development

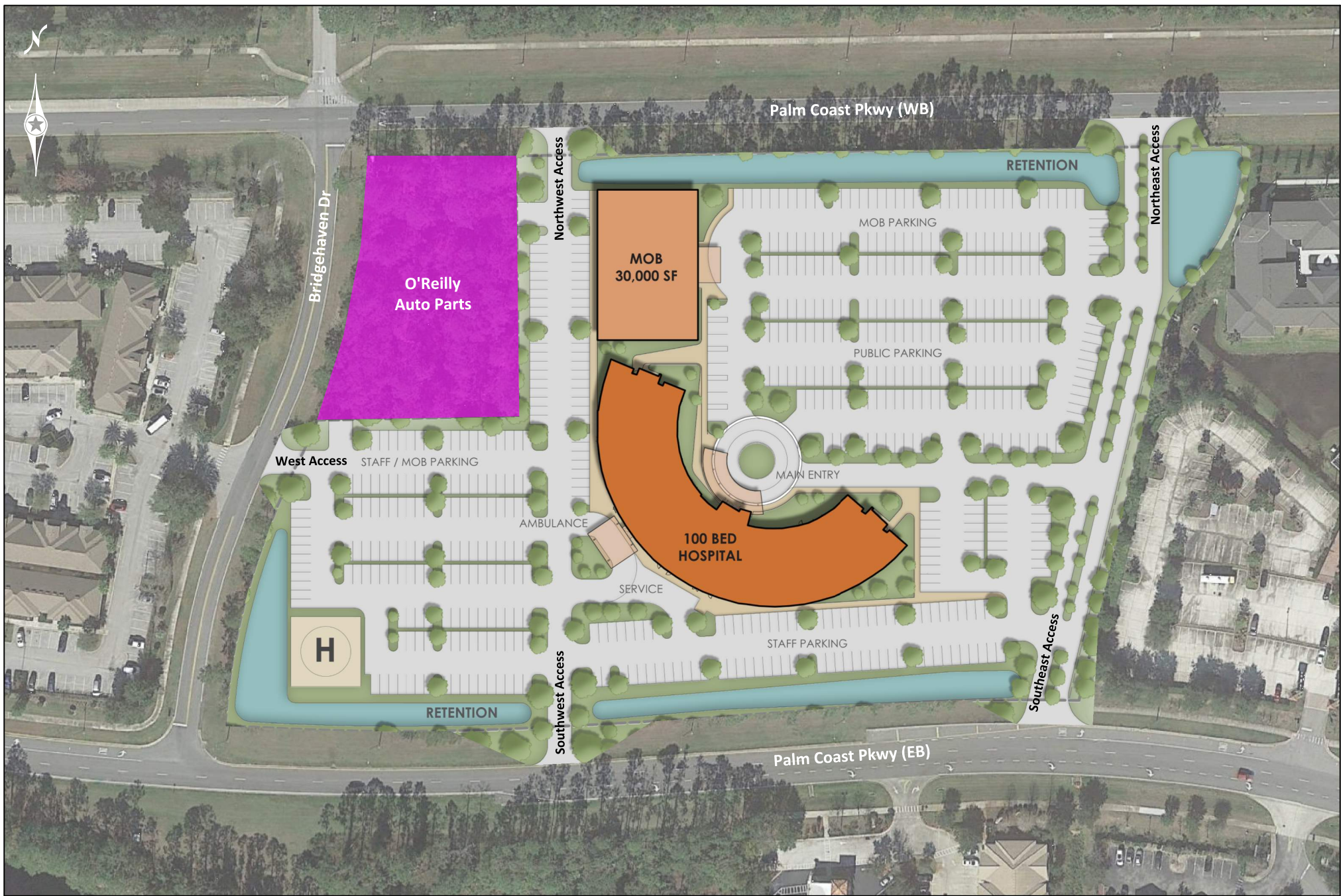
The proposed Bridgehaven Hospital & Medical Office Building development is located at an undeveloped property between the separated eastbound and westbound lanes of Palm Coast Parkway at Bridgehaven Drive (See **Figure 3: Proposed Site Plan**). The proposed development, anticipated to be complete in the year 2022, is expected to consist of the following land uses:

- 100-bed hospital
- 30,000-square-foot medical office building
- Parking lots providing a total of 575 stalls

Access to the development is proposed at the following five (5) locations:

- Bridgehaven Drive:
 - West Access – Located approximately 300 feet north of EB Palm Coast Parkway, opposite an existing driveway on the west side of Bridgehaven Drive
- EB Palm Coast Parkway:
 - Southwest Access – Located approximately 380 feet east of Bridgehaven Drive
 - Southeast Access – Located approximately 875 feet east of Bridgehaven Drive
- WB Palm Coast Parkway:
 - Northwest Access – Located approximately 230 feet east of Bridgehaven Drive
 - Northeast Access – Located approximately 820 feet east of Bridgehaven Drive

For the purpose of this study, all accesses were assumed to accommodate full maneuverability via one inbound lane and one outbound lane. It should be noted that an existing O'Reilly Auto Parts store lies adjacent to the proposed development site in the immediate southeast corner of the WB Palm Coast Parkway/Bridgehaven Drive intersection. Any modifications to existing store access will need to be coordinated by AdventHealth.



Bridgehaven TIS



Figure 3
Proposed Site Plan

4.0 Year 2023 Conditions

To help determine impacts associated with the proposed development in the near-term, an analysis was completed for the forecast year 2023 conditions (i.e. one year after anticipated completion of the proposed development) under the existing roadway geometry and intersection traffic control.

4.1 Background Traffic Growth

Per the attached TIS Letter of Methodology presented in **Appendix A**, an annual growth rate of one (1) percent was applied to existing traffic volumes to provide an estimate of future study area traffic growth independent of trips generated by the proposed development.

4.2 Trip Generation

To account for traffic impacts associated with the proposed development, trip generation estimates were developed for the weekday a.m. and p.m. peak hours and on a daily basis. The trip generation estimates were developed based on trip generation rates for similar land uses as documented in the Institute of Transportation Engineers (ITE) Trip Generation Manual. ITE-based trip generation estimates for the proposed development are shown in **Table 5**.

Table 5 – Trip Generation Estimates

Land Use ¹ (ITE Code)	Units	Size	AM Peak Hour ² Trips			PM Peak Hour ² Trips			Daily Trips
			In	Out	Total	In	Out	Total	
Hospital (610)	Beds	100	132	52	184	53	136	189	2,232
Medical Office Building (720)	Square Feet	30,000	65	18	83	29	75	104	1,044
Totals			197	70	267	82	211	293	3,276

1. Per the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition

2. Peak hour of the adjacent roadway network

Results of the ITE trip generation estimates indicate the proposed development is expected to generate approximately 267 a.m. peak hour trips, 293 p.m. peak hour trips, and 3,276 daily trips. These estimates conservatively do not include a multi-use trip reduction to account for motorists utilizing both the proposed hospital and medical office building in one vehicle trip. However, it should be noted that a small multi-use factor could be expected between the two land uses.

4.3 Trip Distribution

The distribution of site generated traffic was estimated based on a review of existing traffic volumes/patterns and engineering judgement. This directional distribution, attached to the TIS Letter of Methodology presented in **Appendix A**, was applied to the estimated site generated trips to forecast year 2023 conditions. The resultant forecast year 2023 conditions, a combination of background traffic and trips generated by the proposed development, are shown in **Figure 4**.

4.4 Traffic Operations/Capacity

An intersection operations analysis was performed using Synchro/SimTraffic software for the a.m. and p.m. peak hours under the forecast year 2023 conditions. Furthermore, study segment forecast AADT volumes were reviewed for concurrency with the City of Palm Coast TFSR.

4.4.1 Intersection Operations Analysis

To determine how the existing roadway network is expected to operate under forecast year 2023 conditions, an intersection operations analysis was completed. Results of the year 2023 intersection operations analysis shown in **Table 6** indicate that all study intersections are expected to continue operating at an overall LOS C or better during the a.m. and p.m. peak hours. Slight increases in delay and queuing are anticipated, though no significant operational issues were observed in the traffic simulations. Additionally, all proposed access intersections are expected to operate at overall LOS A during the a.m. and p.m. peak hours with minimal queuing on the outbound driveway approaches. Detailed operations and queuing analysis results are presented in **Appendix B**.

Table 6 – Year 2023 Intersection Operations Analysis

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)
Palm Coast Parkway & Pine Lakes Parkway	C / C	22.7 / 27.0	C / C	27.5 / 30.1
EB Palm Coast Parkway & Bridgehaven Drive	A / A	2.7 / 8.5	A / B	4.7 / 12.9
EB Palm Coast Parkway & Belle Terre Parkway	C / D	26.7 / 36.6	C / D	26.7 / 35.8
WB Palm Coast Parkway & Belle Terre Parkway	C / D	30.2 / 36.5	C / C	32.0 / 33.6
WB Palm Coast Parkway & Bridgehaven Drive	A / B	4.3 / 14.5	A / C	4.2 / 16.9
Bridgehaven Drive & West Access	A / A	2.1 / 4.7	A / A	2.7 / 4.7
EB Palm Coast Parkway & Southwest Access	A / A	0.7 / 6.8	A / B	1.3 / 10.2
EB Palm Coast Parkway & Southeast Access	A / A	0.8 / 6.8	A / B	1.4 / 12.0
WB Palm Coast Parkway & Northeast Access	A / A	2.8 / 9.0	A / A	3.4 / 8.8
WB Palm Coast Parkway & Northwest Access	A / A	1.9 / 6.4	A / B	2.1 / 12.2

Overall Intersection LOS / Worst Approach LOS

Overall Intersection Delay / Worst Approach Delay

In general, the proposed development is expected to have minimal operational impact on the adjacent study area roadway network. Therefore, no roadway improvements are needed from a traffic operations standpoint. However, from a safety perspective, dedicated turn lanes should be considered on Palm Coast Parkway at the proposed site accesses.

4.4.2 Segment Capacity Analysis

In addition to the intersection operations analysis, a segment capacity analysis was completed under forecast year 2023 conditions. Results of the year 2023 segment capacity analysis shown in **Table 7** indicate that each study segment is expected to continue functioning at LOS C during the p.m. peak hour.

Table 7 – Year 2023 Segment Capacity Review

Roadway*	Segment	TFSR Link	PMPH Base Trips	PMPH Vested Trips	PMPH Total Trips	LOS
EB Palm Coast Parkway	Pine Lakes Parkway to Belle Terre Parkway	2815	810	690	1,500	C
WB Palm Coast Parkway	Belle Terre Parkway to Pine Lakes Parkway	2810	850	600	1,450	C

*Note: Bridgehaven Drive is not included in the City of Palm Coast Transportation Facility Status Report (TFSR).

PMPH = PM Peak Hour

1: Assumes one (1) percent annual growth

2: Includes additional trips generated by proposed development

5.0 Year 2033 Conditions

An additional analysis was completed for year 2033 conditions, under the existing roadway geometry and intersection traffic control, to account for 10 years of continued background traffic growth within the study area.

5.1 Background Traffic Growth

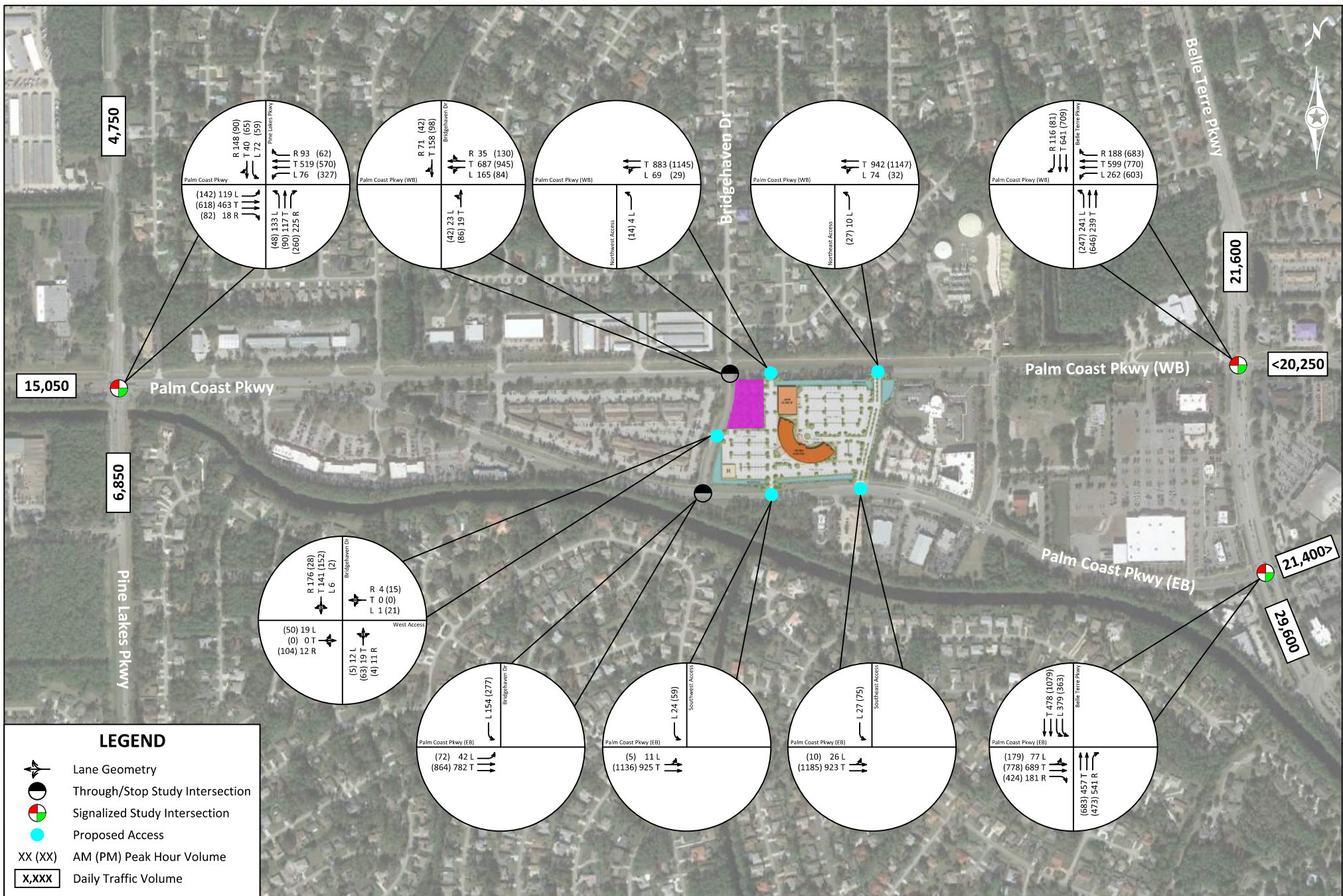
Per the attached TIS Letter of Methodology presented in **Appendix A**, an annual growth rate of one (1) percent was once again applied to existing traffic volumes to provide an estimate of future study area traffic growth independent of trips generated by the proposed development. The resultant forecast year 2033 conditions, a combination of continued background traffic growth and trips generated by the proposed development, are shown in **Figure 5**.

5.2 Traffic Operations/Capacity

An intersection operations analysis was performed using Synchro/SimTraffic software for the a.m. and p.m. peak hours under the forecast year 2033 conditions. Furthermore, study segment forecast AADT volumes were reviewed for concurrency with the City of Palm Coast TFSR.

5.2.1 Intersection Operations Analysis

To determine how the existing roadway network is expected to operate under forecast year 2033 conditions, an intersection operations analysis was completed. Results of the year 2033 intersection operations analysis shown in **Table 8** indicate that all study intersections are expected to continue operating at an overall LOS C or better during the a.m. and p.m. peak hours, with the exception of the WB Palm Coast Parkway/Belle Terre Parkway intersection during the p.m. peak hour. Due to continued background traffic growth within the study area, the WB Palm Coast Parkway/Belle Terre Parkway intersection is expected to operate at a high-functioning overall LOS D during the forecast year 2033 p.m. peak hour. Similar to existing conditions, opportunities for additional traffic signal coordination and improved signal timing along Palm Coast Parkway and Belle Terre Parkway may be available in the long-term to improve vehicle progression within the study area.



Bridgehaven TIS



Figure 5
Forecast Year 2033 Conditions

Table 8 – Year 2023 Intersection Operations Analysis

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)
Palm Coast Parkway & Pine Lakes Parkway	C / C	24.0 / 27.7	C / C	31.5 / 34.9
EB Palm Coast Parkway & Bridgehaven Drive	A / A	3.1 / 9.1	A / B	5.1 / 13.6
EB Palm Coast Parkway & Belle Terre Parkway	C / D	28.5 / 40.6	C / D	34.1 / 53.1
WB Palm Coast Parkway & Belle Terre Parkway	C / D	32.3 / 37.2	D / D	36.0 / 37.2
WB Palm Coast Parkway & Bridgehaven Drive	A / C	5.1 / 17.6	A / C	4.7 / 18.3
Bridgehaven Drive & West Access	A / A	2.2 / 5.0	A / A	3.0 / 5.0
EB Palm Coast Parkway & Southwest Access	A / A	0.8 / 7.5	A / A	1.1 / 9.5
EB Palm Coast Parkway & Southeast Access	A / A	0.8 / 7.9	A / B	1.3 / 12.0
WB Palm Coast Parkway & Northeast Access	A / A	2.7 / 9.2	A / B	4.0 / 10.6
WB Palm Coast Parkway & Northwest Access	A / A	2.1 / 10.0	A / B	2.3 / 11.5

Overall Intersection LOS / Worst Approach LOS

Overall Intersection Delay / Worst Approach Delay

5.2.2 Segment Capacity Analysis

In addition to the intersection operations analysis, a segment capacity analysis was completed under forecast year 2033 conditions. Results of the year 2033 segment capacity analysis shown in **Table 9** indicate that each study segment is expected to continue functioning at LOS C during the p.m. peak hour.

Table 9 – Year 2033 Segment Capacity Review

Roadway*	Segment	TFSR Link	PMPH Base Trips ¹	PMPH Vested Trips ²	PMPH Total Trips	LOS
EB Palm Coast Parkway	Pine Lakes Parkway to Belle Terre Parkway	2815	895	690	1,585	C
WB Palm Coast Parkway	Belle Terre Parkway to Pine Lakes Parkway	2810	940	600	1,540	C

*Note: Bridgehaven Drive is not included in the City of Palm Coast Transportation Facility Status Report (TFSR).

PMPH = PM Peak Hour

1: Assumes one (1) percent annual growth

2: Includes additional trips generated by proposed development

6.0 Site Plan/Access Review

A review of the proposed site plan was completed to identify any issues and recommend potential improvements regarding ingress/egress and internal traffic circulation/parking layout. The following recommendations should be considered:

- In general, passenger vehicles are expected to have adequate accommodations to negotiate internal roadways and parking lot aisles. However, turning movements should be reviewed to ensure that delivery trucks have adequate accommodations to negotiate internal roadways.
- To minimize the potential for onsite vehicle conflicts, limit the placement of parking stalls near internal roadway intersections to the extent possible.

7.0 Conclusions and Recommendations

The following study conclusions and recommendations are offered for consideration:

- All study intersections currently operate at overall LOS C or better under the existing a.m. and p.m. peak hours.
 - Moderate delay and queueing were observed in the traffic simulations at the signalized Palm Coast Parkway study intersections during the a.m. and p.m. peak hours. However, vehicle queues typically cleared the intersections under the allotted green time.
 - Westbound left-turn queues during the p.m. peak hour at the Palm Coast Parkway/Pine Lakes Parkway intersection, though moderate, occasionally exceeded the approximately 230 feet of storage currently provided.
- Under existing conditions, the City of Palm Coast could consider several roadway network improvements to enhance traffic operations and safety:
 - Provide traffic signal coordination along Palm Coast Parkway west of Belle Terre Parkway to improve vehicle progression through the Pine Lakes Parkway intersection.
 - Modifications to signal timing and/or extending the westbound left-turn lane at the Palm Coast Parkway/Pine Lakes Parkway intersection would be expected to prevent turning queues from spilling into the adjacent through lane.
 - Opportunities for improved signal timing and coordination along Palm Coast Parkway east of Belle Terre Parkway may also be available. Furthermore, similar improved signal timing and coordination along Belle Terre Parkway may also be available within the study area.
- The proposed development, anticipated to be complete in the year 2020, is expected to consist of a 100-bed hospital and a 30,000-square-foot medical office building. Access to the development is proposed at five (5) total locations: one along Bridgehaven Drive, two along EB Palm Coast Parkway, and two along WB Palm Coast Parkway.
 - The proposed development is expected to generate approximately 267 a.m. peak hour trips, 293 p.m. peak hour trips, and 3,276 daily trips.

- Under the forecast year 2023 conditions, which include site generated trips and a one (1) percent annual growth rate, all study intersections are expected to continue operating at an overall LOS C or better during the a.m. and p.m. peak hours. Slight increases in delay and queuing are anticipated, though no significant operational issues were observed in the traffic simulations. Additionally, all proposed access intersections are expected to operate at overall LOS A during the a.m. and p.m. peak hours with minimal queuing on the outbound driveway approaches.
 - In general, the proposed development is expected to have minimal operational impact on the adjacent study area roadway network. Therefore, no roadway improvements are needed from a traffic operations standpoint. However, from a safety perspective, dedicated turn lanes should be considered on Palm Coast Parkway at the proposed site accesses.
- Year 2033 conditions were also forecasted with a continued one (1) percent annual growth rate. Results of the year 2033 intersection operations analysis indicate that all study intersections are expected to continue operating at an overall LOS C or better during the a.m. and p.m. peak hours, with the exception of the WB Palm Coast Parkway/Belle Terre Parkway intersection during the p.m. peak hour. Due to continued background traffic growth within the study area, the WB Palm Coast Parkway/Belle Terre Parkway intersection is expected to operate at a high-functioning overall LOS D during the forecast year 2033 p.m. peak hour.
 - Similar to existing conditions, opportunities for additional traffic signal coordination and improved signal timing along Palm Coast Parkway and Belle Terre Parkway may be available in the long-term to improve vehicle progression within the study area.
- In addition to the intersection operations analyses, segment capacity analyses were completed for existing, forecast 2023, and forecast 2033 conditions. The existing and forecast daily traffic volumes along study area Palm Coast Parkway segments were reviewed for concurrency with the City of Palm Coast Transportation Facility Status Report. Under all analysis scenarios, the study area Palm Coast Parkway segments functioned at LOS C during the p.m. peak hour.
- A review of the proposed site plan was completed to identify any issues and recommend potential improvements regarding ingress/egress and internal traffic circulation/parking layout. The following recommendations should be considered:
 - In general, passenger vehicles are expected to have adequate accommodations to negotiate internal roadways and parking lot aisles. However, turning movements should be reviewed to ensure that delivery trucks have adequate accommodations to negotiate internal roadways.
 - To minimize the potential for onsite vehicle conflicts, limit the placement of parking stalls near internal roadway intersections to the extent possible.

Appendix A: Traffic Impact Study Letter of Methodology



ALLIANT

April 16, 2020

Michael Grunewald
Traffic Engineer
City of Palm Coast
160 Lake Avenue
Palm Coast, FL 32164

RE: Traffic Impact Study Letter of Methodology – AdventHealth Bridgehaven Hospital

Dear Michael,

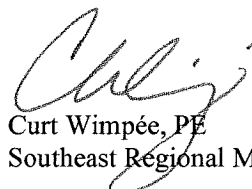
Per our discussion regarding the proposed AdventHealth Bridgehaven hospital along Palm Coast Parkway, Alliant Engineering, Inc. has developed the following methodology to develop a Traffic Impact Study (TIS) for the City of Palm Coast. Traffic patterns have been significantly affected by the ongoing COVID-19 pandemic and collecting reliable turning movement counts within the required timeframe for this study may not be feasible. Therefore, this TIS will be reliant upon historical annual average daily traffic (AADT) volumes provided by the City of Palm Coast and StreetLight data to estimate existing peak hour conditions at study area intersections. The following TIS assumptions have been developed:

TIS Assumptions

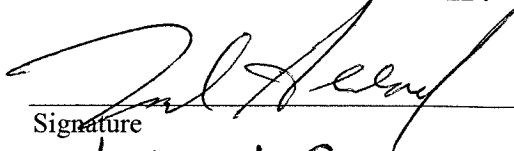
- Utilizing AADT volumes on each intersection approach and StreetLight data to determine hourly volume ratios, directional splits, and the distribution of individual movements, intersection turning movement volumes will be estimated for the a.m. and p.m. peak hours.
- Traffic signal timing sheets will be provided along Palm Coast Parkway by the City of Palm Coast.
- A review of historical AADT volumes along Palm Coast Parkway as well as population projections for Flagler County provided by the Florida Bureau of Economic and Business Research (BEBR) would indicate that a two percent annual background traffic growth rate may be appropriate in the near-term. However, since the proposed development is expected to comprise a significant portion of the new trips along Palm Coast Parkway in the near-term, an annual background traffic growth rate of one percent will be used in this TIS.


Please confirm the TIS methodology presented herein is acceptable by signing and dating below. If you have any questions or concerns, please call me at 904.647.5383 or email me at cwimpee@alliant-inc.com.

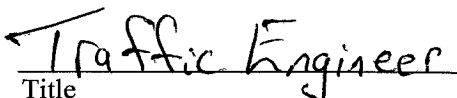
Sincerely,
Alliant Engineering, Inc.


Curt Wimpée, PE
Southeast Regional Manager

TIS METHODOLOGY ACCEPTED:



Signature Date


Printed Name


Title

TIS Scope:

Task 1.0 – Existing Conditions

- Document the existing geometry and traffic control at the following study intersections:
 - Palm Coast Parkway & Pine Lakes Parkway
 - EB Palm Coast Parkway & Bridgehaven Drive
 - WB Palm Coast Parkway & Bridgehaven Drive
 - EB Palm Coast Parkway & Belle Terre Parkway
 - WB Palm Coast Parkway & Belle Terre Parkway
- Document functional classification, typical section, and annual average daily traffic volumes along the study corridors between the noted study intersections.
- Develop weekday a.m. and p.m. peak hour turning movement volumes at the study intersections based on the assumptions noted previously under TIS Assumptions.
- Perform an existing conditions traffic operations analysis at the study intersections and along the study corridors for the identified weekday a.m. and p.m. peak hours utilizing Synchro/SimTraffic software.

Task 2.0 – Trip Generation

- Document the type and intensity of the proposed development, including proposed access locations.
- Estimate the number of trips generated by the proposed development for the weekday a.m. and p.m. peak hours as well as on a daily basis by utilizing applicable rates in the current version of the *ITE Trip Generation Manual*.
- Develop weekday a.m. and p.m. peak hour turning movement volumes at the study intersections and proposed access locations for future build conditions (one year after anticipated completion of the proposed development and another 10 years following) utilizing a one percent annual background growth rate and by distributing development trips via the Proposed Directional Distribution of Attachment A. Note that the Proposed Directional Distribution was developed based on 2019 AADT volumes provided by the City of Palm Coast and by using engineering judgement.

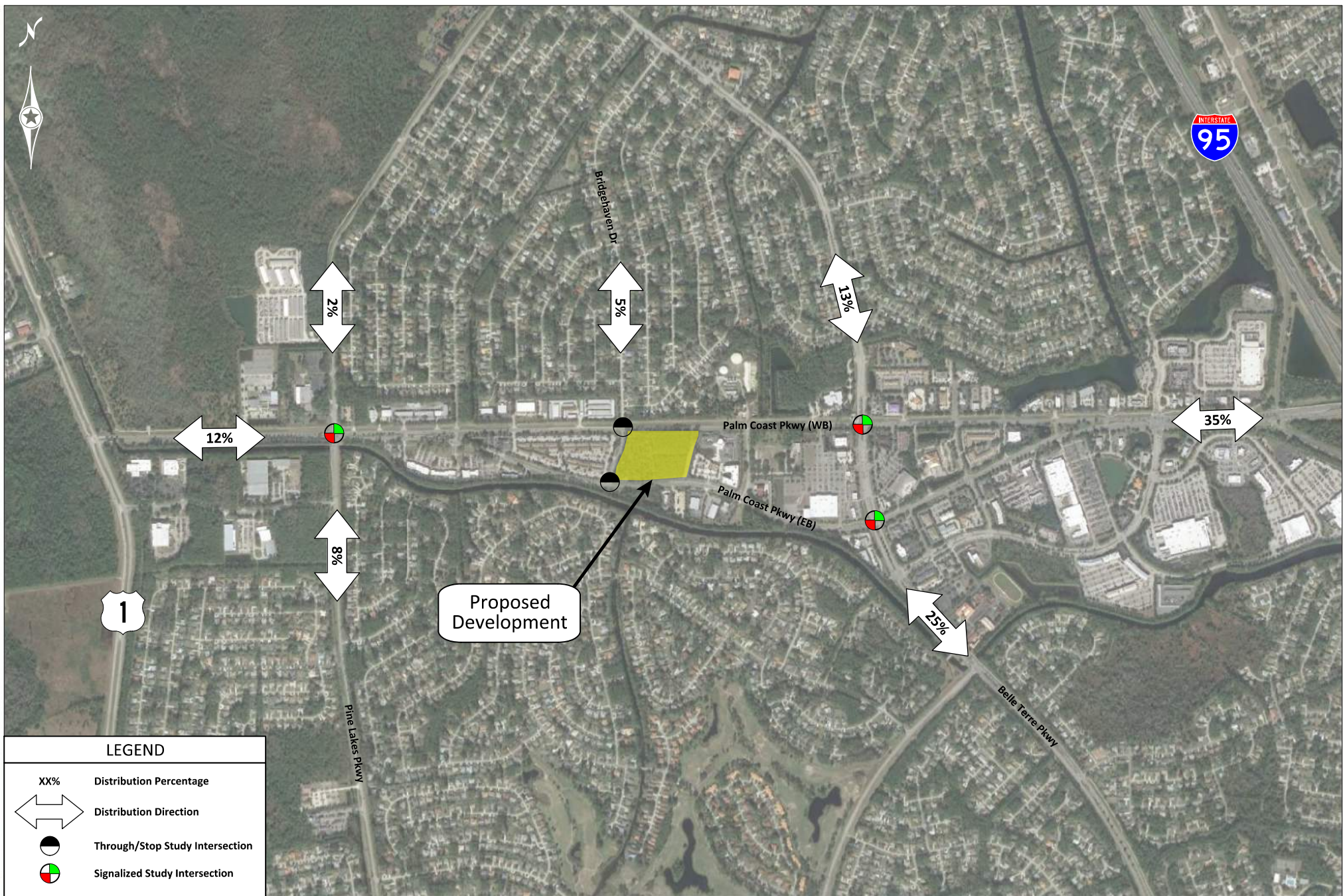
Task 3.0 – Future Conditions

- Perform a future build conditions (one year after anticipated completion of the proposed development and another 10 years following) traffic operations analysis at the study intersections/proposed access locations and along the study corridors for the weekday a.m. and p.m. peak hours utilizing Synchro/SimTraffic software.
- Identify any traffic-related impacts and deficiencies as well as any geometric issues negatively affecting the quality of traffic flow and safety near the proposed development site.
 - If necessary, identify and evaluate mitigation strategies at study intersections and proposed access locations. This may include changes in roadway geometry and traffic control as well as access management strategies.
- Perform a site plan/access review of proposed site ingress/egress and internal traffic circulation/parking layout to identify issues and recommend potential improvements.

Task 4.0 – Traffic Impact Study Report

- Summarize the preceding tasks in a draft TIS report and submit in PDF format for City review.
- Upon receipt and incorporation of review comments, submit a final TIS report in PDF format.

Attachment A – Proposed Directional Distribution



Appendix B: Detailed Operations and Queuing Analysis

BRIDGEHAVEN TIS MOE**Existing Conditions - Measures of Effectiveness Summary**

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)
Palm Coast Parkway & Pine Lakes Parkway	C / C	21.9 / 24.4	C / C	26.4 / 29.2
EB Palm Coast Parkway & Bridgehaven Drive	A / A	2.5 / 7.5	A / B	4.0 / 10.9
EB Palm Coast Parkway & Belle Terre Parkway	C / D	26.0 / 36.2	C / C	25.3 / 34.6
WB Palm Coast Parkway & Belle Terre Parkway	C / D	28.8 / 37.5	C / C	31.3 / 32.8
WB Palm Coast Parkway & Bridgehaven Drive	A / B	4.1 / 14.2	A / B	3.5 / 13.8

Overall Intersection LOS / Worst Approach LOS

Overall Intersection Delay / Worst Approach Delay

Forecast 2023 Conditions - Measures of Effectiveness Summary

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)
Palm Coast Parkway & Pine Lakes Parkway	C / C	22.7 / 27.0	C / C	27.5 / 30.1
EB Palm Coast Parkway & Bridgehaven Drive	A / A	2.7 / 8.5	A / B	4.7 / 12.9
EB Palm Coast Parkway & Belle Terre Parkway	C / D	26.7 / 36.6	C / D	26.7 / 35.8
WB Palm Coast Parkway & Belle Terre Parkway	C / D	30.2 / 36.5	C / C	32.0 / 33.6
WB Palm Coast Parkway & Bridgehaven Drive	A / B	4.3 / 14.5	A / C	4.2 / 16.9
Bridgehaven Drive & West Access	A / A	2.1 / 4.7	A / A	2.7 / 4.7
EB Palm Coast Parkway & Southwest Access	A / A	0.7 / 6.8	A / B	1.3 / 10.2
EB Palm Coast Parkway & Southeast Access	A / A	0.8 / 6.8	A / B	1.4 / 12.0
WB Palm Coast Parkway & Northeast Access	A / A	2.8 / 9.0	A / A	3.4 / 8.8
WB Palm Coast Parkway & Northwest Access	A / A	1.9 / 6.4	A / B	2.1 / 12.2

Overall Intersection LOS / Worst Approach LOS

Overall Intersection Delay / Worst Approach Delay

Forecast 2033 Conditions - Measures of Effectiveness Summary

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)
Palm Coast Parkway & Pine Lakes Parkway	C / C	24.0 / 27.7	C / C	31.5 / 34.9
EB Palm Coast Parkway & Bridgehaven Drive	A / A	3.1 / 9.1	A / B	5.1 / 13.6
EB Palm Coast Parkway & Belle Terre Parkway	C / D	28.5 / 40.6	C / D	34.1 / 53.1
WB Palm Coast Parkway & Belle Terre Parkway	C / D	32.3 / 37.2	D / D	36.0 / 37.2
WB Palm Coast Parkway & Bridgehaven Drive	A / C	5.1 / 17.6	A / C	4.7 / 18.3
Bridgehaven Drive & West Access	A / A	2.2 / 5.0	A / A	3.0 / 5.0
EB Palm Coast Parkway & Southwest Access	A / A	0.8 / 7.5	A / A	1.1 / 9.5
EB Palm Coast Parkway & Southeast Access	A / A	0.8 / 7.9	A / B	1.3 / 12.0
WB Palm Coast Parkway & Northeast Access	A / A	2.7 / 9.2	A / B	4.0 / 10.6
WB Palm Coast Parkway & Northwest Access	A / A	2.1 / 10.0	A / B	2.3 / 11.5

Overall Intersection LOS / Worst Approach LOS

Overall Intersection Delay / Worst Approach Delay

Existing Conditions - AM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Palm Coast Parkway & Pine Lakes Parkway	Movement Delay (sec/veh)	34.4	22.7	4.5	37.8	25.5	2.6	23.3	29.9	6.5	26.5	39.2	12.5	21.9
	Movement LOS	C	C	A	D	C	A	C	C	A	C	D	B	C
	Movement 95th Queue (ft)	113	147	45	99	177	49	106	100	75	73	126	126	
	Approach Delay (sec/veh)	24.4			23.6			17.2			20.1			
	Approach LOS	C			C			B			C			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
EB Palm Coast Parkway & Bridgehaven Drive	Movement Delay (sec/veh)	1.4	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.5	0.9	0.0	2.5
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement 95th Queue (ft)	0	0	0	0	0	0	0	0	0	71	0	0	
	Approach Delay (sec/veh)	1.5			0.0			0.0			7.5			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
EB Palm Coast Parkway & Belle Terre Parkway	Movement Delay (sec/veh)	38.2	43.0	9.6	0.0	0.0	0.0	0.0	17.4	11.8	53.8	8.6	0.0	26.0
	Movement LOS	D	D	A	A	A	A	A	B	B	D	A	A	C
	Movement 95th Queue (ft)	280	281	86	0	0	0	0	162	194	198	113	0	
	Approach Delay (sec/veh)	36.2			0.0			14.2			28.6			
	Approach LOS	D			A			B			C			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
WB Palm Coast Parkway & Belle Terre Parkway	Movement Delay (sec/veh)	0.0	0.0	0.0	45.9	44.2	7.1	46.6	12.1	0.0	0.0	20.9	5.8	28.8
	Movement LOS	A	A	A	D	D	A	D	B	A	A	C	A	C
	Movement 95th Queue (ft)	0	0	0	257	217	83	215	91	0	0	213	47	
	Approach Delay (sec/veh)	0.0			37.5			25.9			18.9			
	Approach LOS	A			D			C			B			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
WB Palm Coast Parkway & Bridgehaven Drive	Movement Delay (sec/veh)	0.0	0.0	0.0	1.8	1.2	0.2	14.2	14.2	0.0	0.0	15.8	10.6	4.1
	Movement LOS	A	A	A	A	A	A	B	B	A	A	C	B	A
	Movement 95th Queue (ft)	0	0	0	22	15	7	55	55	0	0	120	120	
	Approach Delay (sec/veh)	0.0			1.3			14.2			14.0			
	Approach LOS	A			A			B			B			

Existing Conditions - PM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Palm Coast Parkway & Pine Lakes Parkway	Movement Delay (sec/veh)	43.1	29.0	6.9	40.2	23.6	2.2	30.4	36.8	9.2	31.0	36.9	12.7	26.4
	Movement LOS	D	C	A	D	C	A	C	D	A	C	D	B	C
	Movement 95th Queue (ft)	155	218	99	263	210	39	58	101	105	73	108	108	
	Approach Delay (sec/veh)	29.2			28.0			17.9			25.3			
	Approach LOS	C			C			B			C			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
EB Palm Coast Parkway & Bridgehaven Drive	Movement Delay (sec/veh)	1.8	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.9	0.0	0.0	4.0
	Movement LOS	A	A	A	A	A	A	A	A	A	B	A	A	A
	Movement 95th Queue (ft)	0	0	0	0	0	0	0	0	0	116	0	0	
	Approach Delay (sec/veh)	2.2			0.0			0.0			10.9			
	Approach LOS	A			A			A			B			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
EB Palm Coast Parkway & Belle Terre Parkway	Movement Delay (sec/veh)	36.4	39.1	25.3	0.0	0.0	0.0	0.0	19.6	9.9	53.4	15.6	0.0	25.3
	Movement LOS	D	D	C	A	A	A	A	B	A	D	B	A	C
	Movement 95th Queue (ft)	318	314	247	0	0	0	0	199	100	188	238	0	
	Approach Delay (sec/veh)	34.6			0.0			15.6			25.1			
	Approach LOS	C			A			B			C			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
WB Palm Coast Parkway & Belle Terre Parkway	Movement Delay (sec/veh)	0.0	0.0	0.0	42.7	32.7	23.7	59.2	17.8	0.0	0.0	33.3	7.8	31.3
	Movement LOS	A	A	A	D	C	C	E	B	A	A	C	A	C
	Movement 95th Queue (ft)	0	0	0	440	237	311	270	202	0	0	248	40	
	Approach Delay (sec/veh)	0.0			32.8			28.2			31.1			
	Approach LOS	A			C			C			C			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
WB Palm Coast Parkway & Bridgehaven Drive	Movement Delay (sec/veh)	0.0	0.0	0.0	1.6	1.6	0.5	12.0	14.4	0.0	0.0	14.8	8.6	3.5
	Movement LOS	A	A	A	A	A	A	B	B	A	A	B	A	A
	Movement 95th Queue (ft)	0	0	0	13	11	9	74	74	0	0	78	78	
	Approach Delay (sec/veh)	0.0			1.5			13.8			12.7			
	Approach LOS	A			A			B			B			

Forecast 2023 Conditions - AM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Palm Coast Parkway & Pine Lakes Parkway	Movement Delay (sec/veh)	39.4	24.7	5.5	41.5	24.3	2.9	24.1	31.3	6.9	23.6	36.4	12.4	22.7
	Movement LOS	D	C	A	D	C	A	C	C	A	C	D	B	C
	Movement 95th Queue (ft)	143	161	31	101	183	55	116	100	83	71	126	126	
	Approach Delay (sec/veh)	27.0			23.4			17.8			19.1			
	Approach LOS	C			C			B			B			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
EB Palm Coast Parkway & Bridgehaven Drive	Movement Delay (sec/veh)	1.5	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.5	0.0	0.0	2.7
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement 95th Queue (ft)	0	0	0	0	0	0	0	0	0	78	0	0	
	Approach Delay (sec/veh)	1.7			0.0			0.0			8.5			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
EB Palm Coast Parkway & Belle Terre Parkway	Movement Delay (sec/veh)	39.8	43.0	10.0	0.0	0.0	0.0	0.0	17.9	11.9	56.1	9.0	0.0	26.7
	Movement LOS	D	D	A	A	A	A	A	B	B	E	A	A	C
	Movement 95th Queue (ft)	306	310	107	0	0	0	0	176	176	205	104	0	
	Approach Delay (sec/veh)	36.6			0.0			14.6			29.9			
	Approach LOS	D			A			B			C			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
WB Palm Coast Parkway & Belle Terre Parkway	Movement Delay (sec/veh)	0.0	0.0	0.0	41.4	43.6	6.9	45.2	14.9	0.0	0.0	25.2	7.1	30.2
	Movement LOS	A	A	A	D	D	A	D	B	A	A	C	A	C
	Movement 95th Queue (ft)	0	0	0	243	243	79	264	101	0	0	239	63	
	Approach Delay (sec/veh)	0.0			36.5			29.1			22.4			
	Approach LOS	A			D			C			C			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
WB Palm Coast Parkway & Bridgehaven Drive	Movement Delay (sec/veh)	0.0	0.0	0.0	1.9	1.2	0.1	10.2	11.7	0.0	0.0	16.1	11.0	4.3
	Movement LOS	A	A	A	A	A	A	B	B	A	A	C	B	A
	Movement 95th Queue (ft)	0	0	0	29	29	0	51	51	0	0	129	129	
	Approach Delay (sec/veh)	0.0			1.3			11.0			14.5			
	Approach LOS	A			A			B			B			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Bridgehaven Drive & West Access	Movement Delay (sec/veh)	5.4	0.0	3.5	0.0	0.0	2.8	4.4	0.2	0.1	3.0	2.6	1.5	2.1
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement 95th Queue (ft)	44	44	44	18	18	18	15	15	15	3	3	3	
	Approach Delay (sec/veh)	4.7			2.8			1.3			2.0			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
EB Palm Coast Parkway & Southwest Access	Movement Delay (sec/veh)	0.8	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.8	0.0	0.0	0.7
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement 95th Queue (ft)	0	0	0	0	0	0	0	0	0	47	0	0	
	Approach Delay (sec/veh)	0.5			0.0			0.0			6.8			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
EB Palm Coast Parkway & Southeast Access	Movement Delay (sec/veh)	0.8	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.8	0.0	0.0	0.8
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement 95th Queue (ft)	0	0	0	0	0	0	0	0	0	49	0	0	
	Approach Delay (sec/veh)	0.6			0.0			0.0			6.8			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
WB Palm Coast Parkway & Northeast Access	Movement Delay (sec/veh)	0.0	0.0	0.0	3.0	2.7	0.0	9.0	0.0	0.0	0.0	0.0	0.0	2.8
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement 95th Queue (ft)	0	0	0	0	0	0	36	0	0	0	0	0	
	Approach Delay (sec/veh)	0.0			2.7			9.0			0.0			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
WB Palm Coast Parkway & Northwest Access	Movement Delay (sec/veh)	0.0	0.0	0.0	2.0	1.9	0.0	6.4	0.0	0.0	0.0	0.0	0.0	1.9
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement 95th Queue (ft)	0	0	0	0	0	0	19	0	0	0	0	0	
	Approach Delay (sec/veh)	0.0			1.9			6.4			0.0			
	Approach LOS	A			A			A			A			

Forecast 2023 Conditions - PM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Palm Coast Parkway & Pine Lakes Parkway	Movement Delay (sec/veh)	44.5	29.5	7.2	44.1	23.2	2.4	30.2	38.6	9.7	32.4	42.2	18.7	27.5
	Movement LOS	D	C	A	D	C	A	C	D	A	C	D	B	C
	Movement 95th Queue (ft)	156	232	106	270	221	49	61	99	113	69	136	136	
	Approach Delay (sec/veh)	29.9			28.6			18.4			30.1			
	Approach LOS	C			C			B			C			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
EB Palm Coast Parkway & Bridgehaven Drive	Movement Delay (sec/veh)	1.9	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.9	0.0	0.0	4.7
	Movement LOS	A	A	A	A	A	A	A	A	A	B	A	A	A
	Movement 95th Queue (ft)	0	0	0	0	0	0	0	0	0	133	0	0	
	Approach Delay (sec/veh)	2.4			0.0			0.0			12.9			
	Approach LOS	A			A			A			B			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
EB Palm Coast Parkway & Belle Terre Parkway	Movement Delay (sec/veh)	36.7	39.1	29.6	0.0	0.0	0.0	0.0	20.2	10.9	52.9	17.1	0.0	26.7
	Movement LOS	D	D	C	A	A	A	A	C	B	D	B	A	C
	Movement 95th Queue (ft)	352	360	306	0	0	0	0	199	118	189	247	0	
	Approach Delay (sec/veh)	35.8			0.0			16.3			26.3			
	Approach LOS	D			A			B			C			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
WB Palm Coast Parkway & Belle Terre Parkway	Movement Delay (sec/veh)	0.0	0.0	0.0	44.7	31.9	25.6	63.5	15.3	0.0	0.0	35.5	9.6	32.0
	Movement LOS	A	A	A	D	C	C	E	B	A	A	D	A	C
	Movement 95th Queue (ft)	0	0	0	487	252	336	276	186	0	0	280	51	
	Approach Delay (sec/veh)	0.0			33.6			27.8			32.8			
	Approach LOS	A			C			C			C			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
WB Palm Coast Parkway & Bridgehaven Drive	Movement Delay (sec/veh)	0.0	0.0	0.0	1.7	1.7	0.6	16.1	17.3	0.0	0.0	16.2	9.7	4.2
	Movement LOS	A	A	A	A	A	A	C	C	A	A	C	A	A
	Movement 95th Queue (ft)	0	0	0	12	12	11	100	100	0	0	99	99	
	Approach Delay (sec/veh)	0.0			1.6			16.9			14.3			
	Approach LOS	A			A			C			B			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Bridgehaven Drive & West Access	Movement Delay (sec/veh)	6.0	0.0	4.1	5.1	0.0	2.9	3.0	0.2	0.1	3.3	1.7	1.5	2.7
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement 95th Queue (ft)	70	70	70	48	48	48	7	7	7	3	3	3	
	Approach Delay (sec/veh)	4.7			4.1			0.3			1.7			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
EB Palm Coast Parkway & Southwest Access	Movement Delay (sec/veh)	1.4	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.2	0.0	0.0	1.3
	Movement LOS	A	A	A	A	A	A	A	A	A	B	A	A	A
	Movement 95th Queue (ft)	0	0	0	0	0	0	0	0	0	65	0	0	
	Approach Delay (sec/veh)	0.7			0.0			0.0			10.2			
	Approach LOS	A			A			A			B			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
EB Palm Coast Parkway & Southeast Access	Movement Delay (sec/veh)	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	1.4
	Movement LOS	A	A	A	A	A	A	A	A	A	B	A	A	A
	Movement 95th Queue (ft)	0	0	0	0	0	0	0	0	0	70	0	0	
	Approach Delay (sec/veh)	0.7			0.0			0.0			12.0			
	Approach LOS	A			A			A			B			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
WB Palm Coast Parkway & Northeast Access	Movement Delay (sec/veh)	0.0	0.0	0.0	3.4	3.2	0.0	8.8	0.0	0.0	0.0	0.0	0.0	3.4
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement 95th Queue (ft)	0	0	0	0	0	0	48	0	0	0	0	0	
	Approach Delay (sec/veh)	0.0			3.2			8.8			0.0			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
WB Palm Coast Parkway & Northwest Access	Movement Delay (sec/veh)	0.0	0.0	0.0	1.5	2.0	0.0	12.2	0.0	0.0	0.0	0.0	0.0	2.1
	Movement LOS	A	A	A	A	A	A	B	A	A	A	A	A	A
	Movement 95th Queue (ft)	0	0	0	0	0	0	43	0	0	0	0	0	
	Approach Delay (sec/veh)	0.0			2.0			12.2			0.0			
	Approach LOS	A			A			B			A			

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Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Palm Coast Parkway & Pine Lakes Parkway	Movement Delay (sec/veh)	43.8	24.1	5.3	41.7	26.4	2.8	26.3	34.4	7.3	25.6	41.7	14.8	24.0
	Movement LOS	D	C	A	D	C	A	C	C	A	C	D	B	C
	Movement 95th Queue (ft)	151	183	46	120	204	56	116	116	86	83	146	146	
	Approach Delay (sec/veh)	27.7			24.8			19.5			21.7			
	Approach LOS	C			C			B			C			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
EB Palm Coast Parkway & Bridgehaven Drive	Movement Delay (sec/veh)	1.5	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.2	0.2	0.0	3.1
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement 95th Queue (ft)	0	0	0	0	0	0	0	0	0	85	0	0	
	Approach Delay (sec/veh)	1.9			0.0			0.0			9.1			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
EB Palm Coast Parkway & Belle Terre Parkway	Movement Delay (sec/veh)	41.4	47.7	12.2	0.0	0.0	0.0	0.0	19.1	13.2	57.7	9.7	0.0	28.5
	Movement LOS	D	D	B	A	A	A	A	B	B	E	A	A	C
	Movement 95th Queue (ft)	338	343	159	0	0	0	0	183	186	220	129	0	
	Approach Delay (sec/veh)	40.6			0.0			15.9			30.0			
	Approach LOS	D			A			B			C			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
WB Palm Coast Parkway & Belle Terre Parkway	Movement Delay (sec/veh)	0.0	0.0	0.0	43.4	44.4	7.4	46.8	17.1	0.0	0.0	29.0	7.4	32.3
	Movement LOS	A	A	A	D	D	A	D	B	A	A	C	A	C
	Movement 95th Queue (ft)	0	0	0	275	258	85	283	112	0	0	275	63	
	Approach Delay (sec/veh)	0.0			37.2			31.8			25.7			
	Approach LOS	A			D			C			C			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
WB Palm Coast Parkway & Bridgehaven Drive	Movement Delay (sec/veh)	0.0	0.0	0.0	1.9	1.3	0.3	11.4	14.1	0.0	0.0	19.3	13.8	5.1
	Movement LOS	A	A	A	A	A	A	B	B	A	A	C	B	A
	Movement 95th Queue (ft)	0	0	0	22	15	8	55	55	0	0	149	149	
	Approach Delay (sec/veh)	0.0			1.4			12.5			17.6			
	Approach LOS	A			A			B			C			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Bridgehaven Drive & West Access	Movement Delay (sec/veh)	6.1	0.0	3.4	0.0	0.0	3.1	3.2	0.2	0.1	2.6	2.7	1.6	2.2
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement 95th Queue (ft)	47	47	47	17	17	17	18	18	18	1	1	1	
	Approach Delay (sec/veh)	5.0			3.1			1.1			2.1			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
EB Palm Coast Parkway & Southwest Access	Movement Delay (sec/veh)	0.9	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.5	0.0	0.0	0.8
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement 95th Queue (ft)	0	0	0	0	0	0	0	0	0	48	0	0	
	Approach Delay (sec/veh)	0.6			0.0			0.0			7.5			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
EB Palm Coast Parkway & Southeast Access	Movement Delay (sec/veh)	0.7	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.9	0.0	0.0	0.8
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement 95th Queue (ft)	0	0	0	0	0	0	0	0	0	51	0	0	
	Approach Delay (sec/veh)	0.6			0.0			0.0			7.9			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
WB Palm Coast Parkway & Northeast Access	Movement Delay (sec/veh)	0.0	0.0	0.0	2.9	2.6	0.0	9.2	0.0	0.0	0.0	0.0	0.0	2.7
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement 95th Queue (ft)	0	0	0	0	0	0	33	0	0	0	0	0	
	Approach Delay (sec/veh)	0.0			2.6			9.2			0.0			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
WB Palm Coast Parkway & Northwest Access	Movement Delay (sec/veh)	0.0	0.0	0.0	2.1	2.1	0.0	10.0	0.0	0.0	0.0	0.0	0.0	2.1
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement 95th Queue (ft)	0	0	0	0	0	0	18	0	0	0	0	0	
	Approach Delay (sec/veh)	0.0			2.1			10.0			0.0			
	Approach LOS	A			A			A			A			

Forecast 2033 Conditions - PM Peak Hour

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Palm Coast Parkway & Pine Lakes Parkway	Movement Delay (sec/veh)	47.9	32.4	7.9	58.8	25.5	2.3	34.3	40.5	10.2	33.6	45.4	21.8	31.5
	Movement LOS	D	C	A	E	C	A	C	D	B	C	D	C	C
	Movement 95th Queue (ft)	177	245	152	316	377	47	70	114	107	79	170	170	
	Approach Delay (sec/veh)	32.6			34.9			20.3			32.8			
	Approach LOS	C			C			C			C			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
EB Palm Coast Parkway & Bridgehaven Drive	Movement Delay (sec/veh)	2.3	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.6	0.6	0.0	5.1
	Movement LOS	A	A	A	A	A	A	A	A	A	B	A	A	A
	Movement 95th Queue (ft)	4	0	0	0	0	0	0	0	0	146	0	0	
	Approach Delay (sec/veh)	2.5			0.0			0.0			13.6			
	Approach LOS	A			A			A			B			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
EB Palm Coast Parkway & Belle Terre Parkway	Movement Delay (sec/veh)	38.7	42.1	81.9	0.0	0.0	0.0	0.0	22.4	11.2	50.7	21.4	0.0	34.1
	Movement LOS	D	D	F	A	A	A	A	C	B	D	C	A	C
	Movement 95th Queue (ft)	772	814	418	0	0	0	0	215	124	197	301	0	
	Approach Delay (sec/veh)	53.1			0.0			17.9			28.7			
	Approach LOS	D			A			B			C			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
WB Palm Coast Parkway & Belle Terre Parkway	Movement Delay (sec/veh)	0.0	0.0	0.0	45.9	32.8	34.5	86.6	13.1	0.0	0.0	39.5	10.3	36.0
	Movement LOS	A	A	A	D	C	C	F	B	A	A	D	B	D
	Movement 95th Queue (ft)	0	0	0	510	287	474	360	240	0	0	297	52	
	Approach Delay (sec/veh)	0.0			37.2			33.0			36.4			
	Approach LOS	A			D			C			D			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
WB Palm Coast Parkway & Bridgehaven Drive	Movement Delay (sec/veh)	0.0	0.0	0.0	1.7	1.8	0.6	16.9	18.9	0.0	0.0	18.9	12.7	4.7
	Movement LOS	A	A	A	A	A	A	C	C	A	A	C	B	A
	Movement 95th Queue (ft)	0	0	0	13	13	12	102	102	0	0	112	112	
	Approach Delay (sec/veh)	0.0			1.7			18.3			16.9			
	Approach LOS	A			A			C			C			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Bridgehaven Drive & West Access	Movement Delay (sec/veh)	6.8	0.0	4.3	6.0	0.0	3.0	2.6	0.2	0.2	3.6	1.9	1.4	3.0
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement 95th Queue (ft)	83	83	83	50	50	50	5	5	5	0	0	0	
	Approach Delay (sec/veh)	5.0			4.7			0.3			1.8			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
EB Palm Coast Parkway & Southwest Access	Movement Delay (sec/veh)	1.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.5	0.0	0.0	1.1
	Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A	A
	Movement 95th Queue (ft)	0	6	0	0	0	0	0	0	0	57	0	0	
	Approach Delay (sec/veh)	0.7			0.0			0.0			9.5			
	Approach LOS	A			A			A			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
EB Palm Coast Parkway & Southeast Access	Movement Delay (sec/veh)	0.6	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	1.3
	Movement LOS	A	A	A	A	A	A	A	A	A	B	A	A	A
	Movement 95th Queue (ft)	0	0	0	0	0	0	0	0	0	66	0	0	
	Approach Delay (sec/veh)	0.7			0.0			0.0			12.0			
	Approach LOS	A			A			A			B			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
WB Palm Coast Parkway & Northeast Access	Movement Delay (sec/veh)	0.0	0.0	0.0	4.0	3.9	0.0	10.6	0.0	0.0	0.0	0.0	0.0	4.0
	Movement LOS	A	A	A	A	A	A	B	A	A	A	A	A	A
	Movement 95th Queue (ft)	0	0	0	0	0	0	48	0	0	0	0	0	
	Approach Delay (sec/veh)	0.0			3.9			10.6			0.0			
	Approach LOS	A			A			B			A			

Intersection	MOE	Eastbound Approach			Westbound Approach			Northbound Approach			Southbound Approach			Intersection Total
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
WB Palm Coast Parkway & Northwest Access	Movement Delay (sec/veh)	0.0	0.0	0.0	1.7	2.2	0.0	11.5	0.0	0.0	0.0	0.0	0.0	2.3
	Movement LOS	A	A	A	A	A	A	B	A	A	A	A	A	A
	Movement 95th Queue (ft)	0	0	0	0	0	0	43	0	0	0	0	0	
	Approach Delay (sec/veh)	0.0			2.2			11.5			0.0			
	Approach LOS	A			A			B			A			



ALLIANT

March 31, 2021

RE: Proposed Rezoning and Master Site Plan – 14-11-30-5538-00000-0100, 14-11-30-5538-00000-0110, 14-11-30-5538-00000-0120, and 14-11-30-5538-00000-0130.

Adjacent Property Owner Notification of Neighborhood Meeting

Dear Adjacent Property Owner:

As required by City Code, we will be having a neighborhood meeting to discuss the rezoning of the following Parcels: 14-11-30-5538-00000-0100, 14-11-30-5538-00000-0110, 14-11-30-5538-00000-0120, and 14-11-30-5538-00000-0130. This meeting is scheduled for Monday, April 12, 2021 in Meeting Room 112 at the Palm Coast Community Center located at 305 Palm Coast Pkwy NE, Palm Coast, FL 32137 at 6:30pm.

The proposal is to rezone the property from General Commercial (COM 2) to a Master Planned Development (MPD) with its zoning standards primarily based on the General Commercial (COM-2) Zoning District. The rezoning is for the development of a 100-Bed Hospital and Medical Office Building. A map of the subject property is attached for your reference.

If you have any questions, please do not hesitate to contact me at (904) 647-5383. We look forward to seeing you at the above referenced meeting.

Sincerely,
ALLIANT ENGINEERING, INC.

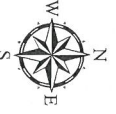
Curt M. Wimpee, P.E.
Southeast Regional Manager

v:\jacksonville office\projects\2020\200208\documents\permitting\city of palm coast\niehghorhood meeting
ltr_20210330.docx

Advent Health MPD Closeup Aerial



Legend



Map Provided By: Planning Division





NOTIFICATION AFFIDAVIT FOR OFFICIAL ZONING MAP AMENDMENT (REZONING)

COUNTY OF FLAGLER X
STATE OF FLORIDA X

Before me this 12th day of APRIL, 2021 personally appeared
CURT WIMPÉE who after providing DRIVERS LICENSE 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".

Two (2) signs have been posted on the subject property subject to a rezoning as described with
Application # _____

☒ At least fourteen (14) calendar days before the hearing date advertising the date, time, and
location of the Planning & Land Development Regulation Board (PLDRB)

OR

☒ At least seven (7) days before the hearing date advertising the date, time, and location of
the City Council hearing.

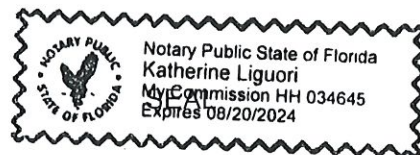

Signature of Responsible Party

CURT WIMPÉE, P.E.
Printed Name

7406 FULLERTON ST., SUITE 110, JACKSONVILLE, FL 32256
Mailing Address

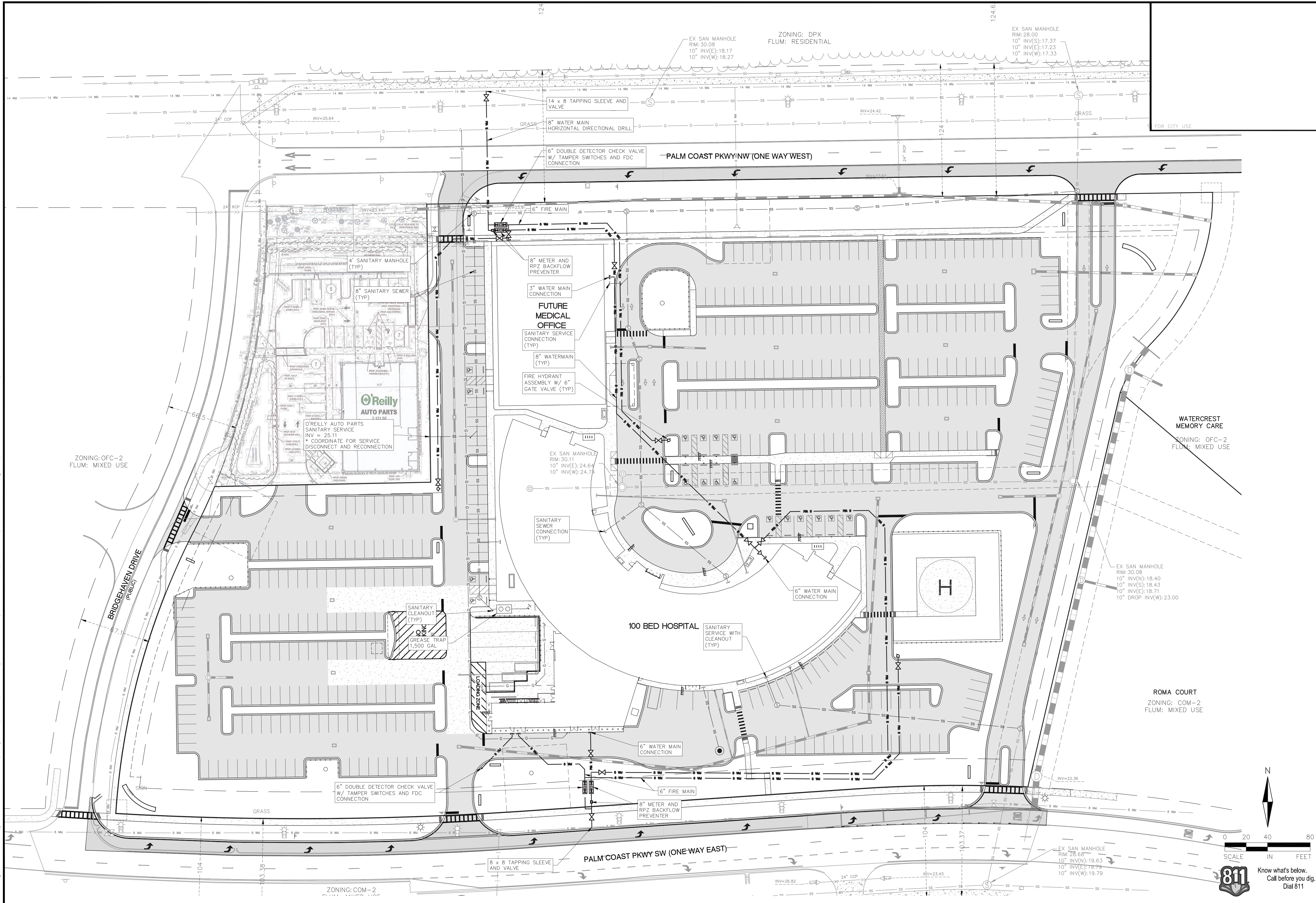

Signature of Person Taking Acknowledgement

Katherine Liguori
Name of Acknowledger (Typed, Printed or Stamped)



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.

Drawing name: V:\jacksonville office\Projects\2020\200208\plan sheets\master site plan set\200208Site.dwg Apr 12, 2021 - 1:55pm



ALLIANT

7406 Fullerton St, Suite 110
Jacksonville, FL 32256
904.366.9654 MAIN
612.758.3099 FAX
www.alliant-inc.com
CA# 29471

[illegible]

100-BED HOSPITAL AND MEDICAL OFFICE BUILDING

1 ADVENT WAY
PALM COAST, FL 32137

**MASTER SITE PLAN
CONCEPTUAL UTILITY PLAN**

Curt Wimp
ee, PE

Digitally signed by Curt Wimp, PE
Date: 2021.04.12 14:08:11 -04'00'

CURT WIMPEE, P.E.

79764

Date License No.

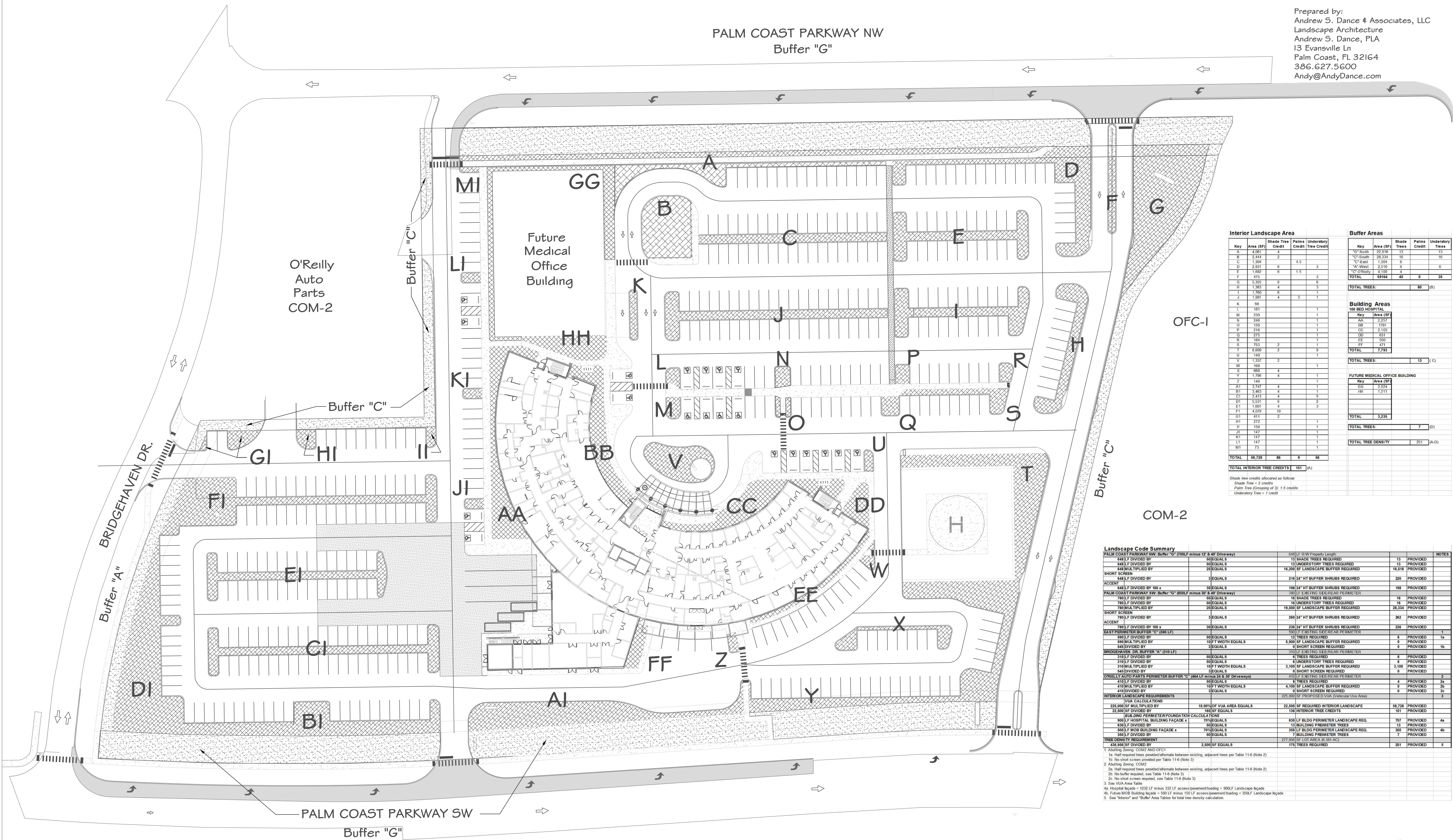
QA/QC

BY	DATE
PROJECT TEAM DATA	
DESIGNED:	CMW
DRAWN:	NEM,
PROJECT NO:	200-0208

C-3

Prepared by:
Andrew S. Dance & Associates, LLC
Landscape Architecture
Andrew S. Dance, PLA
13 Evansville Ln
Palm Coast, FL 32164
386.627.5600
Andy@AndyDance.com

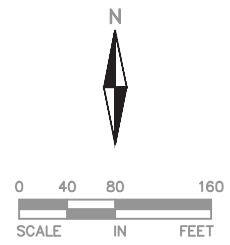
PALM COAST PARKWAY NW
Buffer "G"



Interior Landscape Area					Buffer Areas				
Key	Area (SF)	Shade Tree Credit	Palms Credit	Understory Tree Credit	Key	Area (SF)	Shade Tree Credit	Palms Credit	Understory Tree Credit
A	4,681	4			10'-North	22,316	13		13
B	2,444	2	4.5		10'-South	28,334	16		16
C	1,384			3	10'-East	1,384	6		
D	2,931	6	1.5	3	10'-West	2,510	6		6
E	1,887				10'-Orchard	4,180	4		
F	475				TOTAL	99,164	48	0	38
G	5,355	6		6	TOTAL TREES: 88 (B)				
H	1,383	4		1					
I	1,760	6		1					
J	1,881	4	3	1					
K	89								
L	181			1					
M	230			1					
N	246			1					
O	150			1					
P	216			1					
Q	275			1					
R	184			1					
S	753	2		1					
T	6,009	2		9					
U	140			1					
V	1,337	2		1					
W	168			1					
X	688	4		1					
Y	1,798	4		1					
Z	140			1					
AA	3,427	4		1					
BB	3,483	4		1					
CC	2,413	4		5					
DD	5,511	6		2					
EE	1,601	4		3					
FF	4,035	10							
GG	411	2							
HH	272			1					
II	150			1					
JJ	147			1					
KK	147			1					
LL	147			1					
MM	73			1					
TOTAL	58,728	88	9	56					
TOTAL INTERIOR TREE CREDITS: 151 (A)									
Shade tree credits allocated as follows:									
Shade Tree = 2 credits									
Palm Tree (Grouping of 3) = 1.5 credits									
Understory Tree = 1 credit									

Landscape Code Summary					Buffer Areas				
Key	Area (SF)	Shade Tree Credit	Palms Credit	Understory Tree Credit	Key	Area (SF)	Shade Tree Credit	Palms Credit	Understory Tree Credit
A	4,681	4			10'-North	22,316	13		13
B	2,444	2	4.5		10'-South	28,334	16		16
C	1,384			3	10'-East	1,384	6		
D	2,931	6	1.5	3	10'-West	2,510	6		6
E	1,887				10'-Orchard	4,180	4		
F	475				TOTAL	99,164	48	0	38
G	5,355	6		6	TOTAL TREES: 88 (B)				
H	1,383	4		1					
I	1,760	6		1					
J	1,881	4	3	1					
K	89								
L	181			1					
M	230			1					
N	246			1					
O	150			1					
P	216			1					
Q	275			1					
R	184			1					
S	753	2		1					
T	6,009	2		9					
U	140			1					
V	1,337	2		1					
W	168			1					
X	688	4		1					
Y	1,798	4		1					
Z	140			1					
AA	3,427	4		1					
BB	3,483	4		1					
CC	2,413	4		5					
DD	5,511	6		2					
EE	1,601	4		3					
FF	4,035	10							
GG	411	2							
HH	272			1					
II	150			1					
JJ	147			1					
KK	147			1					
LL	147			1					
MM	73			1					
TOTAL	58,728	88	9	56					
TOTAL INTERIOR TREE CREDITS: 151 (A)									
Shade tree credits allocated as follows:									
Shade Tree = 2 credits									
Palm Tree (Grouping of 3) = 1.5 credits									
Understory Tree = 1 credit									

CONCEPTUAL LANDSCAPE PLAN
April 11, 2021



[illegible]

1 ADVENT WAY
PALM COAST, FL 32137

**MASTER SITE PLAN
CONCEPTUAL DRAINAGE PLAN**

PROJECT TEAM DATA
DESIGNED: CMW
DRAWN: NEM,
PROJECT NO: 200-0208 CMG

C-4

ADVENT HEALTH ON PALM COAST PARKWAY MPD

**City Council Public Hearing
on May 4, 2021**

Location Map

11.04 +/- acre site is located between Palm Coast Parkway NW and Palm Coast Parkway SW about halfway between Pine Lakes Parkway and Belle Terre Parkway.



Close-up Aerial

Advent Health Palm Coast wants to develop a hospital with 100 patient beds in Phase 1 and a 30,000 sq. ft. medical office building in Phase 2. Applied for a MPD Rezoning that includes a Master Site Plan.



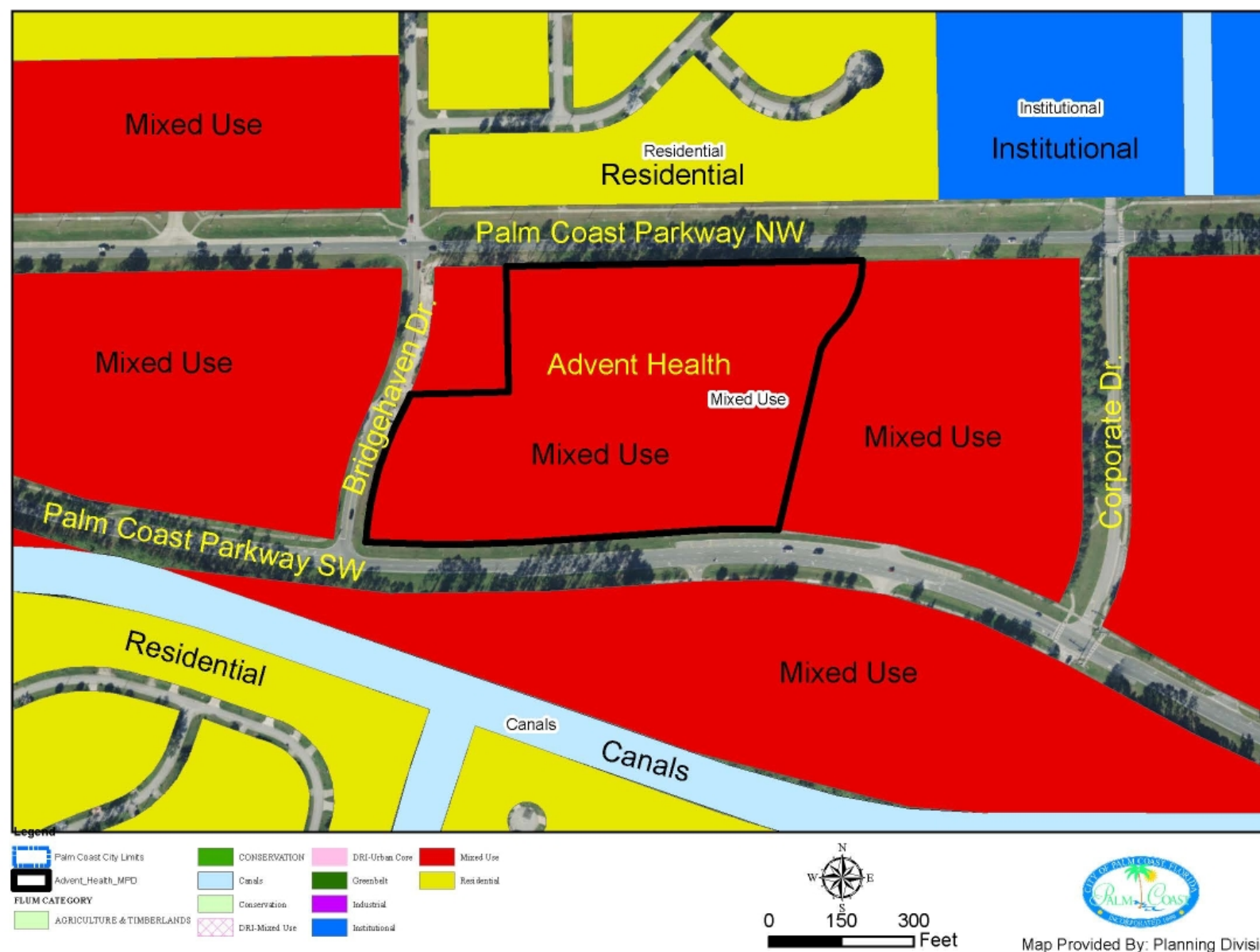
FLUM

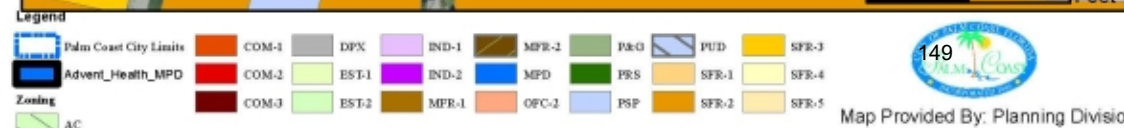
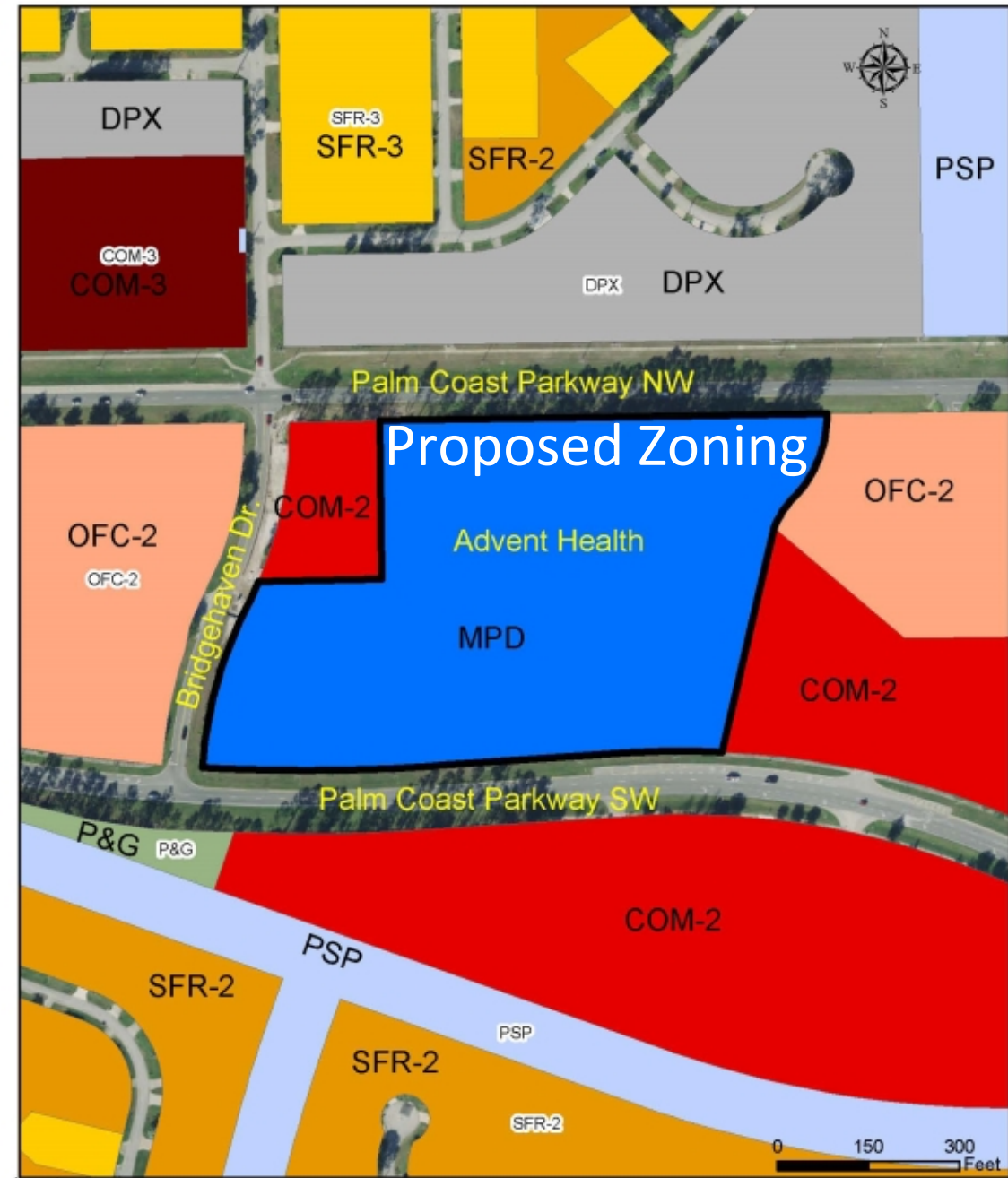
Site and lands to the east, SE, west and NW are Mixed Use.

North is Residential.

NE is institutional.

SW is Residential.





Background and Request

- Advent Health purchased this site on August 6, 2020.
- Proposing a 4-story, 100 bed, 155,000 sq. ft. hospital in Phase 1 and 2-story 30,000 sq. ft. medical office building in Phase 2.
- Applied for a MPD Rezoning that includes a Master Site Plan.

View of Proposed Project Looking SW



North Aerial

AH PALM COAST - 100 BED HOSPITAL AND FUTURE MOB | PALM COAST, FL

11-2025900 | 05/19/21

FUTURE MOB SHOWN FOR REPRESENTATIONAL PURPOSE ONLY

HuntonBrady | Chris Dunlop | cdunlop@huntonbrady.com | 333 S. Garland Ave Suite 1100 Orlando, FL 32801 | (407) 839-0886

Master Site Plan

Palm Coast Parkway NW

Office
Park

Bridgehaven Dr.

O'Reilly
Auto Parts

Ph. 2
MOB

Patient

Parking

Watercrest
Memory
Care

Employee

Service
Area

Ph. 1 Hospital

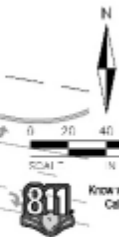
Heliport

Parking

Ambulance

Roma Court

Palm Coast Parkway SW



DESCRIPTION

NO. DATE

100-BED HOSPITAL AND MEDICAL OFFICE BUILDING

1 ADVENT WAY
PALM COAST, FL 32137
MASTER SITE PLAN
CONCEPTUAL SITE PLAN

Curt Wimp
ee, PE

DATE: 2021.04.12
1:107/18
04007

Scale: 1"=40'-0"

DATE: 2021.04.12

PROJECT TEAM DATA
DESIGNED: CMV
DRAWN: MFM
PROJECT NO: 200-0006

C-2

Site Development Requirements

<u>Criteria (per COM-2, LDC and MPD Standards)</u>	<u>Required</u>	<u>Provided</u>
Min. Lot Size/Dev. Area	20,000 Sq. Ft. (0.46 acre)	11.04 +/- acres
Max. Building Height	100 ft. in COM-2, 50 ft. P.C. Pkwy. Overlay, and 79.75 ft. in MPD	79.5 feet
Max. Floor Area Ratio	40%	39%
Max. Impervious Surface Ratio	70% in COM-2, 60% for a typical MPD per LDC, and 65% in MPD	64%
Minimum Parking: 3 per bed x 100 30,000 S.F. Office /250 = Total with ADA spaces	300 spaces for hospital 120 spaces for medical office 420 spaces including 13 ADA	325 hospital 150 office 475 with 20 ADA

East/North Building Elevation



North Entry

AH PALM COAST - 100 BED HOSPITAL AND FUTURE MOB | PALM COAST, FL

11-20079.00 | 05.09.21

FUTURE MOB SHOWN FOR REPRESENTATIONAL PURPOSE ONLY

HuntonBrady | Chris Dunlop | cdunlop@huntonbrady.com | 333 S. Garland Ave Suite 1100 Orlando, FL 32801 | (407) 839-0886

West/South Building Elevation



South Aerial

AH PALM COAST - 100 BED HOSPITAL AND FUTURE MOB | PALM COAST, FL

11-2022/9/30 | 05.07.21

FUTURE MOB SHOWN FOR REPRESENTATIONAL PURPOSE ONLY

HuntonBrady | Chris Dunlop | cdunlop@huntonbrady.com | 333 S. Garland Ave Suite 1100 Orlando, FL 32801 | (407) 839-0886

Five Review Criteria from Sec. 2.05.05 of LDC

Proposed changes in zoning:

- A) Must not be in conflict with public interest
- B) Must be consistent with LDC and Comprehensive Plan
- C) Must not impose a significant liability or hardship on City
- D) Must not create an unreasonable hazard or nuisance
- E) Must comply with all applicable government standards

Staff Analysis Based on LDC Chapter 2, Sec. 2.05.05

- Planning staff reviewed the project for these five criteria and provided detailed findings in the staff report.
- The rezoning will not create a nuisance, hazard, or any compatibility issues as it meets all development standards of the MPD and LDC and is in compliance with its land use designation on the FLUM.
- This MPD rezoning supports eight goals, policies, or objectives of the Future Land Use Element of Comprehensive Plan.

Key MPD Development Criteria from LDC Sec. 2.09.04

- *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.*

Staff findings: This medical campus will have a common architectural theme in a pedestrian friendly environment. The hospital will be located 300' from nearest residential home to the north and 500' from nearest residential home to the south and also separated from both residential areas by 4-laned Palm Coast Parkway.

Key MPD Development Criteria from LDC Sec. 2.09.04

- *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.*
- *K. Impact on the economy of any affected area.*

Staff findings: By developing an infill property with a common architectural theme, providing emergency medical services substantially closer to central and north Palm Coast residents, and being a major generator of well paying jobs; staff believes these factors will easily outweigh the requested departures.

Public Participation

- Applicants notified, via U.S. First Class mail, all property owners within 300 feet of the neighborhood meeting.
- Meeting was at 6:30 PM on April 12 and one member from the public, applicant's team and four City staff members attended.
- Three signs have been erected and news ads will be run about two weeks prior to each public hearing.
- Staff has received two comments regarding this MPD rezoning with one against the project and one primarily concerned with construction noise.

Next Steps

- A second City Council Public Hearing for MPD Rezoning
- Staff review of Technical Site Plan
- Staff review of building permits

Recommendation

The Planning and Land Development Regulation Board found this MPD in compliance with the Comprehensive Plan and recommended that City Council approve the Advent Health on Palm Coast Parkway MPD Rezoning, Application No. 4723.

The applicant's development team is in attendance and has some comments.

ORDINANCE 2021-____
REZONING APPLICATION NO. 4723
ADVENT HEALTH ON PALM COAST PARKWAY MPD

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PALM COAST, FLORIDA, PROVIDING FOR THE AMENDMENT OF THE OFFICIAL ZONING MAP AS ESTABLISHED IN SECTION 2.06 OF THE CITY OF PALM COAST UNIFIED LAND DEVELOPMENT CODE; AMENDING THE OFFICIAL ZONING MAP FOR 10.05 +/- ACRES OF CERTAIN REAL PROPERTY GENERALLY LOCATED IN THE NORTHEAST QUADRANT OF PALM COAST PARKWAY SW AND BRIDGEHAVEN DRIVE, AND BEING MORE PARTICULARLY DESCRIBED IN THE ATTACHED EXHIBIT “A” FROM THE GENERAL COMMERCIAL (COM-2) ZONING DISTRICT TO THE MASTER PLANNED DEVELOPMENT (MPD) ZONING DISTRICT; APPROVING THE ADVENT HEALTH ON PALM COAST PARKWAY MASTER PLANNED DEVELOPMENT AGREEMENT; PROVIDING FOR SEVERABILITY; PROVIDING FOR CONFLICTS; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Applicant is the owner of Parcel Numbers 14-11-30-5538-00000-0100, 14-11-30-5538-00000-0110, 14-11-30-5538-00000-0120 and 14-11-30-5538-00000-0130 consisting of 10.05 +/- acres (“Property” or “Subject Property”) generally located in the northeast quadrant of Palm Coast Parkway SW and Bridgehaven Drive, in the City of Palm Coast, Flagler County, Florida, more particularly described in Exhibit “A”; and

WHEREAS, the Applicant desires to develop the Subject Property for a hospital and medical office building (“Project”) to meet the medical service demands of Palm Coast residents as it continues to grow; and

WHEREAS, as a result, the Applicant requests approval for a Master Planned Development (MPD) on the Property per the conditions set forth in this Development Agreement; and

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

WHEREAS, the City of Palm Coast City Council (“City Council”) finds that this Development Agreement (DA) has been properly conditioned with terms and restrictions to be consistent with the City’s Comprehensive Plan (2035) (the “Comprehensive Plan”) and Unified Land Development Code (the “LDC”) and that the conditions, terms, restrictions, and requirements set forth herein are necessary to ensure compliance with the Comprehensive Plan and LDC and the protection of the public health, safety, and welfare of the citizens of the City; and

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

WHEREAS, additional conditions of approval may also be included within the minutes of relevant meetings of the Planning & Land Development Regulation Board and City Council. Furthermore, any representations or promises made by the Applicant 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; and

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; and

WHEREAS, the Applicant intends to classify and develop the Property as a Master Planned Development (MPD) as set forth in a MPD Development Agreement (MPD DA); and

WHEREAS, the Applicant’s application for a Master Plan Development is approved subject to the MPD Development Agreement’s terms and conditions; 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 a duly noticed public hearing on the proposed zoning change 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 the recommendation of the Planning and Land Development Regulation Board which voted 7 - 0 to approve at the regularly scheduled meeting conducted on April 21, 2021 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 zoning change set forth hereunder, and

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

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

SECTION 1. LEGISLATIVE AND ADMINISTRATIVE FINDINGS. The 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 Advent Health on Palm Coast Parkway 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 4th day of May 2021.

Adopted on the second reading after due public notice and hearing this 18th day of May 2021.

CITY OF PALM COAST, FLORIDA

ATTEST:

MILISSA HOLLAND, MAYOR

VIRGINIA SMITH, CITY CLERK

APPROVED AS TO FORM AND LEGALITY

WILLIAM E. REISCHMANN, JR., ESQ.
CITY ATTORNEY

Attachments:

Exhibit “A” – Legal Description of subject property subject to Official Zoning Map amendment

Exhibit “B” – MPD Development Agreement

EXHIBIT "A"
LEGAL DESCRIPTION

Parcel A:

Lots 10, 11 and 13, ST. JOE CORPORATE PARK, according to the plat thereof as recorded in Map Book 32, Pages 81 through 83, Public Records of Flagler County, Florida.

Parcel B:

Lot 12, ST. JOE CORPORATE PARK, according to the plat thereof as recorded in Map Book 32, Pages 81 through 83, Public Records of Flagler County, Florida, LESS AND EXCEPT:

Part of Lot 12, of the subdivision Plat of ST. JOE CORPORATE PARK, as recorded in Map Book 32, pages 81 through 83, of the Public Records of Flagler County, Florida, being more particularly described as follows:

Begin at the intersection of the Southerly right of way line of Palm Coast Parkway with the Easterly Right of Way line of Bridgehaven Drive also being the Westerly line of Lot 12, ST. JOE CORPORATE PARK, said point also being the Northwest corner of said Lot 12, as recorded in Map Book 32, Pages 81 through 83, Public Records of Flagler County, Florida; thence run along said Southerly right of way line North 89°08'27" East, a distance of 149.59 feet; thence departing said right of way line run South 00°49'19" East, a distance of 260.61 feet; thence run South 88°50'28" West, a distance of 202.58 feet to a point on the aforesaid Easterly right of way line; thence run along said right of way line and a curve concave Westerly having a radius of 627.99 feet, a central angle of 23°44'40", an arc length of 260.25 feet, being subtended by a chord bearing of North 11°00'47" East for a chord distance of 258.39 feet to a point of tangency; thence continue along said Easterly right of way line North 00°51'33" West, a distance of 8.81 feet to the aforesaid Southerly right of way line being the Point of Beginning.

EXHIBIT “B”
MASTER PLANNED DEVELOPMENT AGREEMENT
ORDINANCE 2021-_____