

## City of Palm Coast, Florida Agenda Item

**Agenda Date:** June 17, 2026

**Agenda Item:** D.4

|   |   |
|---|---|
| <p><b>Department</b> COMMUNITY DEVELOPMENT<br/><b>Division</b> PLANNING</p>   | <p><b>Amount</b><br/><b>Org/Account #</b></p> |
| <p><b>Subject:</b> FLAGLER LANDINGS TECHNICAL SITE PLAN - TIER 3, APPLICATION # 6587</p>  |   |
| <p><b>Presenter:</b> Michael Hanson, A.I.C.P, Senior Planner</p>  |   |
| <p><b>Attachments:</b></p> <ol style="list-style-type: none"> <li>1. Staff Report</li> <li>2. Map Series</li> <li>3. Application, Corp ID, Owner's Authorization, Applicant Analysis</li> <li>4. Boundary Survey and Title Opinion</li> <li>5. Site Plan and Fuel Site Layout</li> <li>6. Architectural Elevations and Renderings</li> <li>7. Landscape and Irrigation Plans</li> <li>8. Third Comment Letter with Remaining Staff Comments and Cursory FDOT Exhibits</li> <li>9. Traffic Report without Appendices</li> <li>10. Environmental Report</li> <li>11. Water Usage, Water Plan, and Sanitary Plan</li> </ol>  |   |
| <p><b>Background:</b></p> <p>The applicant team has submitted a Technical Site Plan (TSP) Tier 3 application to develop the ±38.81-acre property with a ±185,492-square-foot large-box retailer, a ±55,172-square-foot future retail tenant, a ±1,618-square-foot convenience store with twelve double-sided fueling stations and canopy. The total proposed development size for this TSP application is ±242,282 square feet. Additionally, the developer plans future development of outparcels adjacent to SR-100, and the associated infrastructure to support the project.</p> <p>The City Council annexed the property into the City at the request of the applicant on November 4, 2025 during a public hearing. At the same public hearing, they also assigned the property a city Future Land Use Map (FLUM) designation of Mixed Use, and a city zoning district of General Commercial (COM-2). The applicant submitted their TSP application on February 17, 2026 through the City's online application portal. The project has been reviewed by staff through three submittals, and while there are still some remaining comments relating to landscaping, transportation planning, and transportation engineering due to the project's potential impact to SR-100, the applicant has requested the TSP application proceed through the approval process. Additionally, architectural elevations for the ±55,172-square-foot future retail tenant have not been submitted at this time, so that portion of the project is being treated as phased development, and that building will be required to submit architectural elevations when it is seeking to be developed in the future.</p> |   |

The City's Land Development Code (LDC) has a process to facilitate the applicant's request in providing an approval with conditions, pursuant to LDC Section 2.05.04(H) subsections 4 and 5, which allow the Planning and Land Development Board (PLDRB) to recommend an approval with conditions to the City Council, and that the City Council can ultimately approve the application with conditions. Staff's recommendation below will be for a recommendation with approval, subject to the project addressing the remaining staff comments on the attached TSP comment letter prior to Site Development Permit approval. Please be advised that the attached comment letter has two exhibits which are cursory comments provided by the Florida Department of Transportation (FDOT) for the applicant's separate submittal to FDOT. Once FDOT provides official comments for that application, City Traffic Engineer will integrate the FDOT official comments into his comments to ensure compliance with state regulatory bodies, as required by LDC Sec. 2.05.05(E). These conditions will allow the project to continue through the TSP approval process but ensure compliance with the LDC and required state regulations.

Conditions For Approval: All remaining staff comments for Flagler Landing's Technical Site Plan – Application No. 6587 are resolved to staff's satisfaction prior to issuing a Site Development Permit for the project.

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

**Recommended Action:**

**STAFF RECOMMENDS THAT THE PLANNING AND LAND DEVELOPMENT REGULATION BOARD (PLDRB) FIND THE PROJECT IN COMPLIANCE WITH THE LAND DEVELOPMENT CODE (LDC), AND THE COMPREHENSIVE PLAN; AND RECOMMEND APPROVAL WITH CONDITIONS TO THE CITY COUNCIL FOR THE TECHNICAL SITE PLAN – TIER 3 FOR FLAGLER LANDINGS, APPLICATION NO. 6587.**



**COMMUNITY DEVELOPMENT DEPARTMENT  
TECHNICAL SITE PLAN - TIER 3  
STAFF REPORT FOR JUNE 17, 2026  
PLANNING AND LAND DEVELOPMENT REGULATION BOARD**

**OVERVIEW**

---

|                             |  |
|-----------------------------|--|
| Project Name:               | Flagler Landings   |
| Application Number:         | AR # 6587  |
| Property Owner:             | Flagler Pines Properties LLC   |
| Applicant:                  | Ken Atlee, Atlee Group LLC and Kimberly Buck, Alann Engineering LLC  |
| Size of subject property:   | ±38.81 acres   |
| Location:                   | Southside of State Road 100 approximately half a mile west of its intersection with Seminole Woods Boulevard |
| Address:                    | 5821 State Hwy 100 E Palm Coast, Florida 32164   |
| Current FLUM designation:   | Mixed Use  |
| Current Zoning designation: | General Commercial (COM-2)   |
| Current Use:                | Vacant   |
| Parcel ID #:                | 08-12-31-0650-000B0-0070   |

**REQUESTED ACTION**

Staff recommends that the Planning and Land Development Regulation Board (PLDRB) find the project in compliance with the Land Development Code (LDC), and the Comprehensive Plan; and recommend approval with conditions to the City Council for the Technical Site Plan – Tier 3 for Flagler Landings, Application No. 6587.

**BACKGROUND/SITE HISTORY**

The applicant team has submitted a Technical Site Plan (TSP) Tier 3 application to develop the ±38.81-acre property with a ±185,492-square-foot large-box retailer, a ±55,172-square-foot future retail tenant, a ±1,618-square-foot convenience store with twelve double-sided fueling stations and canopy. The total proposed development size for this TSP application is ±242,282 square feet. Additionally, the developer plans future development of outparcels adjacent to SR-100, and the associated infrastructure to support the project.

The City Council annexed the property into the City at the request of the applicant on November 4, 2025 during a public hearing. At the same public hearing, they also assigned the property a city Future Land Use Map (FLUM) designation of Mixed Use, and a city zoning district of General Commercial (COM-2). The applicant submitted their TSP application on February 17, 2026 through the City’s online application portal. The project has been reviewed by staff through three submittals, and while there are still some remaining comments relating to landscaping, transportation planning, and transportation engineering due to the project’s potential impact to SR-100, the applicant has requested the TSP application proceed through the approval process. Additionally, architectural elevations for the ±55,172-square-foot future retail tenant have not been submitted at this time, so that portion of the project is being treated as phased development, and that building will be required to submit architectural elevations when it is seeking to be developed in the future.

The City’s Land Development Code (LDC) has a process to facilitate the applicant’s request in providing an approval with conditions, pursuant to LDC Section 2.05.04(H) subsections 4 and 5, which allow the Planning and Land Development Board (PLDRB) to recommend an approval with conditions to the City Council, and that the City Council can ultimately approve the application with conditions. Staff’s recommendation below will be for a recommendation with approval, subject to the project addressing the remaining staff comments on the attached TSP comment letter prior to Site Development Permit approval. Please be advised that the attached comment letter has two exhibits which are cursory comments provided by the Florida Department of Transportation (FDOT) for the applicant’s separate submittal to FDOT. Once FDOT provides official comments for that application, City Traffic Engineer will integrate the FDOT official comments into his comments to ensure compliance with state regulatory bodies, as required by LDC Sec. 2.05.05(E). These conditions will allow the project to continue through the TSP approval process but ensure compliance with the LDC and required state regulations.

**LAND USE AND ZONING INFORMATION**

The subject site is designated Mixed Use on the Future Land Use Map and is zoned as COM-2 on the Official Zoning map. The proposed use is allowed within the COM-2 zoning district. The following table summarizes the general land use and zoning information:

**SURROUNDING ZONING AND FLUM CATEGORIES**

| <b>Direction</b> | <b>FLUM Category</b>   | <b>Zoning District</b>   |
|------------------|--|--|
| North            | Mixed Use  | COM-2, Public/Semi-Public (PSP)                                      |
| East             | County: Commercial High-Intensity, County: Industrial              | County: General Commercial and Shopping Center (C-2), Industrial (I) |
| South            | County: Industrial   | County: I  |
| West             | Mixed Use, County: Agriculture and Timberlands, County: Industrial | COM-2, County: C-2, Agricultural (AC)                                |

**SITE DEVELOPMENT REQUIREMENTS**

Site development for the property must be in accordance with the requirements of the City of Palm Coast’s Land Development Code, and the City’s Comprehensive Plan. The following table summarizes the basic development standards and how the proposed development project

complies with these standards. The provided numbers are pulled from the applicant's Civil Engineering documents.

| Criteria                                | Required  | Provided                                  |
|---|---|---|
| Minimum Development Site Area           | 20,000 sq. ft.                                    | ±1,690,564 sq. ft.                        |
| Maximum Impervious Surface Ratio        | 0.70  | ±0.70                                     |
| Maximum Floor Area Ratio                | 0.40  | ±0.14                                     |
| Maximum Building Height                 | 100 feet  | ±31 feet                                  |
| Minimum Building Setbacks               | SR-100: 25 feet<br>Interior Side/Rear: 10 feet    | ±156.4 feet <sup>2</sup><br>±62.4 feet    |
| Minimum Parking <sup>1</sup> : 1:250 SF | 941 parking spaces including 19 accessible spaces | 946 spaces including 27 accessible spaces |

<sup>1</sup> The Land Development Code allows for the maximum parking to be 120 percent of the required parking. The requested amount of parking spaces include a ±0.5 percent bonus over the required parking and meets the 120 percent limit. The applicant proposes an additional eight accessible parking spaces. The LDC, Comprehensive Plan, State Statutes, or Federal American Disabilities Act requirements do not have a maximum cap to the number of accessible parking spaces, so staff accepts the additional accessible parking space above the required number of spaces.

<sup>2</sup> The nearest building on the plans is ±156.4 feet from SR-100, however the fuel station canopy is ±55.5 feet from SR-100, which still is significantly further setback than the minimum building setbacks.

## TECHNICAL SITE PLAN PROCESS

The Technical Site Plan review application process is specified in Chapter 2, Section 2.11 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. The purpose of detailed site plan review is to ensure compliance with all development regulations; therefore, the level of detail shall be that of construction plans and technical specifications. The review is based not only on conformance to Code, but also conformance with any applicable approved master plan or Special Exception. Approval of the construction plans and technical specifications represents the final development order. Therefore, approval of a Technical Site Plan Development Order authorizes an applicant to apply for a building permit.

The application incorporates a review/approval process coordinated by and through City staff, the PLDRB and City Council based upon the scale of development. As provided in Table 2-1 of Sec. 2.04 of the LDC, nonresidential projects ranging from 40,000 to 100,000 square feet of gross floor area are classified as Moderate or Tier 2 projects. The approval authority of this project is the PLDRB, which shall base their determination for approval or denial on the criteria found in LDC Sec. 2.05.05.

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

Prior to approval of a Development Order for a Technical Site Plan, the proposed project must be evaluated for conformance with the requirements of LDC Chapter 2, Section 2.05.05, which provides criteria that must be met to issue approval. The proposed project has been evaluated against the review criteria as directed by the LDC, which 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;***

**Planning Staff Finding:** The proposed development is not in conflict with or contrary to the public interest, as the site's specified land use is consistent with the Comprehensive Plan's Future Land Use Element and the Land Development Code. The proposed use is compatible with the surrounding developmental pattern and surrounding properties adjacent to SR-100 and the Flagler Executive Airport to its south. As discussed in the background section this property was annexed into the City and designated as Mixed Use and zoned as COM-2 for the purposes of siting the proposed large-scale retail center. During the Technical Site plan, the project was reviewed by the City's developmental review team, Flagler County for its proximity to the airport, St. Johns River Water Management District (SJRWMD) for its impacts to the on-site wetlands, and the Florida Department of Transportation (FDOT) for its traffic impact to SR-100. As discussed earlier in the Background section, there are three remaining comments on the TSP application's comment letter:

- Landscape Architecture requires the project to pay into the tree fund for the removal of 782 shade trees at 2.5 caliber inch diameter (\$625 dollars per tree), and 81 shade trees at a three-inch caliber diameter (\$825 dollars per tree). This comment will be resolved once the applicant pays into the City of Palm Coast Tree Fund to mitigate for the tree removal.
- Planning Transportation/Concurrency requires that the project provide proportionate share calculations, and a proportionate share impact fee credit agreement. These items will be considered by the City Council, where staff is planning a proportionate share agenda item for the impact of this project to be heard concurrently by City Council.
- Traffic Engineering has requested a meeting with the developer, FDOT, and City staff to ensure traffic operations are maintained on SR-100. Additionally, once the City receives official comments from FDOT, Traffic Engineering will integrate FDOT's official comments.

Therefore, to ensure the project is not in conflict with or contrary to the public interest, staff proposes that these remaining comments are resolved prior to the project receiving a Site Development Permit following Technical Site Plan approval.

***B. The proposed development must be consistent with the provisions of the Land Development Code and the Comprehensive Plan;***

**Planning Staff Finding:** This proposed development will be a large-scale retail center along SR-100 that is anchored by a big-box retailer. The applicant proposes additional future improvements including a convenience store with fuel stations, and several outparcels that would come in with future applications. The requested uses are consistent with the LDC and the Comprehensive Plan. The LDC states that the purpose of the COM-2 zoning district is to provide areas for general commercial and office uses to meet the community-wide demand for retail, services, business, and employment opportunities. The proposed use is permitted by right in COM-2. The proposed development plans for a temporary private package plant, on the northwest outparcel to serve the site until such time that it is possible to connect to City Utilities. The following are a selection of goals, policies and objectives from the Comprehensive Plan that the project supports:

- **Chapter 1, Future Land Use Element: Objective 1.1.4 Discourage Urban Sprawl**
  - Promote compact and contiguous development, a mixture of land uses, and discourage urban sprawl.

- **Chapter 1, Future Land Use Element: Policy 1.1.4.3** - Land use patterns will be required to be efficient and not disproportionately increase the cost of providing and maintaining public facilities, as well as providing housing and transportation strategies that will foster energy conservation.
- **Chapter 1, Future Land Use Element: Policy 1.3.1.3** - The City shall encourage development to locate in the areas where public facilities, infrastructure, and services are available. Where there are deficiencies and where appropriate, the City shall require the developer to provide or extend the facilities as necessary to accommodate development provided such provision or extension is consistent with state law. Applicable impact fees shall be used by the City consistent with State law to offset the costs of the City providing facilities.
- **Chapter 5, Infrastructure Element: Policy 5.1.1.8** - The City shall require all new development, except as provided in Policy 5.1.1.9, which requires site plan or subdivision approval, to connect to the potable water system if central service is available within one (1) mile. For residential development, which does not require site plan or subdivision approval, the City shall require the residential development to connect to the potable water system if central service is available within 150 feet. If service is not available in either instance, the City shall require connection within one (1) year from the date that central service becomes available.
- **Chapter 5, Infrastructure Element: Policy 5.2.3.6** - The City shall require connections to central wastewater systems within one (1) year from the date of notice that these services are available and when septic tank systems experience documented operational problems.

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

**Planning Staff Findings:** It is not anticipated that the proposed development will cause a significant financial liability on the City. The project will have to pay into a sizeable proportionate share for its impacts to the SR-100 roadway, which will ultimately be utilized to improve traffic impacts in that corridor. Connections to utilities will be provided by the developer at the developer's expense and not impose a significant financial liability on the city, once connected the temporary private package plant will be removed and that outparcel will serve as a future outparcel for development under separation application. The property owner will be required to maintain their own on-site infrastructure.

***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;***

**Planning Staff Finding:** The City's technical review team, Flagler County, SJRWMD, and FDOT analyzed the project's submittal and ensured that it can meet all applicable code requirements so that the proposed development is not anticipated to pose an unreasonable hazard, nuisance, or constitute a threat to the general health, welfare, or safety of the City's inhabitants.

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

**Planning Staff Finding:** The applicant's application for Technical Site Plan has been reviewed by the City's technical review team to ensure compliance with the Land Development Code, the Comprehensive Plan, the Florida Building Code, the Florida Fire Prevention Code, and all other applicable state and federal regulations. As mentioned earlier this project was routed to Flagler County for review given its proximity to the airport, the applicant submitted separate application

to SJRWMD for its wetland impacts, and to FDOT for approval of access connections and its overall impact to SR-100. This project shall be required to maintain compliance with all applicable codes and regulations. Further following the potential approval of the Technical Site Plan application, the project will be required to submit for a Site Development Permit before breaking ground. As this staff report provides conditions for approval, these conditions shall be met prior to issuing a Site Development Permit. Following the Site Development Permit, the project will require a Building Permit, with notification of any crane related use during construction reported to both Flagler County and the Federal Aviation Administration (FAA) to ensure the construction of the proposed project does not impact adjacent aviation operations. Finally, the development will require a Certificate of Occupancy prior to being opened to the public.

## **SUMMARY OF FINDINGS**

Staff finds that the proposed development complies with the requirements of the Land Development Code and Comprehensive Plan subject to meeting the following conditions for approval. It further meets the review criteria for technical site plans found under LDC Sec. 2.05.05.

**Conditions For Approval:** All remaining staff comments for Flagler Landing's Technical Site Plan – Application No. 6587 are resolved to staff's satisfaction prior to issuing a Site Development Permit for the project.

## **PUBLIC PARTICIPATION**



Neighborhood meetings are not required for Technical Site Plan applications. Additionally, Technical Site Plan applications, including Tiers 2 and 3, do not require newspaper notification or the posting of the orange signs along the project's frontage.

## **RECOMMENDATION**

Staff recommends that the Planning and Land Development Regulation Board (PLDRB) find the project in compliance with the Land Development Code (LDC), and the Comprehensive Plan; and recommend approval with conditions to the City Council for the Technical Site Plan – Tier 3 for Flagler Landings, Application No. 6587.



## Distant Aerial

-  Palm Coast City Limits
-  Subject Property



0 1,000  
Feet





**Map Provided by the Planning Division**

**Date: 6/2/2026**



## Close Up Aerial

-  Palm Coast City Limits
-  Subject Property



0 400 Feet



**Map Provided by the Planning Division**

**Date: 6/2/2026**



## Future Land Use Map

Palm Coast City Limits

Subject Property

Unincorporated Flagler Future Land Use

AGRICULTURE & TIMBERLANDS

COMMERCIAL: HIGH INTENSITY

INDUSTRIAL

Palm Coast FLUM

Conservation

DRI-Urban Core

Mixed Use

AGRICULTURE & TIMBERLANDS, Annexed Area, Flagler County FLUM adopted

COMMERCIAL: HIGH INTENSITY, Annexed Area, Flagler County FLUM adopted



0 400  
 Feet

Map Provided by the Planning Division

Date: 6/2/2026



## Zoning Map

- |                                    |   |                                      |
|------------------------------------|---|--------------------------------------|
| Palm Coast City Limits             | PSP   | <b>Unincorporated Flagler Zoning</b> |
| Subject Property                   | I : Annexed Area, Flagler County Zoning adopted   | AC                                   |
| <b>Palm Coast Zoning Districts</b> | C-2 : Annexed Area, Flagler County Zoning adopted | C-2                                  |
| COM-2                              | MPD, MPD post 11-16-08 designation                | I                                    |
| COM-3                              | MPD, MPD pre 11-16-08 designation                 |                                      |



Map Provided by the Planning Division

Date: 6/2/2026



# City of PALM COAST

## GENERAL - APPLICATION

|  |                        |
|--|------------------------|
|  | <b>DATE</b> 02/10/2026 |
|--|------------------------|

|                         |                            |
|-------------------------|----------------------------|
| <b>APPLICATION TYPE</b> | TECHNICAL SITE PLAN TIER 3 |
|-------------------------|----------------------------|

|  |   |                               |            |
|--|---|-------------------------------|------------|
| <b>PROJECT NAME</b>                                    | Flagler Landing   |                               |            |
| <b>LOCATION OF SUBJECT PROPERTY (PHYSICAL ADDRESS)</b> | 5821 STATE HWY 100 E PALM COAST FL 32164  |                               |            |
| <b>PROPERTY APPRAISER'S PARCEL NUMBER</b>              | 08-12-31-0650-000B0-0070  |                               |            |
| <b>LEGAL DESCRIPTION</b>                               | <small>38.78 ACRES THAT PART OF SECTION SOUTH OF SR 100, NORTH OF FC AIRPORT (EXC BLOCK C TRACT 4 &amp; EXC BLOCK D TRACT 5 D)&amp; WEST OF BCC 200.6 FT ROAD OR 553 PG 1539 PART #412 OR 601 PG 1589-CD (EXC FOR</small> |                               |            |
| <b>SUBDIVISION NAME</b>                                |   |                               |            |
| <b>SECTION</b>   | 08  | <b>BLOCK</b>                  | 000B0      |
|  |   | <b>LOT</b>                    | 0070       |
| <b>PROPERTY ACRES</b>                                  | 38.778  | <b>PROPERTY SQ FT</b>         | 1689168    |
| <b>FUTURE LAND USE MAP DESIGNATION</b>                 |   | <b>EXISTING ZONE DISTRICT</b> | COM-2      |
| <b>OVERLAY DISTRICT</b>                                |   |                               |            |
| <b>COMMUNITY PANEL NUMBER</b>                          | 120684  | <b>MAP PANEL DATE</b>         | 06/06/2018 |
| <b>FLOOD ZONE</b>                                      |   |                               |            |
| <b>PRESENT USE OF PROPERTY</b>                         | COMMERCIAL - GENERAL  |                               |            |

|   |  |
|---|--|
| <b>DESCRIPTION OF REQUEST / PROPOSED DEVELOPMENT (MAY ATTACH ADDITIONAL SHEETS)</b> |  |
| Design and permitting of a big box retail store and fuel station, w/ outparcels     |  |

|                                |                                       |
|--------------------------------|---------------------------------------|
| <b>PROPOSED NUMBER OF LOTS</b> | <b>IS THERE EXISTING MORTGAGE?</b> No |
|--------------------------------|---------------------------------------|



# City of PALM COAST

| OWNER   | APPLICANT / AGENT  |
|---|--|
| Name: FLAGLER PINES PROPERTIES LLC                      | Name: FLAGLER VENTURE, LLC.  |
| Mailing Address: 4 LAMBERT COVE FLAGLER BEACH, FL 32136 | Mailing Address: 5851 TIMUQUANA RD, STE 301 JACKSONVILLE, FL 32210 |
| Phone Number: (386) 793-4740                            | Phone Number: (904) 838-9342                                       |
| E-mail Address: J@FLAGLERPA.COM                         | E-mail Address: INFO@AE-GROUP.COM                                  |
| MORTGAGE HOLDER   | ENGINEER OR PROFESSIONAL   |
| Name:   | Name:  |
| Mailing Address:  | Mailing Address:   |
| Phone Number:   | Phone Number:  |
| E-mail Address:   | E-mail Address:  |
| ARCHITECT   | TRAFFIC ENGINEER   |
| Name:   | Name:  |
| Mailing Address:  | Mailing Address:   |
| Phone Number:   | Phone Number:  |
| E-mail Address:   | E-mail Address:  |
| SURVEYOR  | LANDSCAPE ARCHITECT  |
| Name:   | Name:  |
| Mailing Address:  | Mailing Address:   |
| Phone Number:   | Phone Number:  |
| E-mail Address:   | E-mail Address:  |
| ATTORNEY  |  |
| Name:   |  |
| Mailing Address:  |  |
| Phone Number:   |  |
| E-mail Address:   |  |

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

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

Signature of Property Owner or Applicant

**KIMBERLY A. BUCK**

**AFFIDAVIT OF CORPORATE IDENTITY/AUTHORITY**

STATE OF Florida  
COUNTY OF Duval

COMES NOW, Ken Atlee, being first duly sworn, who deposes and says:

- (1) That he/she is the Manager, an officer of Flagler Venture, LLC. corporation existing under the laws of the State of Florida.
- (2) That he/she is authorized to execute the following deeds or instruments on behalf of the above named corporation: All Permits and Licenses relating to the following described real property:
- (3) That this affidavit is made to induce the City of Palm Coast to accept the above described property.

**Signature of owner OR person authorized to represent this application**

Kenyon S. Atlee  
Signature

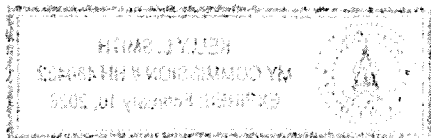
KENYON S. ATLEE  
Print

NOTARY: This instrument was acknowledged before me on this by means of  physical presence or  online notarization 9th day of September, 2025 by Kenyon S. Atlee, Manager who is/are personally known to me, or who has/have produced \_\_\_\_\_ as identification.

Kelly L. Smith  
Signature of Notary Public, State of Florida

(SEAL)





Property Owner Letter of Authorization  
\*\*\*\*\*IF APPLICANT IS NOT THE PROPERTY OWNER\*\*\*\*\*

Dear Planning Manager,

I/We, Flagler Pines Properties, LLC. being the  
(All property owners)

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

Parcel # 08-12-31-0650-000B0-0070 and also described as

Subdivision \_\_\_\_\_ Section \_\_\_\_\_, Block \_\_\_\_\_, Lot \_\_\_\_\_.

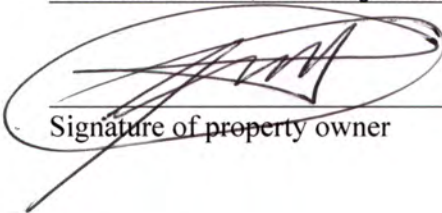
Street address 5821 State Hwy 100 E, Palm Coast, FL 32164

Do hereby designate and authorize Flagler Venture, LLC., Ken Atlee, and Alann Engineering Group, LLC.  
(name of authorized agent)

representing Flagler Pines Properties, LLC  
(All property owners)

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

Technical Site Plan, Controlling Master Site Plan  
(type of application)

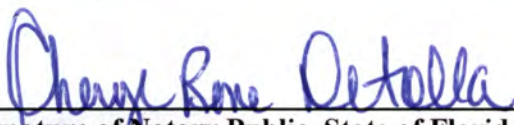
  
\_\_\_\_\_  
Signature of property owner

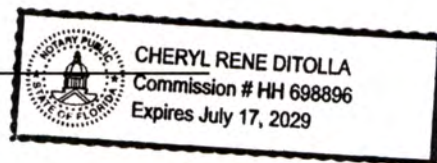
James E Gardner Jr  
\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Print Name

NOTARY: This instrument was acknowledged before me on this by means of  physical presence  
or  online notarization 9 day of SEPTEMBER, 2025 by  
JAMES E. GARDNER, JR who is/are personally known to me, or who  
has/have produced \_\_\_\_\_ as identification.

  
\_\_\_\_\_  
Signature of Notary Public, State of Florida



(SEAL)



February 3, 2026

**2.05.05. Review findings Criteria Analysis:**

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

The proposed commercial retail development supports the public interest by contributing to the community's ongoing growth and economic vitality. The inclusion of a big-box discount retailer with an associated gas station will provide convenient access to essential goods and services, reducing travel distances for residents and supporting local consumer needs. Additionally, the planned out-parcels create opportunities for future commercial uses, fostering long-term economic development and job creation. The project's scale, use, and design are consistent with the area's development patterns and community expectations, ensuring that it complements the surrounding environment while enhancing local commercial offerings.

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

The proposed commercial retail development is consistent with the City's Comprehensive Plan and the applicable provisions of the Land Development Code. The project aligns with the designated future land use and zoning classifications, supports planned commercial growth within the area, and will meet dimensional, design, access, and infrastructure requirements established by the LDC. The development's scale and intended uses—including the big-box retailer, gas station, and future out-parcel uses—are compatible with the policies guiding economic development, transportation planning, and community services.

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

The proposed commercial retail development will not impose any significant financial liability or hardship on the City. All required infrastructure improvements, including site access, internal circulation, stormwater management, and utility connections, will be constructed and funded by the developer. Ongoing maintenance responsibilities for private improvements will remain with the property owner, ensuring no long-term burden on municipal resources. Additionally, the project is expected to generate new tax revenue and economic activity, further supporting the City's fiscal health. Based on the information provided, the development meets this criterion and does not create any adverse financial impact for the City.

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

The proposed commercial retail development will not create any unreasonable hazard, nuisance, or threat to the general health, welfare, or safety of the City's inhabitants. The site design incorporates all required safety, access, and circulation standards, including compliant driveway spacing, internal traffic controls, and adequate emergency vehicle access. Noise, lighting, and operational impacts

have been evaluated and mitigated through appropriate buffering, photometric compliance, and adherence to performance standards within the Land Development Code. Stormwater management systems are designed to meet all regulatory requirements, ensuring proper treatment and attenuation to prevent flooding or environmental harm. With these measures in place, the development poses no adverse safety or nuisance concerns and fully satisfies this review criterion.

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

The proposed commercial retail development will comply with all applicable local, state, and federal laws, statutes, ordinances, regulations, and codes. All required permits, approvals, and technical reviews will be obtained through the appropriate regulatory agencies, including those governing land development, environmental protection, transportation access, stormwater management, and building safety. The project has been designed to meet or exceed all relevant standards within the City's Land Development Code as well as applicable state and federal requirements. With these measures in place, the development fully meets this regulatory compliance criterion.

Should you have any questions or require additional information, please advise.

Sincerely,  
The Alann Engineering Group, LLC.



Cole T. Buck, P.E.  
Project Engineer II



# LIVINGSTON & SWORD, P.A.

## Attorneys At Law

---

October 28, 2025

Phong Nguyen  
Planning Manager  
City of Palm Coast  
160 Lake Avenue  
Palm Coast, Florida 32164

Subject: Title Opinion Letter  
Owner: Flagler Pines Properties LLC  
Project: Flagler Landing

Dear Mr. Nguyen:

I have examined the title with respect to the property described in **EXHIBIT "A"** (the "Property"). Based on my examination of the title, it is my opinion that as of October 27, 2025 at 1:40 pm, title to the Property is vested in **Flagler Pines Properties, LLC, a Florida Limited Liability Company, by virtue of that certain Warranty Deed dated January 18, 2006, and recorded January 31, 2006, in Official Records Book 1387, Page 1869** of the Public Records of Flagler County, Florida, subject to the following matters:

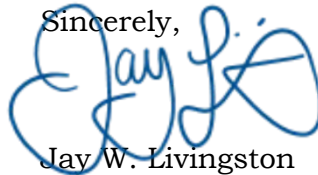
1. Restrictions, covenants, conditions, easements and other matters as contained on the Plat of Bunnell, recorded in Plat Book 1, Page 1, of the Public Records of Flagler County, Florida.
2. Glide area easements as contained in that instrument recorded in Official Records Book 30, Page 454 of the Public Records of Flagler County, Florida; as modified or released by that Letter of Release as recorded in Official Records Book 2091, Page 1576 of the Public Records of Flagler County, Florida.
3. Deed of Easement to Southern Bell Telephone and Telegraph Company recorded in Official Records Book 483, Page 1384 of the Public Records of Flagler County, Florida.
4. Restrictions, covenants, and conditions as set forth in those instruments recorded in Official Records Book 602, Page 118, and Amendment recorded in Official Records Book 813, Page 447; as affected by that Partial Release recorded in Official Records Book 1109, Page 658 of the Public Records of Flagler County, Florida.

---

391 Palm Coast Parkway SW #1  
Palm Coast, Florida 32137  
T 386.439.2945  
F 866.896.5573  
jay.livingston314@protonmail.ch

5. Ordinance No. 2008-36 recorded in Official Records Book 1707, Page 1278 of the Public Records of Flagler County, Florida.
6. Flagler County Resolution 2008-83 recorded in Official Records Book 1704, Page 1935 and re-recorded in Official Records Book 1705, Page 687 of the Public Records of Flagler County, Florida.
7. Declaration of Restrictions and Grant of Easements Between Seminole Woods Investments, LLC, BJ's Wholesale Club, Inc., Flagler Pines Properties, LLC, and Cornerstone Seminole Woods Association, Inc. as recorded in Official Records Book 2769, Page 483 of the Public Records of Flagler County, Florida; amended by that First Amendment to Declaration of Restrictions and Grant of Easements as recorded in Official Records Book 2843, Page 159 of the Public Records of Flagler County, Florida.
8. Ordinance No. 2023-06 as recorded in Official Records Book 2805, Page 45 of the Public Records of Flagler County, Florida.
9. Ordinance No. 2023-07 as recorded in Official Records Book 2805, Page 49 of the Public Records of Flagler County, Florida.
10. Petition to Voluntarily Annex Real Property to the City of Palm Coast Florida as recorded in Official Records Book 2924, Page 1085 of the Public Records of Flagler County, Florida.
11. No mortgages encumber the Property.
12. Taxes for 2024 are paid.
13. Subject to taxes for 2025 and subsequent years.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jay W. Livingston". The signature is stylized and written in a cursive-like font.

Jay W. Livingston

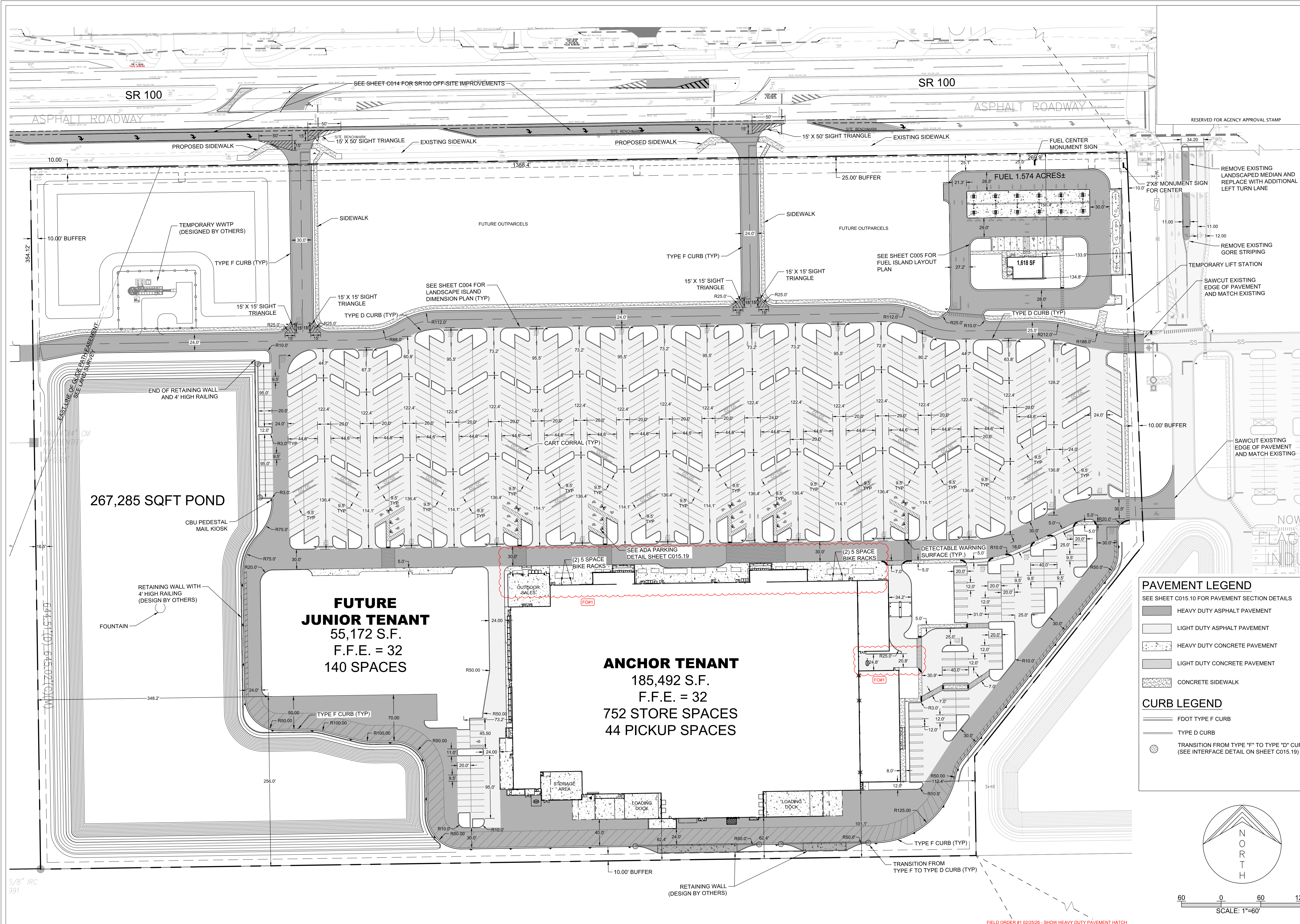
**EXHIBIT "A"**

LEGAL DESCRIPTION

A PARCEL OF LAND IN GOVERNMENT SECTION 8, TOWNSHIP 12 SOUTH, RANGE 31 EAST, BEING A PORTION OF THE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 1387, PAGE 1869 OF THE PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

AS A POINT OF REFERENCE, COMMENCE AT THE NORTHWEST CORNER OF LOT 1, AIRPORT COMMERCE CENTER PHASE 2, AS RECORDED IN PLAT BOOK 38, PAGES 2-4, PUBLIC RECORDS OF FLAGLER COUNTY, FLORIDA, SAID POINT BEING ON THE SOUTHERLY RIGHT-OF-WAY LINE OF STATE ROAD 100 (A 200' RIGHT-OF-WAY); THENCE ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF STATE ROAD 100' (A 200' RIGHT-OF-WAY) S89°09'05"W A DISTANCE OF 1223.50' FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE DEPARTING SAID RIGHT-OF-WAY LINE S02°27'01"E A DISTANCE OF 593.68 FEET; THENCE S38°32'07"W A DISTANCE OF 410.00 FEET; THENCE S00°50'03"E A DISTANCE OF 150.01 FEET; THENCE S89°09'52"W A DISTANCE OF 1414.74 FEET; THENCE N00°50'55"W A DISTANCE OF 1060.02 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF STATE ROAD 100 (A 200' RIGHT-OF-WAY); THENCE ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF STATE ROAD 100 (A 200' RIGHT-OF-WAY) N89°09'05"E A DISTANCE OF 1658.33 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION.

CONTAINING 38.811 ACRES, MORE OR LESS.

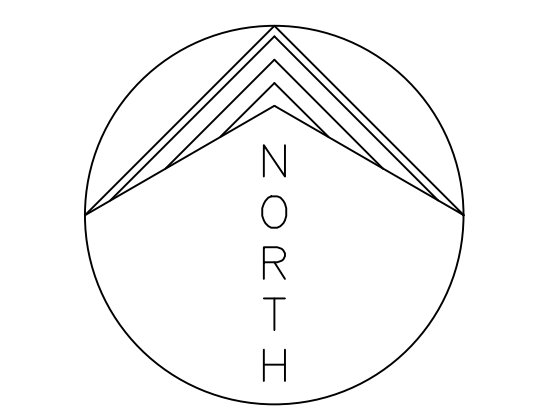


**PAVEMENT LEGEND**  
 SEE SHEET C015.10 FOR PAVEMENT SECTION DETAILS

- HEAVY DUTY ASPHALT PAVEMENT
- LIGHT DUTY ASPHALT PAVEMENT
- HEAVY DUTY CONCRETE PAVEMENT
- LIGHT DUTY CONCRETE PAVEMENT
- CONCRETE SIDEWALK

**CURB LEGEND**

- FOOT TYPE F CURB
- TYPE D CURB
- TRANSITION FROM TYPE "F" TO TYPE "D" CURB (SEE INTERFACE DETAIL ON SHEET C015.19)



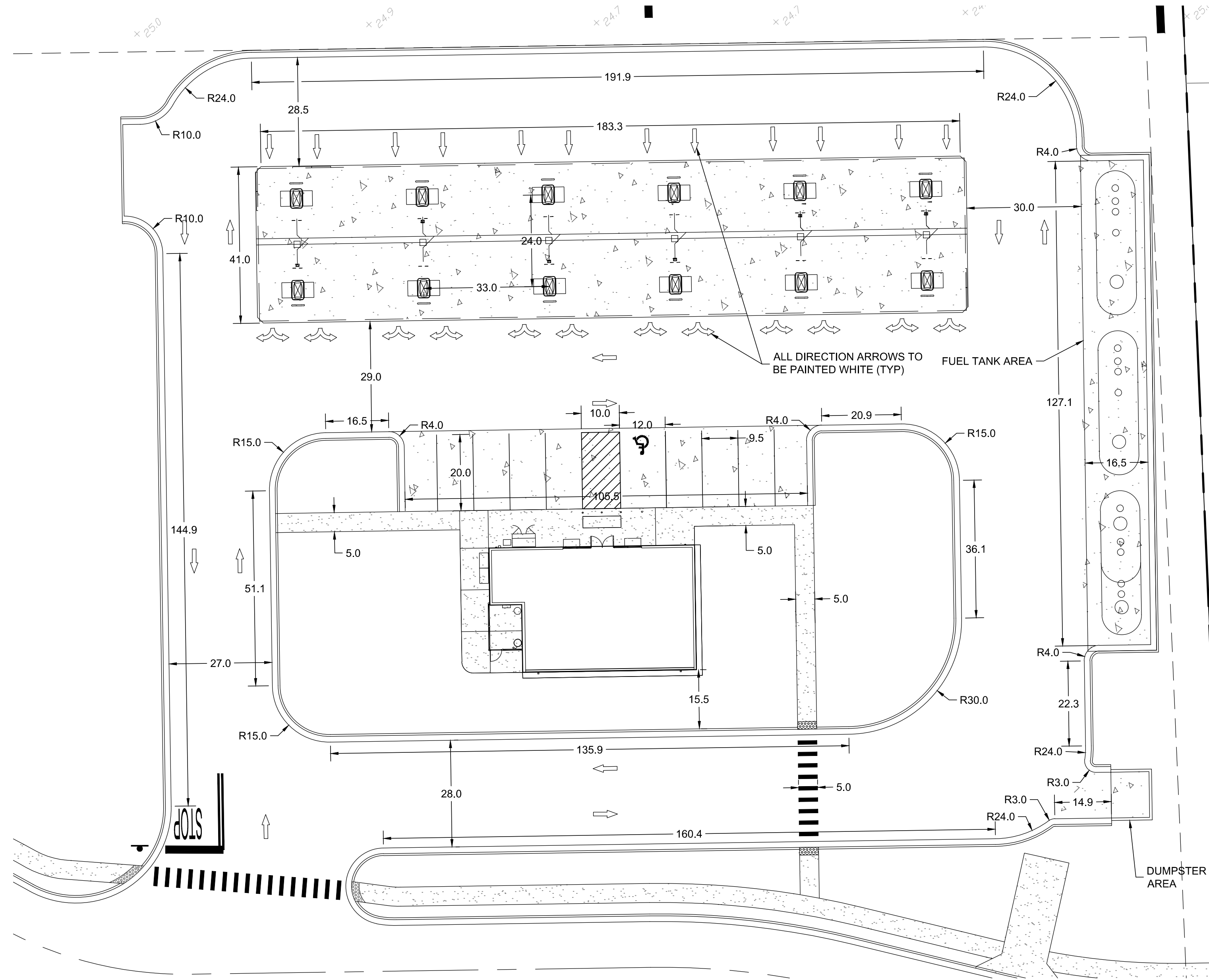
| NO. | DATE     | REVISION                  | BY  |
|-----|----------|---------------------------|-----|
| 4   | 05/20/26 | REV PER CDCP RAI          | NUC |
| 3   | 04/14/26 | REV PER CDCP RAI          | NUC |
| 2   | 02/25/26 | FIELD ORDER #1            | NUC |
| 1   | 02/04/26 | REV PER CDCP & SRWARD RAI | NUC |

| ENGINEER OF RECORD | DRAWN BY | SCALE    | AS NOTED | PROJECT | DATE     |
|--------------------|----------|----------|----------|---------|----------|
| CTB                | NUC      | AS NOTED | PROJECT  | 221-3-1 | 05/05/25 |

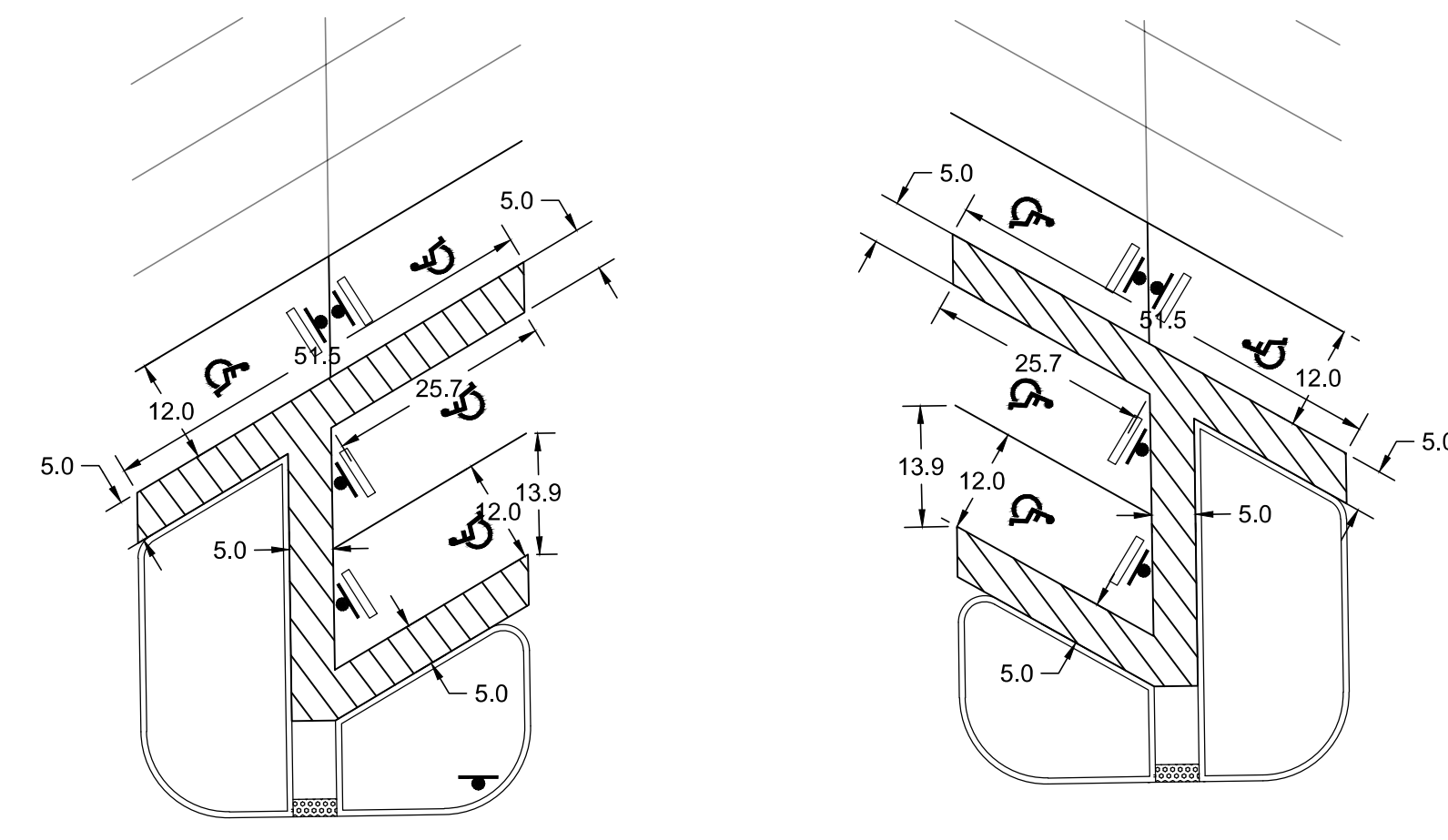
Cole T. Buck, State of Florida, Professional Engineer  
 License No. 88690  
 This item has been digitally signed and sealed by Cole T. Buck on the date indicated here. Signature must be verified on any electronic copies.

2026.05.20  
 16:33:32  
 -04'00"

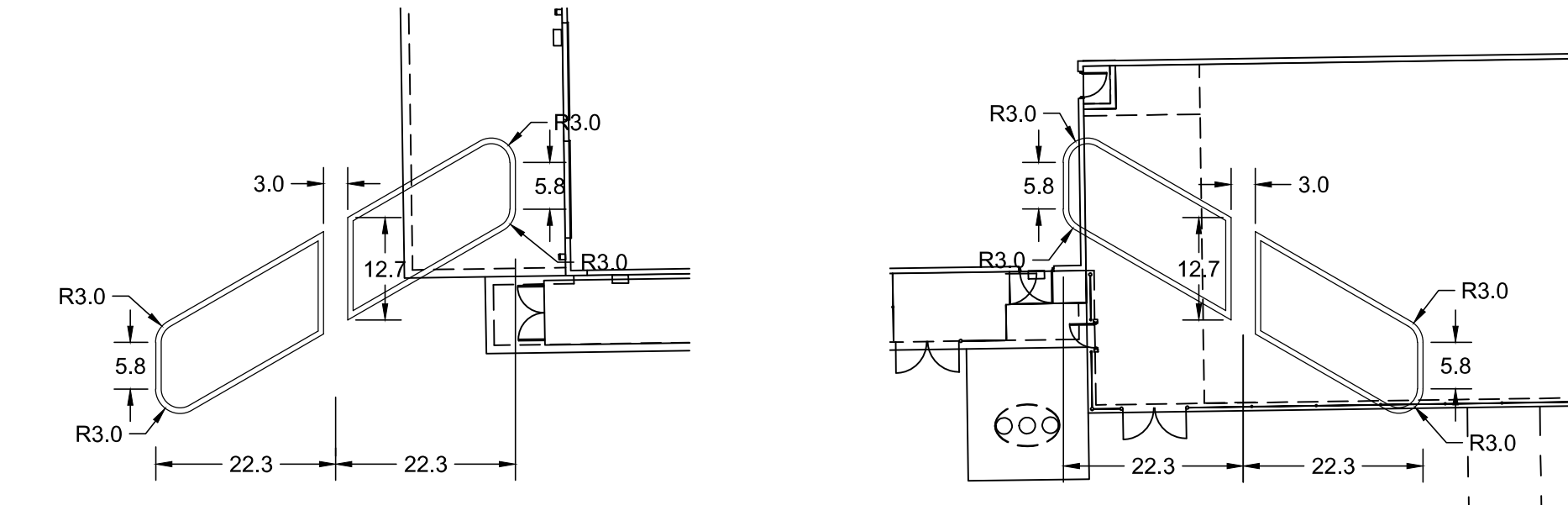
NOT VALID UNLESS SIGNED AND SEALED  
 COLE T. BUCK, P.E. 88690



**FUEL STATION LAYOUT**  
SCALE: 1" = 20'



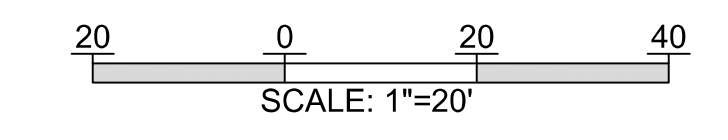
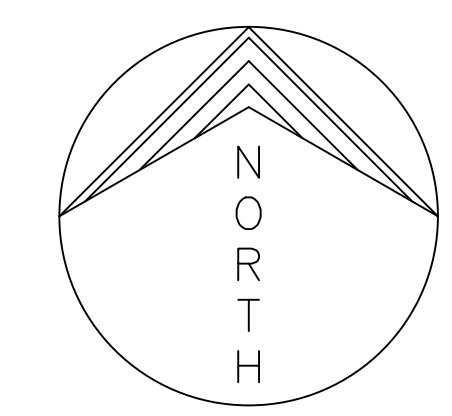
**MAIN PARKING LOT ADA PARKING**  
SCALE: 1" = 20'



**ISLAND TYPE "K1" WITH CONCRETE DRAINAGE FLUME**

**ISLAND TYPE "K2" WITH CONCRETE DRAINAGE FLUME**

RESERVED FOR AGENCY APPROVAL STAMP



**ALANN ENGINEERING GROUP, LLC.**  
CONSULTING ENGINEERS  
CERTIFICATE NO. EB5479  
880 AIRPORT ROAD, SUITE 113  
ORLANDO, FLORIDA 32814  
TEL: (888) 665-5146  
FAX: (888) 673-3927

**FLAGLER LANDING**  
**PALM COAST, FLORIDA**  
**FUEL STATION AND EAST PARKING AREA**

| NO. | DATE     | REVISION                 | BY  |
|-----|----------|--------------------------|-----|
| 4   | 05/20/26 | REV PER COPC RAI         | NUC |
| 3   | 04/14/26 | REV PER COPC RAI         | NUC |
| 2   | 02/25/26 | FIELD ORDER #1           | NUC |
| 1   | 02/04/26 | REV PER COPC & SRWMD RAI | NUC |

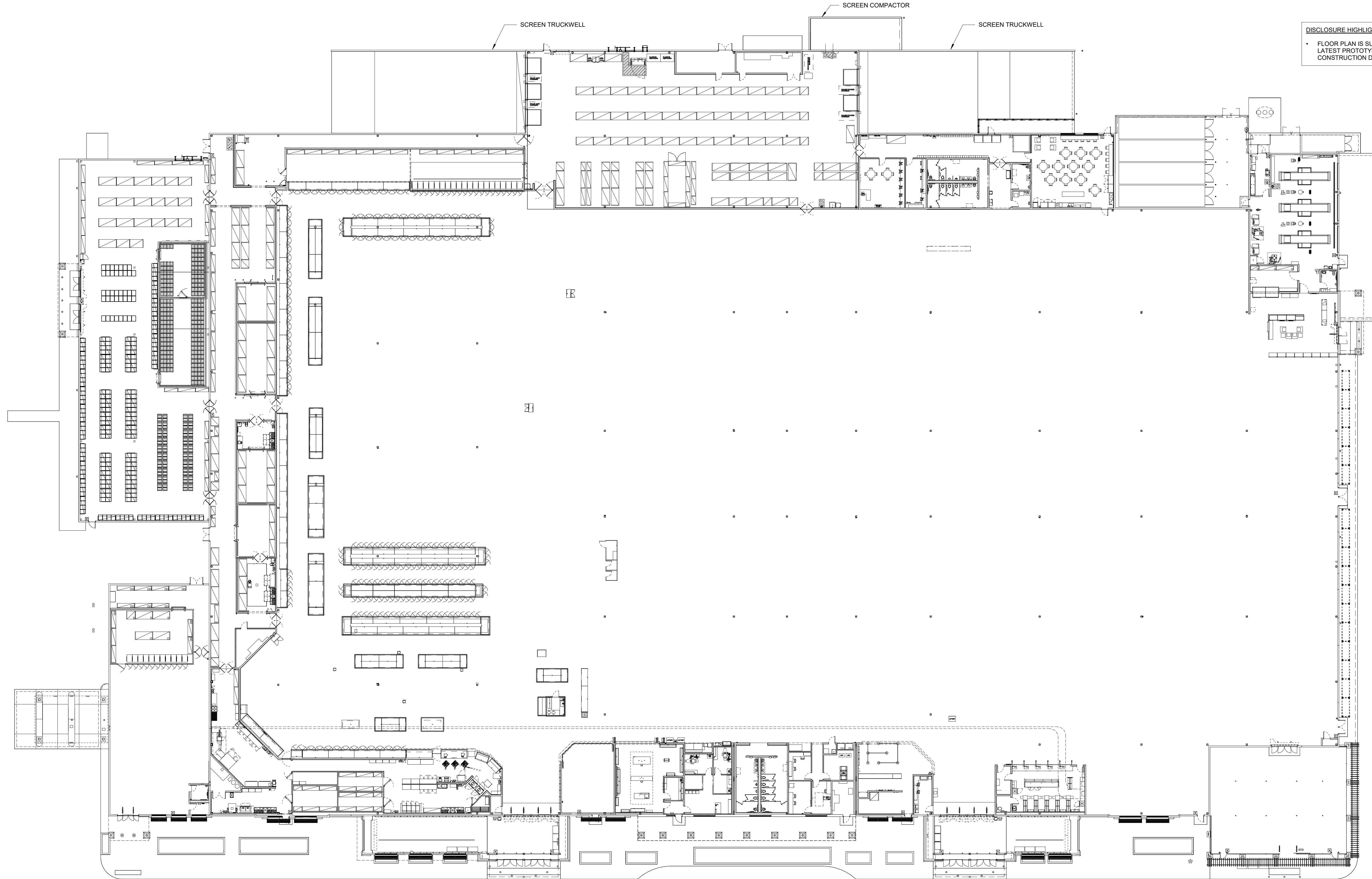
| ENGINEER OF RECORD | DATE     | SCALE    | AS NOTED PROJECT |
|--------------------|----------|----------|------------------|
| CTB                | 05/05/25 | AS NOTED | 221-3-1          |

**Cole T. Buck, State of Florida, Professional Engineer**  
License No. 86690  
This item has been digitally signed and sealed by Cole T. Buck on the date indicated here. Signature must be verified on any electronic copies.

2026.05.20 16:33:35 -04'00'  
NOT VALID UNLESS SIGNED AND SEALED  
COLE T. BUCK, P.E. 86690

**SHEET C005**

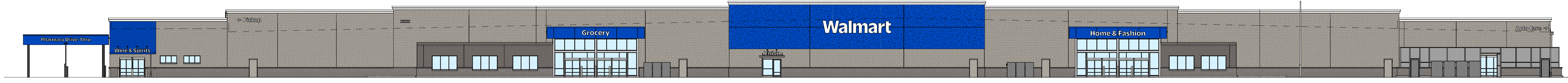
p:\2213-1 tidalands sr-100\Design\Baset\2213-1\_base\_cop\permit\set\_current\2213-1\_Enlarged Layout.dwg, 5/20/2026 2:38:29 PM, NG



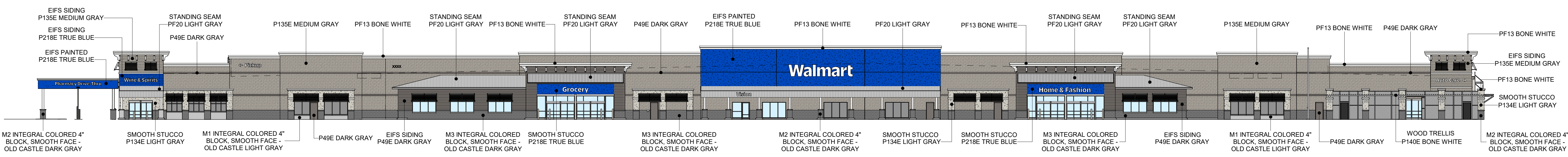
DISCLOSURE HIGHLIGHTS:  
• FLOOR PLAN IS SUBJECT TO CHANGE TO MEET LATEST PROTOTYPICAL STANDARDS WHEN CONSTRUCTION DOCUMENTS PWO.

**DISCLOSURE HIGHLIGHTS:**

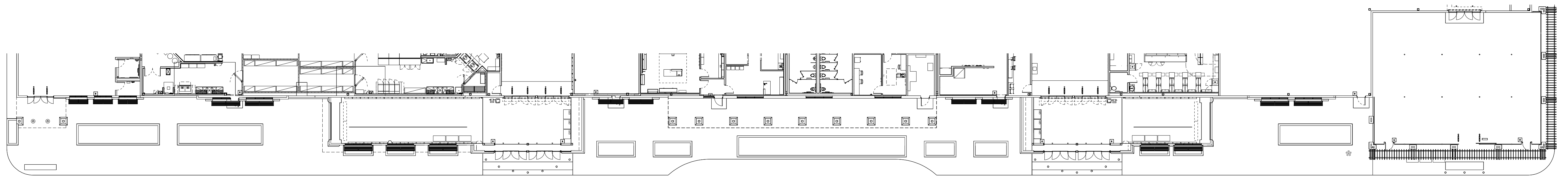
- FLOOR PLAN IS SUBJECT TO CHANGE TO MEET LATEST PROTOTYPICAL STANDARDS WHEN CONSTRUCTION DOCUMENTS PWO.



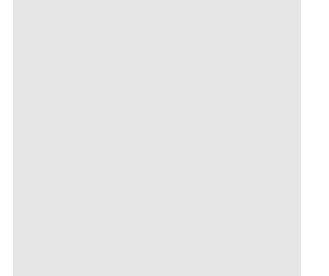
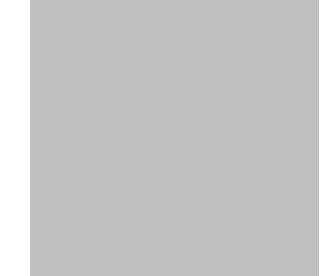




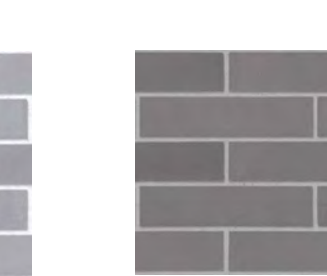

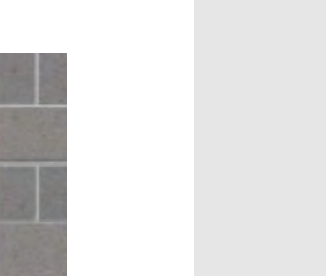
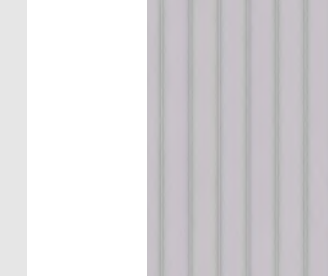
**3 FRONT ELEVATION 01/27/26**  
1/4" = 1'-0"

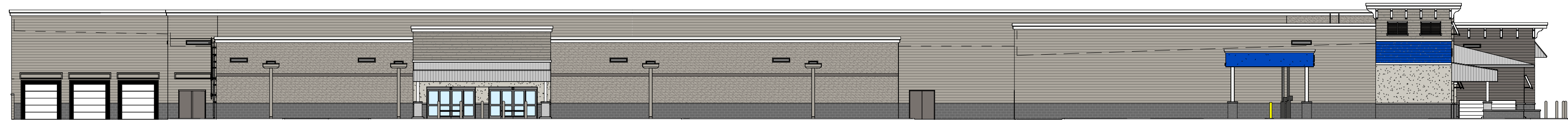


**2 FRONT ELEVATION 03/26/26**  
1" = 20'-0"

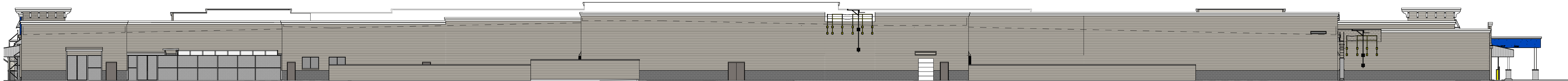


**1 FLOOR PLAN**  
1" = 20'-0"

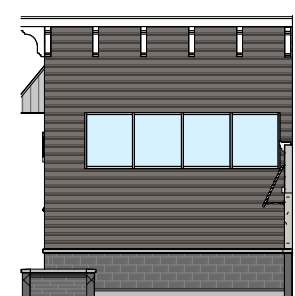
|   |   |  |   |   |  |   |   |   |   |
|---|---|--|---|---|--|---|---|---|---|
|  |  |                |  |  |   |  |  |  |  |
| EIFS CORNICE<br>PAINTED P140E<br>BONE WHITE<br>SW7004<br>"SNOWBOUND"<br>LRV 83      | SMOOTH STUCCO<br>PAINTED P134E<br>LIGHT GRAY<br>SW7015 "REPOSE<br>GRAY" LRV 58      | SMOOTH STUCCO<br>AND EIFS SIDING<br>PAINTED P135E<br>MEDIUM GRAY<br>SW7017 "DORIAN<br>GRAY" LRV 39 | EIFS SIDING<br>PAINTED P49E<br>DARK GRAY<br>SW7019<br>"GAUNTLET<br>GRAY" LRV 17       | EIFS SIDING AND<br>SMOOTH EIFS<br>PAINTED P218E<br>TRUE BLUE<br>PANTONE 2728C         | M1 INTEGRALLY<br>COLORED CMU 4"<br>BLOCK SMOOTH<br>FACE OLD CASTLE<br>LIGHT GRAY #4107 | M2 INTEGRALLY<br>COLORED CMU 4"<br>BLOCK SMOOTH<br>FACE OLD CASTLE<br>DARK GRAY #4106 | M3 INTEGRALLY<br>COLORED CMU BLOCK<br>SMOOTH FACE<br>OLD CASTLE DARK<br>GRAY #4106    | PF-13 BONE<br>WHITE PRE-<br>FINISHED METAL<br>REYNOBOND                               | PF-20 PRE-<br>FINISHED<br>STANDING SEAM<br>METAL TO MATCH<br>P134 LIGHT GRAY          |



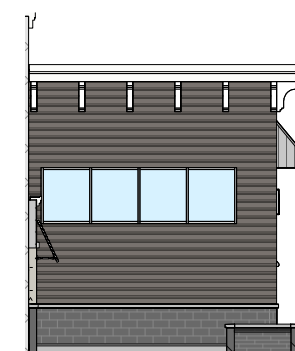
**6 SIDE ELEVATION**  
1" = 20'-0"



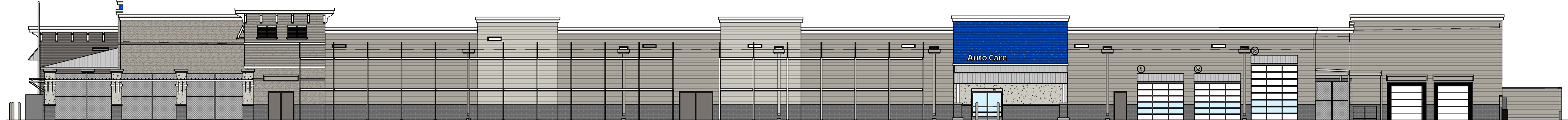
**5 REAR ELEVATION**  
1" = 20'-0"



**4 GR VESTIBULE SIDE ELEVATION**  
1/16" = 1'-0"



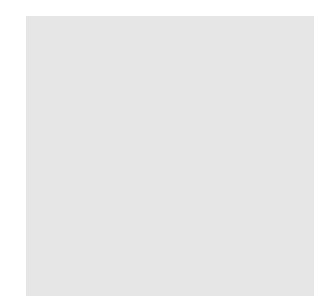
**3 GM VESTIBULE SIDE ELEVATION**  
1/16" = 1'-0"



**2 SIDE ELEVATION**  
1" = 20'-0"



**1 FRONT ELEVATION**  
1" = 20'-0"



EIFS CORNICE  
PAINTED P140E  
BONE WHITE  
SW7004  
"SNOWBOUND"  
LRV 83



SMOOTH STUCCO  
PAINTED P134E  
LIGHT GRAY  
SW7015 "REPOSE  
GRAY" LRV 58



SMOOTH STUCCO  
AND EIFS SIDING  
PAINTED P135E  
MEDIUM GRAY  
SW7017 "DORIAN  
GRAY" LRV 39



EIFS SIDING  
PAINTED P49E  
DARK GRAY  
SW7019  
"GAUNTLET  
GRAY" LRV 17



EIFS SIDING AND  
SMOOTH EIFS  
PAINTED P218E  
TRUE BLUE  
PANTONE 2728C



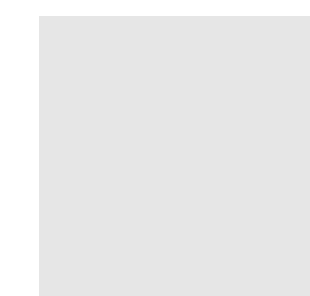
M1 INTEGRALLY  
COLORED CMU 4"  
BLOCK SMOOTH  
FACE OLD CASTLE  
LIGHT GRAY #4107



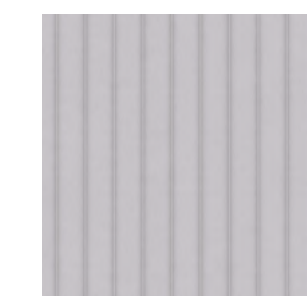
M2 INTEGRALLY  
COLORED CMU 4"  
BLOCK SMOOTH  
FACE OLD CASTLE  
DARK GRAY #4106



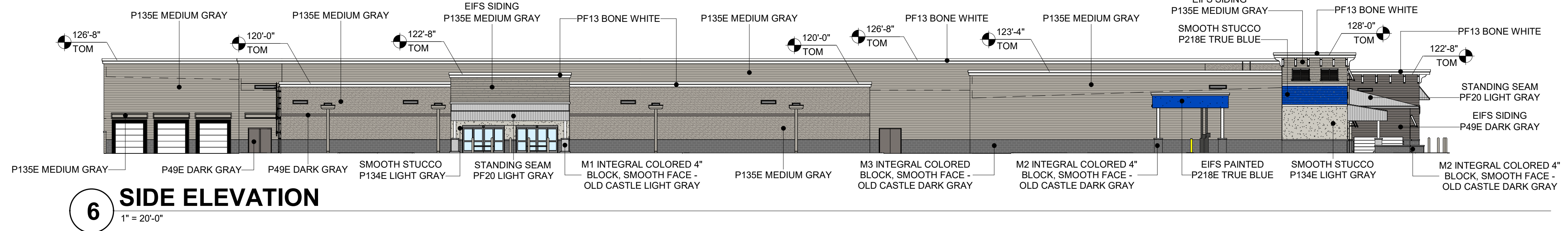
M3 INTEGRALLY  
COLORED CMU BLOCK  
SMOOTH FACE  
OLD CASTLE DARK  
GRAY #4106



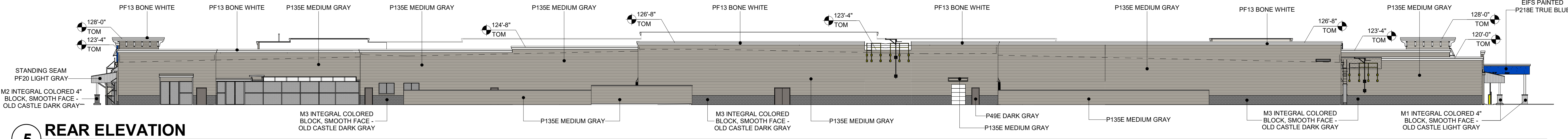
PF-13 BONE  
WHITE PRE-  
FINISHED METAL  
REYNOBOND



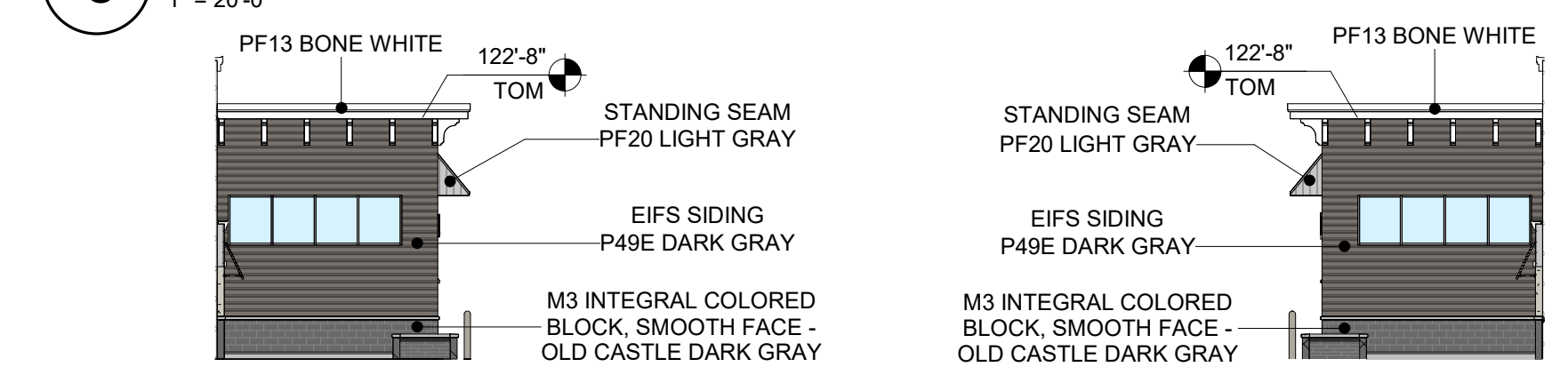
PF-20 PRE-  
FINISHED  
STANDING SEAM  
METAL TO MATCH  
P134 LIGHT GRAY



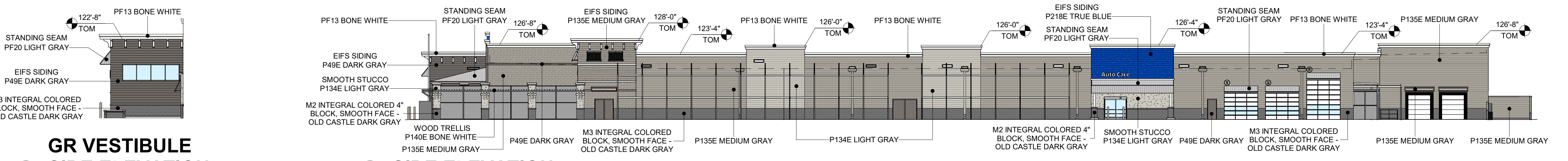
**6 SIDE ELEVATION**  
1" = 20'-0"



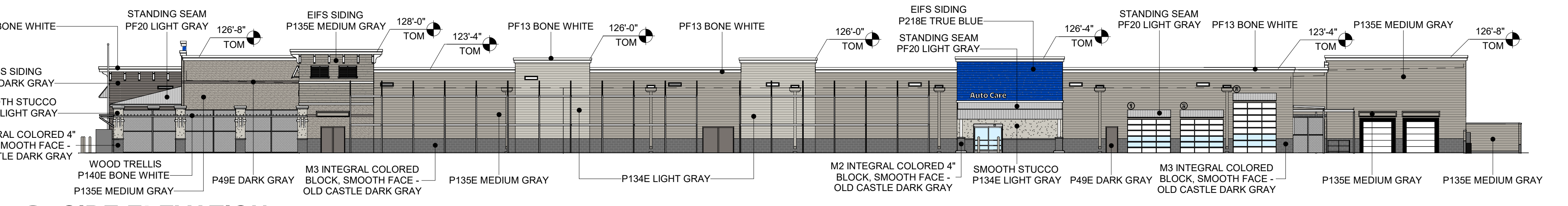
**5 REAR ELEVATION**  
1" = 20'-0"



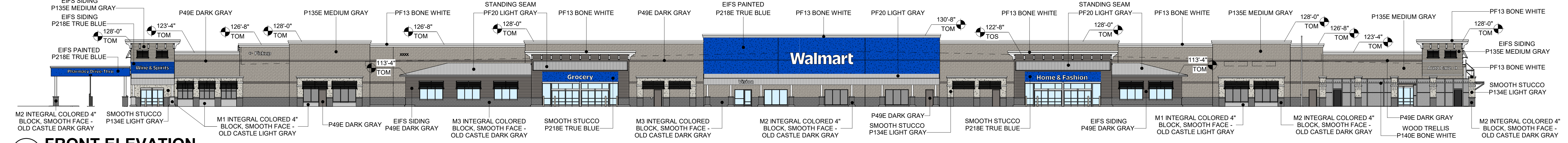
**4 GM VESTIBULE SIDE ELEVATION**  
1/16" = 1'-0"



**3 GR VESTIBULE SIDE ELEVATION**  
1/16" = 1'-0"

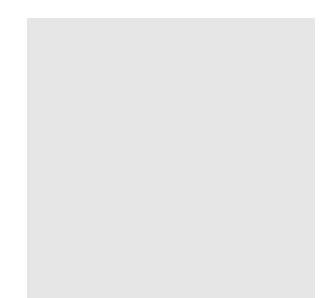





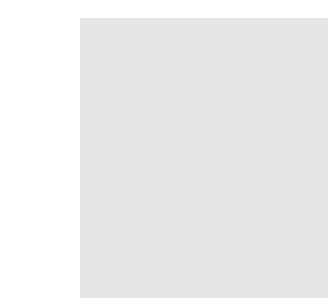
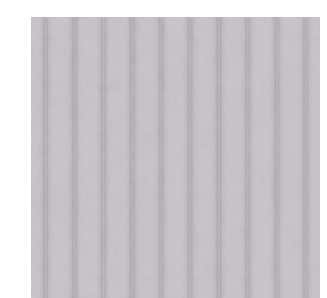


**2 SIDE ELEVATION**  
1" = 20'-0"



**1 FRONT ELEVATION**  
1" = 20'-0"

| COLOR LEGEND |  |
|--------------|--|
| M1           | INTEGRAL COLORED 4" BLOCK, SMOOTH FACE - OLD CASTLE LIGHT GRAY |
| M2           | INTEGRAL COLORED 4" BLOCK, SMOOTH FACE - OLD CASTLE DARK GRAY  |
| M3           | INTEGRAL COLORED BLOCK, SMOOTH FACE - OLD CASTLE DARK GRAY     |
| P49E         | DARK GRAY  |
| P134E        | LIGHT GRAY   |
| P135E        | MEDIUM GRAY  |
| P140E        | BONE WHITE   |
| P218E        | TRUE BLUE  |
| PF13         | BONE WHITE   |
| PF20         | LIGHT GRAY   |

|  |  |  |   |  |  |  |  |   |  |
|--|--|--|---|--|--|--|--|---|--|
| <br><b>EIFS CORNICE PAINTED P140E BONE WHITE</b><br>SW7004 "SNOWBOUND" LRV 83 | <br><b>SMOOTH STUCCO PAINTED P134E LIGHT GRAY</b><br>SW7015 "REPOSE GRAY" LRV 58 | <br><b>SMOOTH STUCCO AND EIFS SIDING PAINTED P135E MEDIUM GRAY</b><br>SW7017 "DORIAN GRAY" LRV 39 | <br><b>EIFS SIDING PAINTED P49E DARK GRAY</b><br>SW7019 "GAUNTLET GRAY" LRV 17 | <br><b>EIFS SIDING AND SMOOTH EIFS PAINTED P218E TRUE BLUE</b><br>PANTONE 2728C |  |  | <br><b>M3 INTEGRALLY COLORED CMU BLOCK SMOOTH</b><br>OLD CASTLE DARK GRAY #4106 | <br><b>PF-13 BONE WHITE PRE-FINISHED METAL REYNOBOND</b> | <br><b>PF-20 PRE-FINISHED STANDING SEAM METAL TO MATCH</b><br>P134 LIGHT GRAY |
|--|--|--|---|--|--|--|--|---|--|







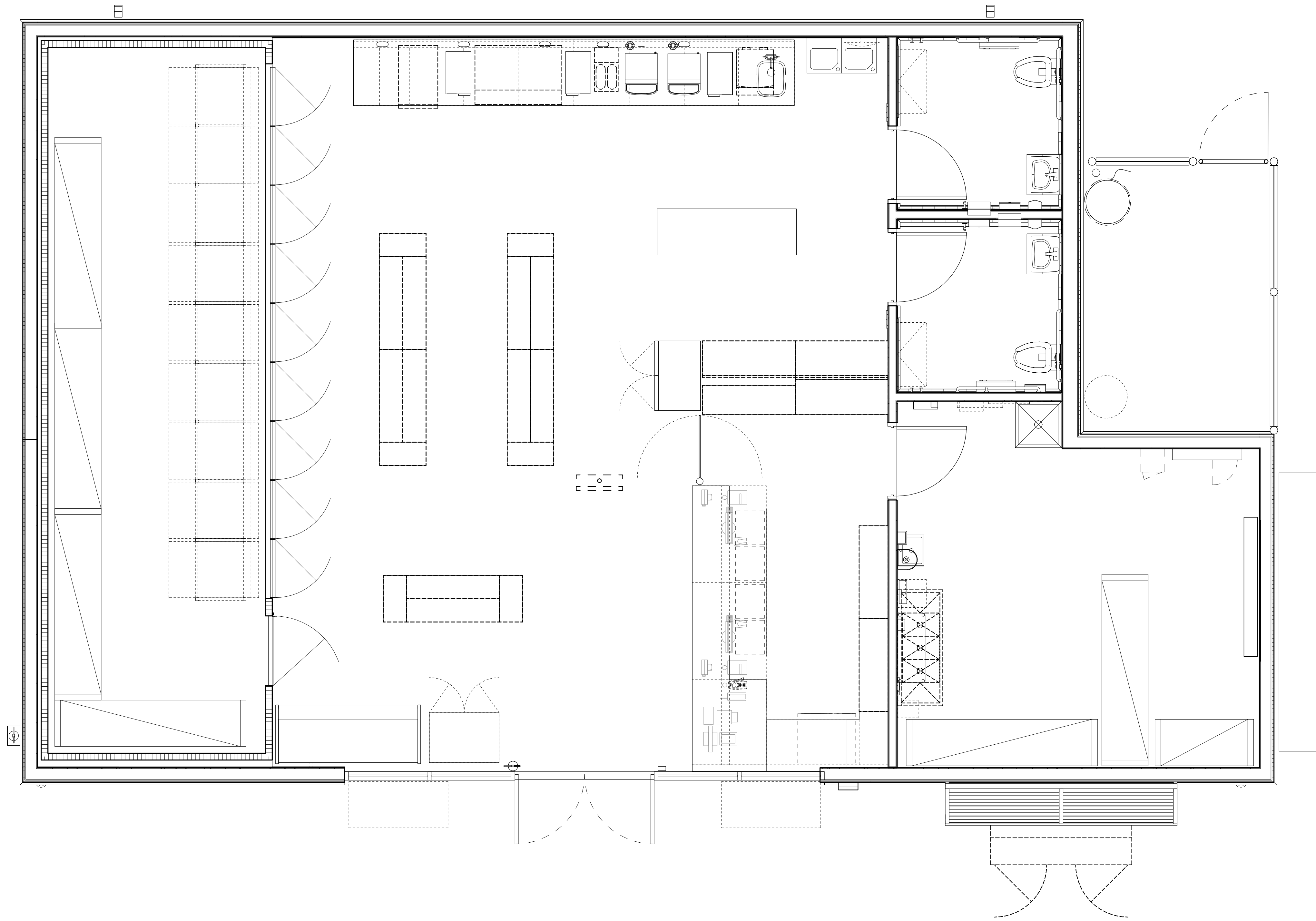


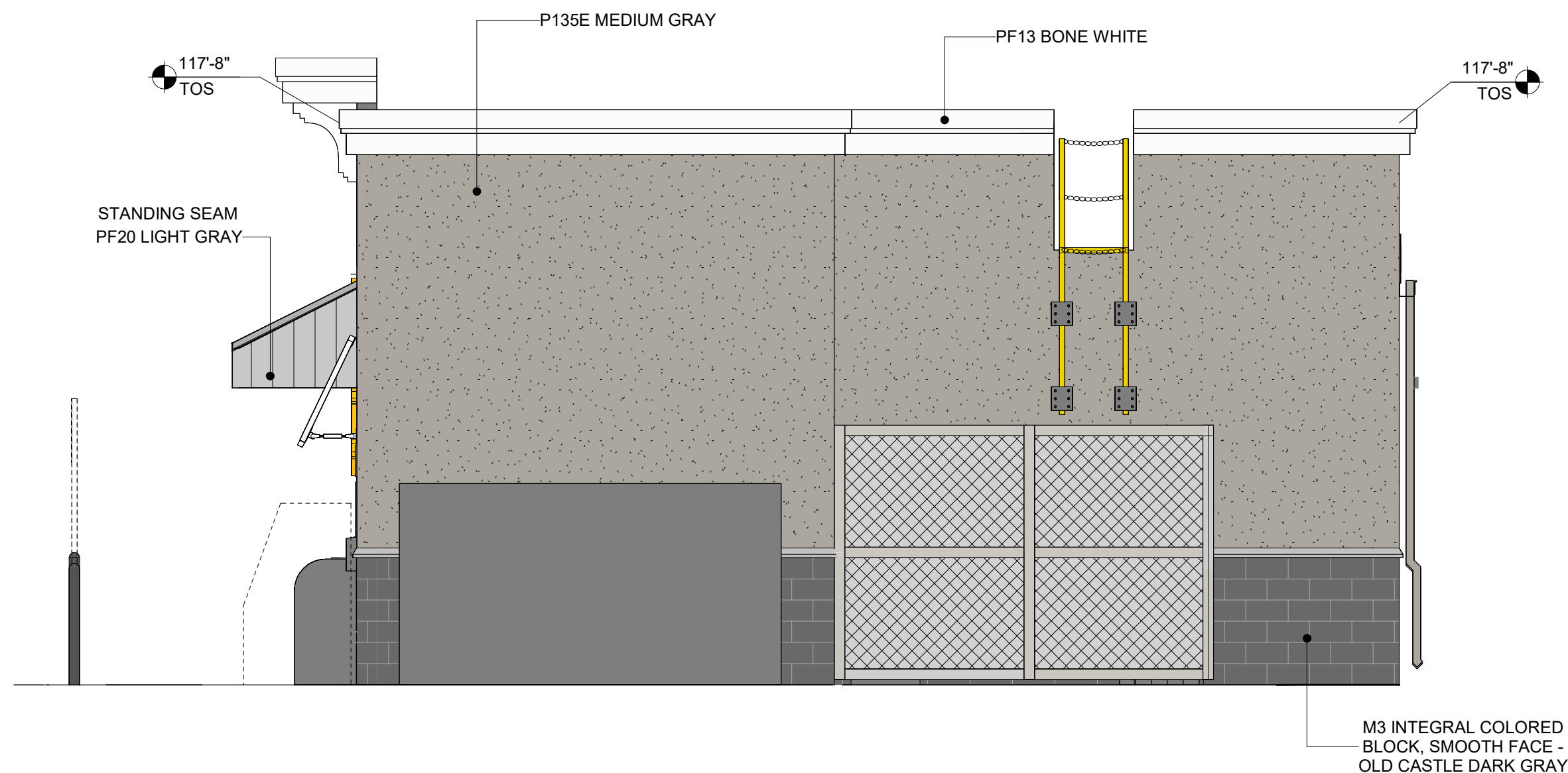




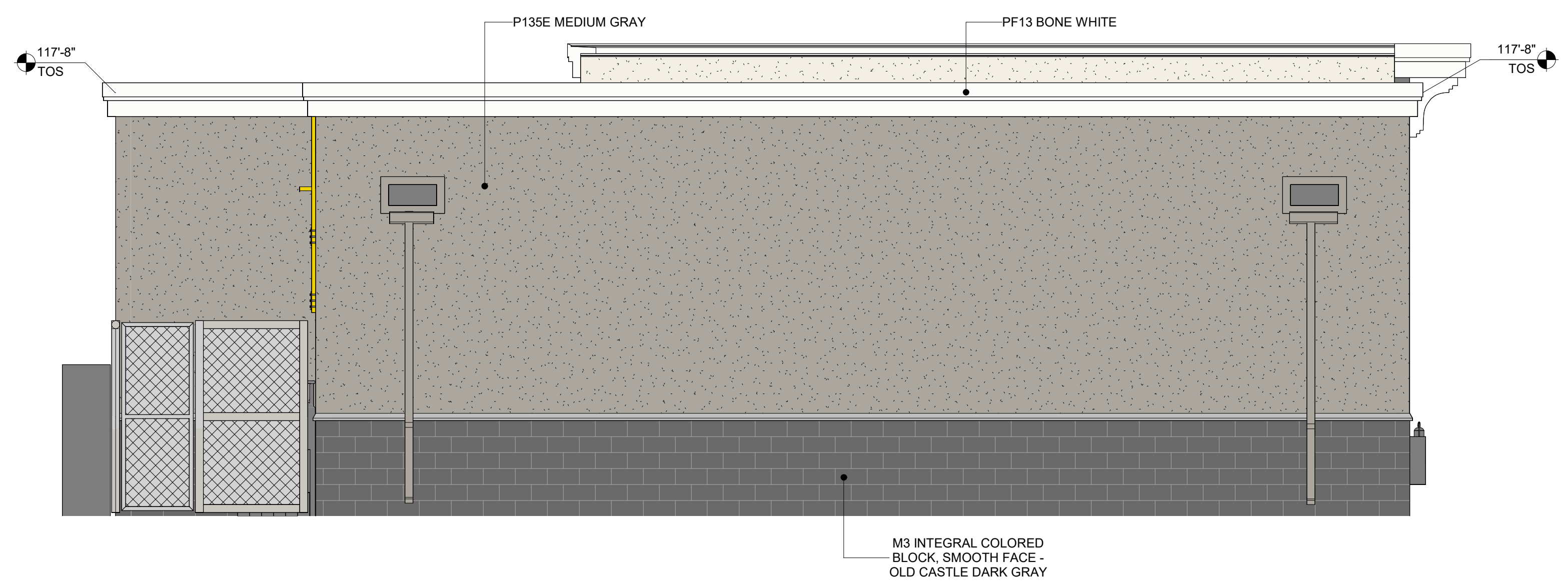




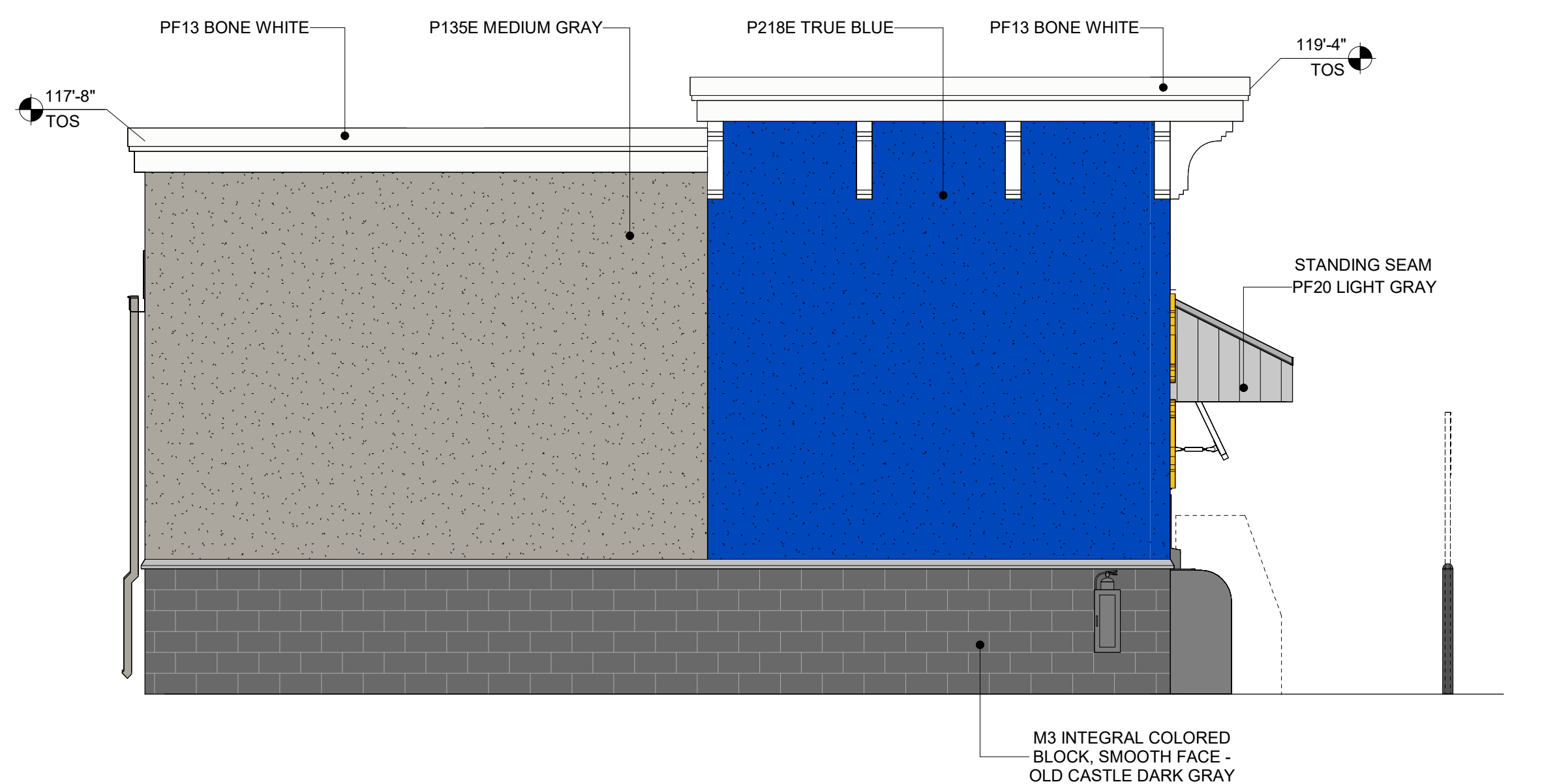




**4 SIDE FUEL ELEVATION**  
1/4" = 1'-0"



**3 REAR FUEL ELEVATION**  
1/4" = 1'-0"



**2 SIDE FUEL ELEVATION**  
1/4" = 1'-0"

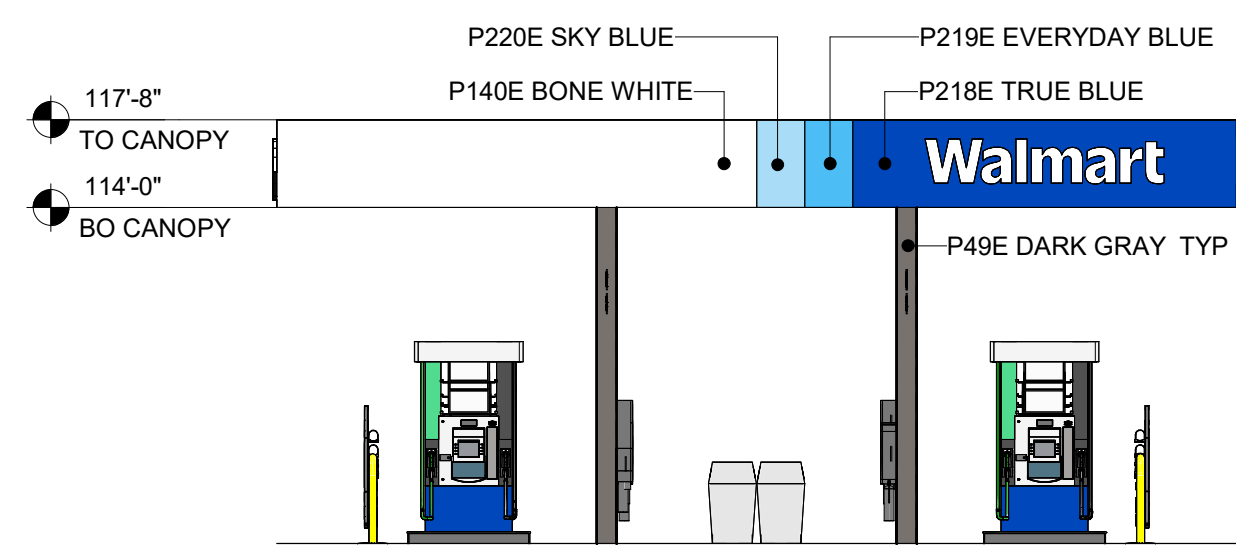


**1 FRONT FUEL ELEVATION**  
1/4" = 1'-0"

|   |  |   |   |   |   |   |   |
|---|--|---|---|---|---|---|---|
|  |  |  |  |  |  |  |  |
| EIFS CORNICE<br>PAINTED P140E<br>BONE WHITE<br>SW7004<br>"SNOWBOUND"<br>LRV 83      | SMOOTH STUCCO<br>PAINTED P134E<br>LIGHT GRAY<br>SW7015 "REPOSE<br>GRAY" LRV 58       | P220E<br>SKY BLUE   | PAINT P219E<br>EVERY DAY BLUE   | EIFS SIDING AND<br>SMOOTH EIFS<br>PAINTED P218E<br>TRUE BLUE<br>PANTONE 2728C         | M3 INTEGRALLY<br>COLORED CMU<br>BLOCK SMOOTH<br>FACE OLD CASTLE<br>DARK GRAY #4106    | PF-13 BONE<br>WHITE PRE-<br>FINISHED METAL<br>REYNOBOND                               | PF-20 PRE-<br>FINISHED<br>STANDING SEAM<br>METAL TO MATCH<br>P134 LIGHT GRAY          |

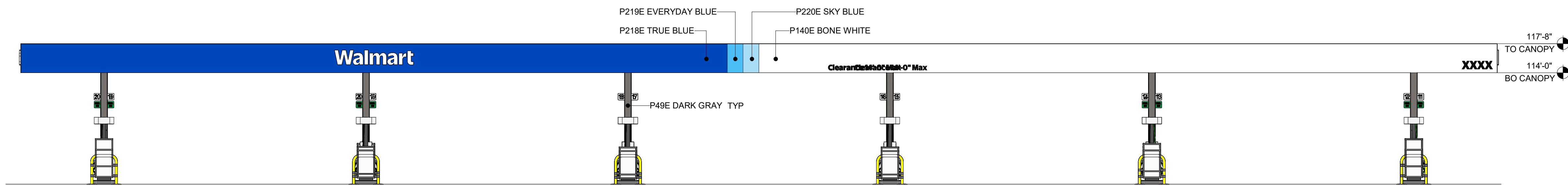
**COLOR LEGEND**

|       |               |
|-------|---------------|
| P49E  | DARK GRAY     |
| P140E | BONE WHITE    |
| P218E | TRUE BLUE     |
| P219E | EVERYDAY BLUE |
| P220E | SKY BLUE      |



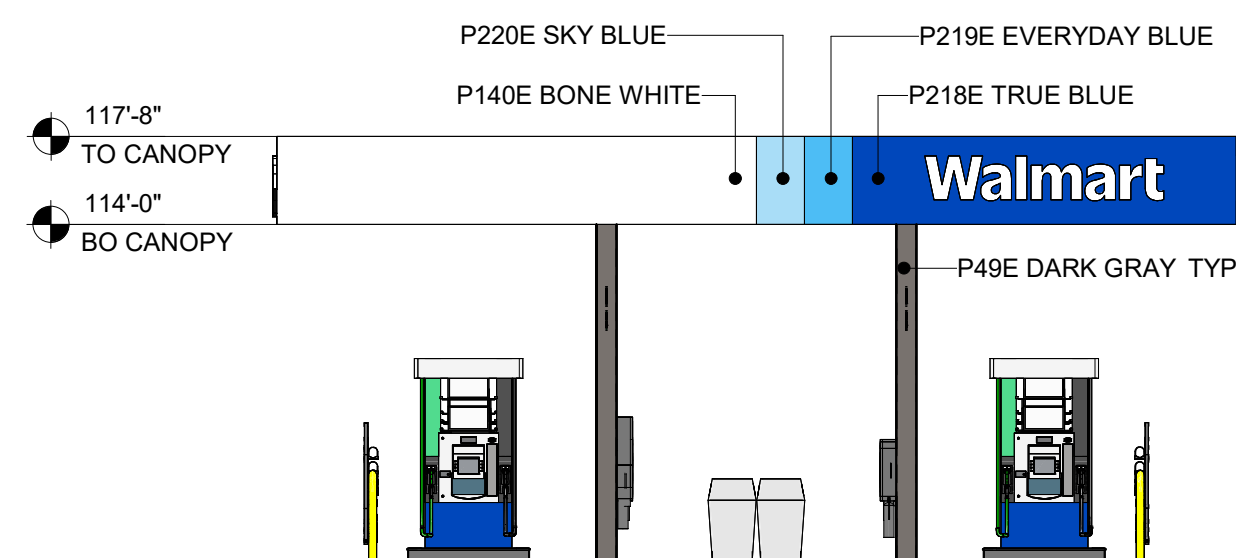
**4 SIDE CANOPY ELEVATION**

1/8" = 1'-0"



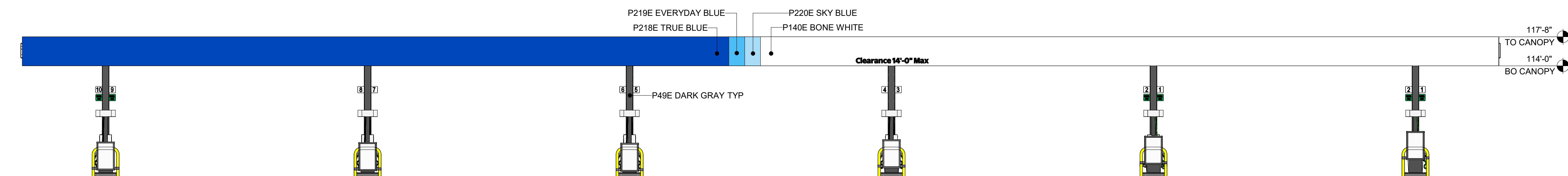
**3 REAR CANOPY ELEVATION**

1/8" = 1'-0"



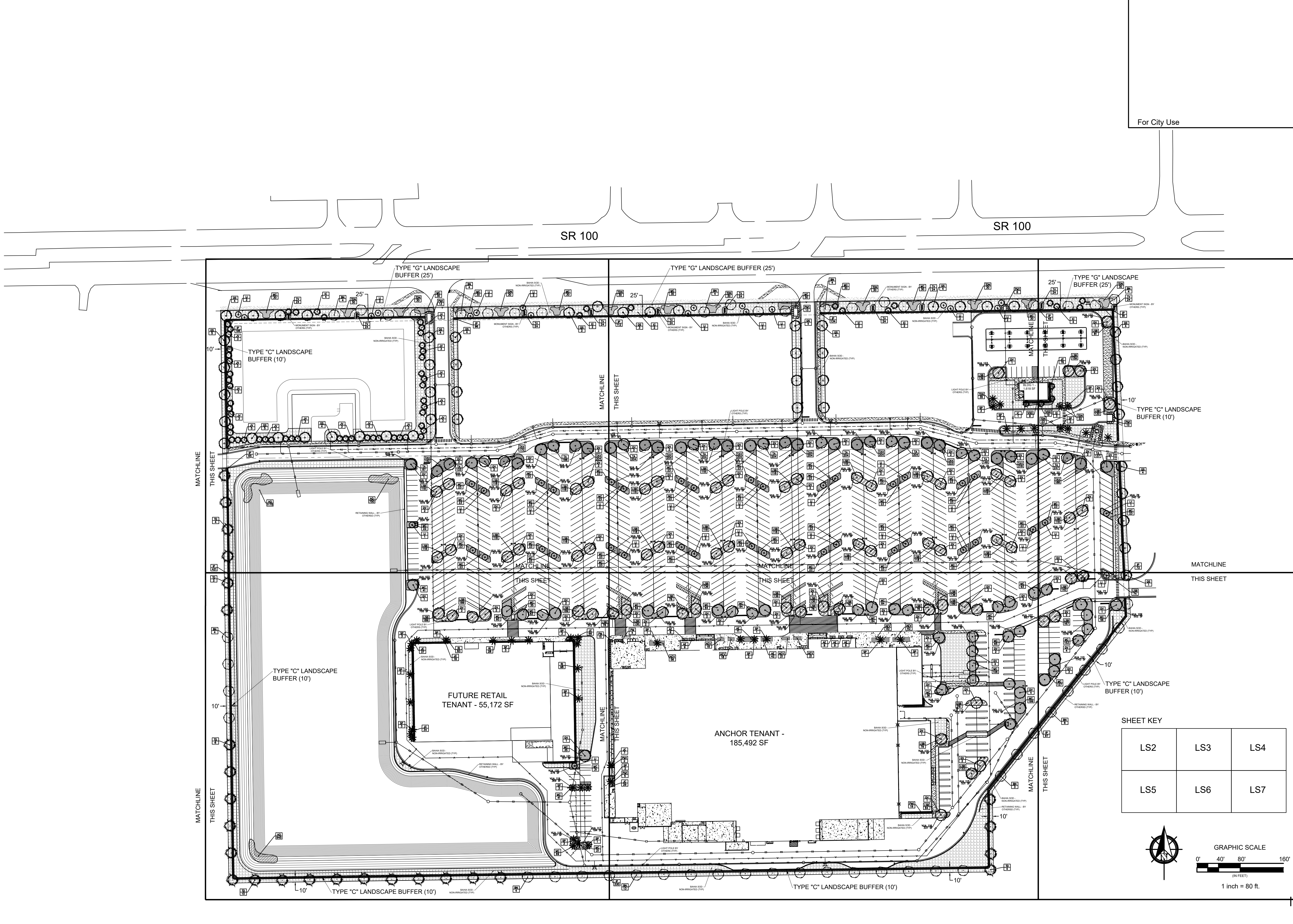
**2 SIDE CANOPY ELEVATION**

1/8" = 1'-0"



**1 FRONT CANOPY ELEVATION**

1/8" = 1'-0"



For City Use

Date: 5-20-2026  
 Scale: 1" = 30'  
 Drawn: MB  
 Checked By: MB  
 Revisions:

Michael Beebe  
 Florida L&P 0000927

# OVERALL LANDSCAPE PLAN

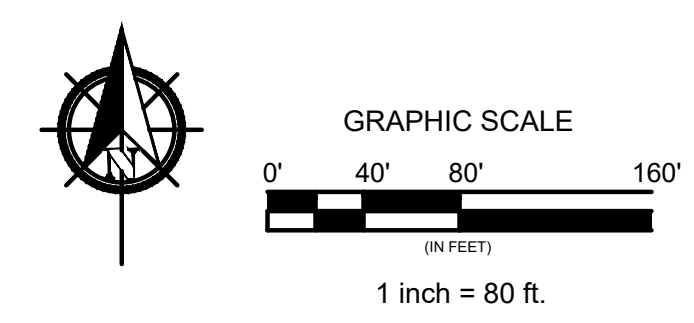
**BEEBE & ASSOCIATES, INC.**  
 Golf Course Design, Renovation, Landscape Architecture & Consulting  
 250 Palm Coast Parkway NE, Suite #607, Palm Beach, Florida 32137-8225  
 Phone: (386) 931-1202 Fax: (386) 446-5306 Email: michael@beebesassociates.com

# FLAGLER LANDING

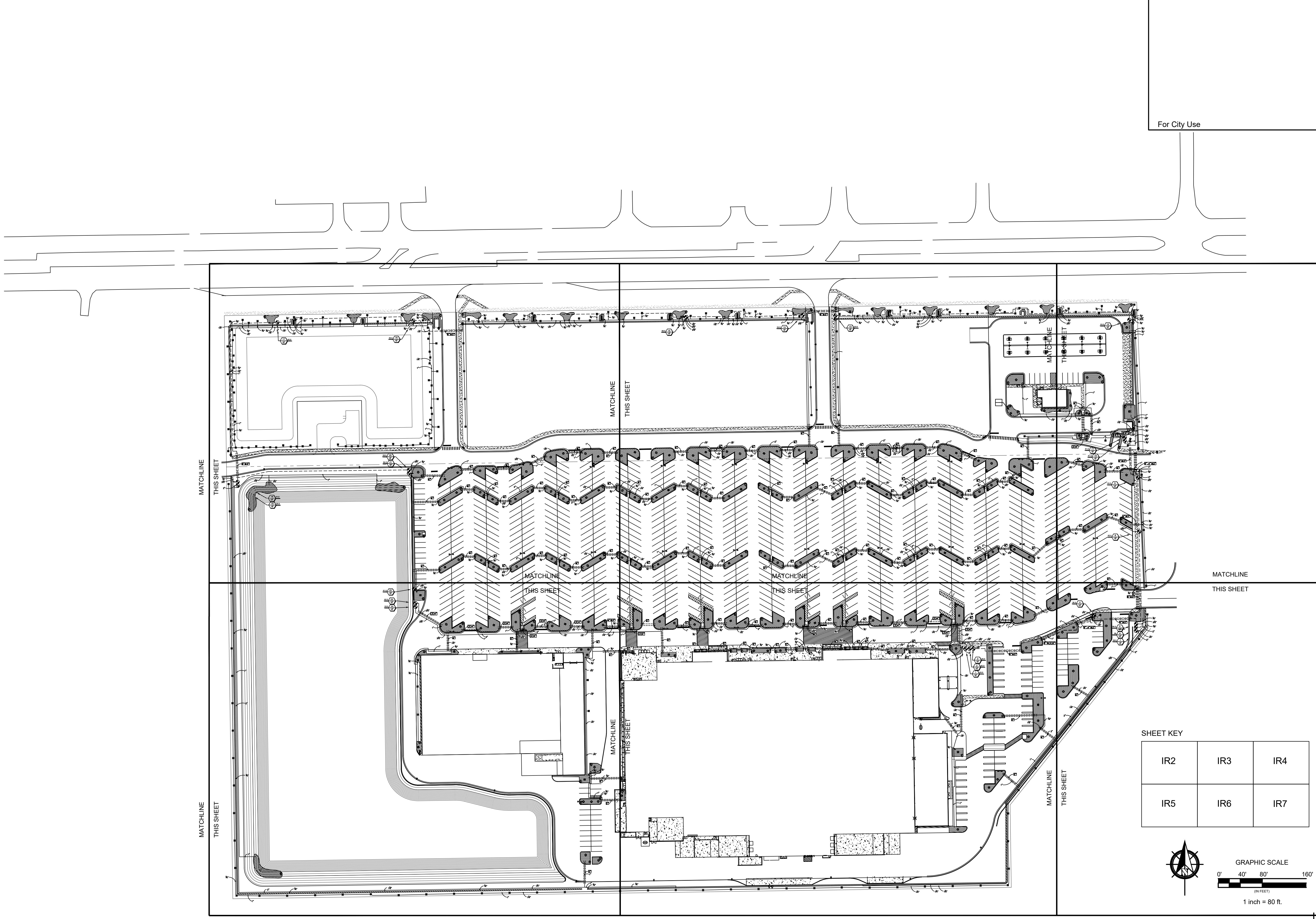
Flagler Venture, LLC  
 PALM COAST, FLAGLER COUNTY, FLORIDA

SHEET KEY

|     |     |     |
|-----|-----|-----|
| LS2 | LS3 | LS4 |
| LS5 | LS6 | LS7 |



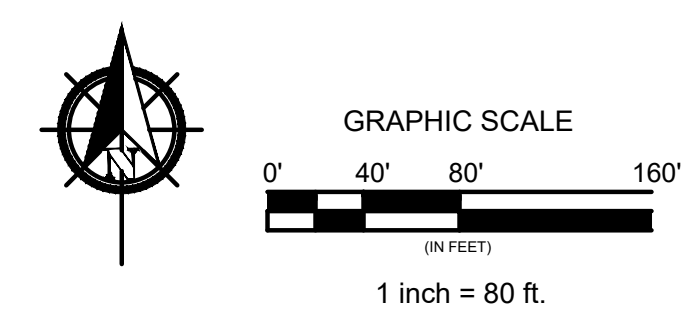
**LS1**  
 Sheet 1



For City Use

SHEET KEY

|     |     |     |
|-----|-----|-----|
| IR2 | IR3 | IR4 |
| IR5 | IR6 | IR7 |



Date: 5-20-2026  
 Scale: 1" = 30'  
 Drawn: MB  
 Checked By: MB  
 Revisions:

Michael Beebe  
 Florida LAF 000927

# OVERALL IRRIGATION PLAN

**BEEBE & ASSOCIATES, INC.**  
 Golf Course Design, Renovation, Landscape Architecture & Consulting  
 250 Palm Coast Parkway NE, Suite #607, Palm Coast, Florida 32137-8225  
 Phone: (386) 831-1202 Fax: (386) 446-6306 Email: michael@beebesassociates.com

# FLAGLER LANDING

**Flagler Venture, LLC**  
**PALM COAST, FLAGLER COUNTY, FLORIDA**



# IR1

Sheet 9



# city of PALM COAST

Community Development Department  
Planning Division

160 Lake Avenue  
Palm Coast, FL 32164  
386-986-3736

June 1, 2026

FLAGLER VENTURE, LLC.  
5851 TIMUQUANA RD, STE 301  
JACKSONVILLE, FL 32210

RE: **FLAGLER LANDING COMMENT LETTER; TECHNICAL SITE PLAN TIER 3;**  
Application#: 6587

Dear Mrs. Kim Buck, P.E.,

Thank you for your recent application submittal. Staff has reviewed your documents, however; due to circumstances noted on the enclosed correspondence, your application cannot be approved at this time. The following attached are a list of staff comments based on the **3rd** submittal.

If you desire to proceed, kindly resubmit the appropriate documents as follows:

- **Upload all electronically signed / sealed PDF plans to include revision dates. Unpaid fees will not allow you to resubmit your revised files.**
- **Upload files in a PDF format with civil plan sheets in a landscape orientation.**
- **Upload letter noting each comment and the manner in which each comment has been addressed.**
- **At resubmittal please upload all civil plan sheets as separate PDF files. Sheet file names must contain the sheet name and the sheet number ONLY.**

Each department shown below will have the reviewer's name and phone number. You may contact each department reviewer to discuss comments individually or if you wish, you can contact Irene Schaefer, 386-986-3749 to schedule a TRX meeting to discuss comments as a group.

Be aware upon your 3rd submittal of plans a resubmittal fee of 25% of the original application fee will be required.

Please note that the City has implemented a Public Arts Ordinance 2024-18, that will require vertical construction valued at \$1,000,000 or more, at time of building permit, to participate in the Art in Public Places Program.

If you have any questions concerning the comments noted, please contact me at 386-986-3784.

Sincerely,

MICHAEL HANSON, AICP,  
Project Manager

Copy: Phong Nguyen, PTP, Planning Manager  
TRX Team  
Owner: FLAGLER PINES PROPERTIES LLC  
4 LAMBERT COVE,  
FLAGLER BEACH, FL 32136



# **Staff Comments 3rd Submittal**

## **Reviewing Department Comments**

### **PLLA - PLANNING LANDSCAPE ARCH (386) 986-3760**

#### Comments:

Held By: RICHARD PICATAGI - (386)986-3760 - RPICATAGI@PALMCOASTGOV.COM

Tree Mitigation Calculations have been reviewed and approved.

The result is that applicant shall pay into the tree fund as follows::

782 Shade Trees at 2.5" Caliper; at (\$625)

81 Shade Trees 3.0" Caliper;l at (\$825)

The costs per tree were obtained from local landscape contractor who does a great deal of work in Palm Coast.

The check is to be payable to COPC Tree Fund.

Hold will remain until this is agreed upon and paid.

### **PLTR - PLANNING TRANSPORTATION/CONCURRENCY**

#### Comments:

Held By: PHONG NGUYEN - (386)986-3779 - PNGUYEN@PALMCOASTGOV.COM

AR 6587 Flagler Landings TSP Tier 3

Review Comments by Phong Nguyen 5-29-2026

1) The proportionate share calculation has not been submitted as stated in LTG response to comments letter dated May 18, 2026. Please submit proportionate share calculation for review and a proportionate share impact fee credit agreement for review as well.

### **TRENG - TRAFFIC ENGINEER (386) 986-3740**

#### Comments:

Held By: SEAN CASTELLO - - SCASTELLO@PALMCOASTGOV.COM

1. Discussion between FDOT and City Staff has brought up the need for adjustments to site access. Lets please set up a time to meet between the developer, FDOT and the City to discuss the appropriate measures to ensure operations are maintained on SR 100.

Please see the two attached documents for additional comments provided by FDOT regarding the project that were sent to directly to LTG by FDOT. They are marked as Exhibit A, and Exhibit B.

# Exhibit A

## Flagler Landings Traffic Impact Analysis Review

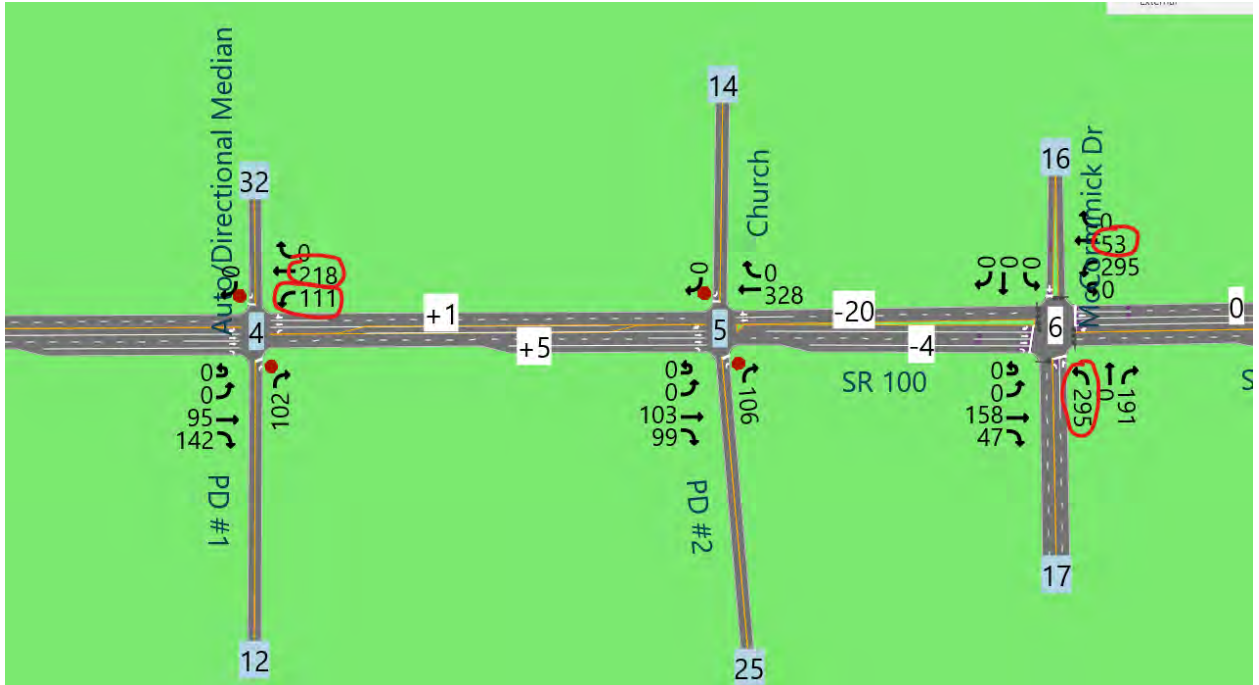
### Comments

1. Page 1: Typo - Replace “Palm” with “Palms”. Typical throughout the report. – Typo not fixed
2. Page 1: Memorial Medical Pkwy not among the study intersections? – No explanation provided
3. Figure 2A: Check for typos. For example, intersection 1, EBR PM is marked as 522 instead of 116. – Figure not updated
4. Page 10: No receiving lane available for the additional WBL lane at intersection 1 (Belle Terre Blvd). Similarly, check if other recommendations are feasible. – Dual EB lefts still provided
5. Page 15: Please include analysis without the SR 100 6-lane widening recommendation as it is not expected by 2027. – There are still some references of widening in the report, for arterial segment analysis
6. Page 19: Fix arithmetic errors in Table 8. Some internal and new external trips totals do not add up to the printed values. – There are still some rounding errors
7. Figure 5A: Check for typos. For example, intersection 1, EBT is marked as 372 instead of 572.
8. Figure 5C: Check for typos. For example, intersection 2, WBR is marked as 129 instead of 226.
9. Page 25: Please provide analysis without the SR 100 6-lane widening
10. Page 25: McCormick Dr SBL lane recommendation; please check if this is feasible. Also, check this intersection for additional improvements that can be implemented.
11. Page 25: Node 4, median opening at Palm Coast Auto Import, check if signalization will be needed due to the additional traffic.
12. Page 26: Check for typos in table 9. For example, intersection 1, NB, 84.90 seconds, has been marked as LOS C instead of F.
13. Page 28: Check for typos in Table 11. For example, “Seminole Woods Boulevard”, not “Seminole Woods Parkway”.
14. Page 31: Check for typos. For example, in the “Site Access Analysis” paragraph, there is “Aerospace Boulevard” which is not part of the project.
15. Page 31: McCormick Drive intersection, EBR lane is reported to have a sufficient deceleration lane, but Table 12 reports a deficit of 245 ft. Please check this and other instances for consistency.

16. Appendix B, Page 3. It has been stated that data will be collected during school hours. Why was part of the data collected during the Summer Break?
17. Please provide Synchro models for all scenarios.
18. Synchro models: Interchange terminal intersection coded as two separate intersections. Please model it as a SPUI.
19. Synchro models: Intersection 10, EBL has been coded as 2 lanes instead of 1.
20. Synchro models: Check for volume typos throughout. For example, Existing PM, intersection 1 WBR should be 143 instead of 522; Background AM, intersection 1 SBT should be 182 instead of 186.
21. Synchro models: Model U-turn volumes separately from left-turn volumes. –  
Updates made to some models, some models not updated
22. Additional improvements are needed at McCormick Drive, as noted in the report, suggest eliminating the NB/SB through movements, providing dual NB lefts, and modifying the SB approach to include just a SB right.

# Exhibit B

1. There appears to be internal circulation with traffic exiting from NBL lane at McCormick (see figure below for added project traffic in the PM peak). Similar situation exists in the AM peak. Also check for imbalances in the added project traffic.



2. Figure 2A – Intersection 8 – Volumes don't match the model. Numbers provided in the figure appear to be low.
3. Check timings at the intersection of SR 100 and Landings Blvd for all models, cycle length is off.
4. Background Improved models
  - a. At Belle Terre – dual WBL in PM models but single WBL in AM
  - b. At the south leg two lanes are added, SB receiving lane and NB thru lane – check for feasibility
5. Figure 5A - Project traffic added onto background traffic – discrepancy between figure and model values, see examples below:
  - a. SR 100 at Belle Terre Blvd AM
    - i. EBT - +35 in figure, +41 in model
    - ii. WBT - +26 in figure, +54 in model
  - b. SR 100 at Palm Coast Auto AM
    - i. EBT - +48 (73-25) in figure, +50 in model, check for total at this movement
    - ii. WBT - +90 (107-17) in figure, +92 in model, check for total at this movement

- c. Check for similar issues in the PM models
6. Buildout model volumes not matching Figure 5A, example SR 100 at Belle Terre Blvd AM EBT and WBT, check other locations.

Additional typo/grammar issues

7. "Flagler Landing, LLC" vs. "Flagler Landings, LLC", cover vs introduction
8. "two (2) directional median opening" — missing plural Introduction, page 1
9. "Exisitng" — typo in table footnote Table 1 footnote reads: "*Exisitng PM Peak-Hour Two-Way Volume calculated by..*" — should be "Existing." This also appears in Table 4's footnotes.
10. "the results are presented in Error! Reference source not found." Page 10
11. "It is the unsignalized intersections operate at higher levels..." — missing word/grammatically broken Page 24
12. "the results are presented in 10" — missing "Table" Page 24: "*the results are presented in 10*" — should read "presented in Table 10."
13. "Table 13 and Table14 shows" — agreement error and missing space Conclusion, page 30: "*Table 13 and Table14 shows the proposed intersection improvements...*" — two issues: (1) missing space between "Table" and "14," and (2) subject-verb agreement — should be "show" since it refers to two tables.
14. "350 ft. )" — stray space before parenthesis Site Access Analysis section (repeated on pages 29 and 31): "*the recommended deceleration length (350 ft. ) is compromised*" — there is an extra space before the closing parenthesis.
15. "the a.m. and p.m. peak-hour" — inconsistent capitalization convention Page 18: "*the a.m. and p.m. peak-hour project trips*" — elsewhere the report consistently uses "AM" and "PM" in caps. This instance uses lowercase, which is inconsistent.

**Flagler Landings  
Palm Coast, Florida**

---

---

# **Traffic Impact Analysis**

**Prepared for: Flagler Landings, LLC.**

**By: LTG, Inc.  
Revised May 2026**



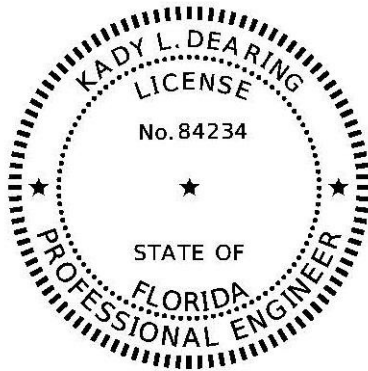
**PROFESSIONAL ENGINEERING CERTIFICATION**

I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with LTG, Inc., a corporation authorized to operate as an engineering business, F030424608005, 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:** Flagler Landings – Traffic Impact Analysis  
**LOCATION:** Palm Coast, Florida  
**CLIENT:** Flagler Landing, LLC  
**JOB #:** 5964.02

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

Prepared by:  
**LTG, Inc.**  
1540 West Granada Boulevard Suite 2  
Ormond Beach, FL 32174  
Vendor No. F030424608005  
386-257-2571



*THIS ITEM HAS BEEN DIGITALLY  
SIGNED AND SEALED BY:*

**Kady L Dearing**

Digitally signed by Kady L Dearing  
DN: CN=Kady L Dearing,  
dnQualifier=A01410D0000019833D1BA95000416AF,  
O=LASSITER TRANSPORTATION GROUP INC,  
C=US  
Date: 2026.05.19 08:29:09-04'00'

*ON THE DATE ADJACENT TO THE SEAL*

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

*LTG, INC.  
1450 WEST GRANADA BOULEVARD SUITE 2  
ORMOND BEACH, FL 32174  
VENDOR NO. F030424608005  
KADY L. DEARING, P.E. NO. 84234*

## TABLE OF CONTENTS

|   |           |
|---|-----------|
| <b>INTRODUCTION .....</b>                     | <b>1</b>  |
| STUDY AREA .....                              | 1         |
| STUDY PROCEDURES .....                        | 3         |
| PLANNED ROADWAY IMPROVEMENTS .....            | 3         |
| <b>EXISTING ROADWAY ANALYSIS.....</b>         | <b>4</b>  |
| EXISTING ROADWAY SEGMENT ANALYSIS .....       | 4         |
| EXISTING INTERSECTION ANALYSIS .....          | 4         |
| <b>2027 FUTURE TRAFFIC CONDITIONS .....</b>   | <b>9</b>  |
| 2027 BACKGROUND TRAFFIC.....                  | 9         |
| <b>2027 BACKGROUND ROADWAY ANALYSIS .....</b> | <b>10</b> |
| 2027 BACKGROUND ROADWAY SEGMENT ANALYSIS..... | 10        |
| 2027 BACKGROUND INTERSECTION ANALYSIS .....   | 10        |
| <b>2027 FUTURE ROADWAY ANALYSIS.....</b>      | <b>16</b> |
| PROJECT TRIP GENERATION .....                 | 16        |
| PROJECT TRIP DISTRIBUTION.....                | 18        |
| PROJECT TRIP ASSIGNMENT .....                 | 18        |
| 2027 BUILD-OUT ROADWAY SEGMENT ANALYSIS ..... | 24        |
| 2027 BUILD-OUT INTERSECTION ANALYSIS.....     | 24        |
| QUEUE LENGTH AND TURN LANE ANALYSIS .....     | 27        |
| ALTERNATE MODE ANALYSIS .....                 | 29        |
| SITE ACCESS ANALYSIS.....                     | 29        |
| PROPORTIONATE SHARE (PS) .....                | 29        |
| <b>CONCLUSION AND RECOMMENDATIONS .....</b>   | <b>30</b> |

## LIST OF FIGURES

|  |                                     |
|--|-------------------------------------|
| Figure 1: Project Location.....                                | <b>Error! Bookmark not defined.</b> |
| Figure 2A: 2025 Existing AM & PM Turning Movement Counts ..... | 5                                   |
| Figure 3B: 2025 Existing AM & PM Turning Movement Counts ..... | <b>Error! Bookmark not defined.</b> |
| Figure 4A: 2027 Background AM and PM Peak-Hour Volumes .....   | 11                                  |
| Figure 5A: 2027 Build-Out AM Peak-Hour Volumes .....           | 20                                  |
| Figure 6B: 2027 Build-Out AM Peak-Hour Volumes .....           | 21                                  |
| Figure 7C: 2027 Build-Out AM Peak-Hour Volumes .....           | 22                                  |
| Figure 8D: 2027 Build-Out AM Peak-Hour Volumes .....           | 23                                  |

## LIST OF TABLES

|  |    |
|--|----|
| Table 1 Existing PM Peak Hour LOS - Roadway Segments .....                       | 7  |
| Table 2 Existing AM and PM Peak Hour Intersection Analysis .....                 | 8  |
| Table 3 Annual Growth Rates .....  | 9  |
| Table 4 2027 Background PM Peak Hour LOS - Roadway Segments .....                | 13 |
| Table 5 2027 Background AM and PM Peak Hour Intersection Analysis .....          | 14 |
| Table 6 2027 Background AM and PM Peak Hour Improved Intersection Analysis ..... | 15 |
| Table 7 Gross Project Trip Generation.....                                       | 17 |
| Table 8 Net Project Trip Generation.....   | 18 |
| Table 9 2027 Build-out PM Peak Hour LOS - Roadway Segments .....                 | 25 |
| Table 10 2027 Build-out AM and PM Peak Hour Intersection Analysis .....          | 26 |
| Table 11 2027 Build-out AM and PM Peak Hour Improved Intersection Analysis ..... | 26 |
| Table 12 Queue Length and Turn Lane Recommendations .....                        | 28 |
| Table 13 Recommended Improvements for Intersections.....                         | 30 |
| Table 14 Recommended Improvements for Roadway Segments.....                      | 30 |

## LIST OF APPENDICES

|   |
|---|
| Appendix A – Site Plan  |
| Appendix B – Approved Methodology                                     |
| Appendix C – Raw Turning Movement Count Data and FDOT Seasonal Factor |
| Appendix D – Signal Timings   |
| Appendix E – Synchro Summary Sheets – Existing Conditions             |
| Appendix F – Growth Rate Determination and Vested Data                |
| Appendix G – Synchro Summary Sheets – Background Conditions           |
| Appendix H – Synchro Summary Sheets – Background Conditions Improved  |
| Appendix I – Synchro Summary Sheets – Build-out Conditions            |
| Appendix J – Synchro Summary Sheets – Build-out Conditions Improved   |
| Appendix K – NCHRP 457 Summary Sheets                                 |

# 1

## INTRODUCTION

LTG, Inc. (LTG) has been retained by Flagler Landings, LLC to prepare a Traffic Impact Analysis (TIA) for the proposed Flagler Landings mixed use development. The development is located south of SR 100, between McCormick Drive and Bulldog Drive in the City of Palm Coast, Florida. Error! Reference source not found. shows the location of the project relative to the surrounding road network and a preliminary site plan is attached as **Appendix A**. The approved methodology is attached as **Appendix B**. Build-out of the proposed development is anticipated by 2027. The proposed access plan for the project includes two (2) directional median opening on SR 100 and an internal shared connection with the Wholesale Club/mixed commercial development to the east of the site, which will provide access to the McCormick Drive, signalized intersection. The development will consist of:

- Free-Standing Discount Superstore: 185,492 sq-ft
- Building Materials and Lumber Store: 55,172 sq-ft
- Convenience Store/Gas Station: 12 Vehicle Fueling Positions
- One (1) Automated Car Wash: 1 Car Wash Tunnel
- One (1) Small Office Building: 4,000 sq-ft
- Two (2) High-Turnover Sit-Down Restaurants: 6,500 sq-ft
- One (1) Medical Dental Office: 3,750 sq-ft
- One (1) Animal Hospital/Veterinary Clinic: 4,000 sq-ft
- Two (2) Fast-Food Restaurants with Drive-Through: 5,700 sq-ft
- One (1) Drive-In Bank: 3,000 sq-ft
- Two (2) Fast Casual Restaurants: 6,000 sq-ft

## Study Area

The study area consists of the following intersections and roadway segments as approved in the TIA methodology letter submitted to Palm Coast:

### Roadway Segments:

- SR 100 from Belle Terre Boulevard to Old Kings Road
- Belle Terre Parkway from Royal Palm Parkway to SR 100
- Belle Terre Boulevard from SR 100 to US 1
- Town Center Boulevard from Royal Palm Parkway to SR 100
- Seminole Woods Boulevard from SR 100 to Citation Parkway
- Old Kings Road from Town Center Boulevard to Palm Coast City Limits

### Intersections:

- SR 100 at Belle Terre Boulevard
- SR 100 at Landing Boulevard
- SR 100 at Bulldog Drive
- SR 100 at Palm Coast Auto/Directional Median Opening (project access)
- SR 100 at Central Baptist Church drive and Directional Median Opening (project access)
- SR 100 at McCormick Drive
- SR 100 at Seminole Woods Boulevard
- SR 100 at I-95 Ramps
- SR 100 at Old Kings Road
- SR 100 at BJs Wholesale Club Directional Median Opening (city request)
- Seminole Woods Boulevard at RaceTrac Driveway (city request)



Flagler  
Landing



NTS

### Project Location Map

Project No.: 5964.02    Figure 1



1450 W. Granada Blvd, Suite 2 – Ormond Beach, Florida 32174  
Telephone: 386.257.2571    Fax: 386.257.6996    EB# 0009227

**Study Procedures**

Standard engineering and planning procedures were used to determine the impacts of this project. Reference data was obtained from the Florida Department of Transportation (FDOT), Flagler County Planning and Zoning Department, the Institute of Transportation Engineers (ITE), the Volusia Flagler Transportation Planning Organization (VFTPO), the City of Palm Coast, and the National Cooperative Highway Research Program (NCHRP).

**Planned Roadway Improvements**

Information on programmed or planned roadway improvements in the area of interest was obtained from FDOT, Flagler County, the City of Palm Coast, and previously approved projects. At this time, there are no capacity increasing improvements planned within the study area

# 2

## EXISTING ROADWAY ANALYSIS

Turning movement counts (TMCs) were conducted during the AM and PM peak hours of May 22<sup>nd</sup> and July 15<sup>th</sup>, 2025 at the study area intersections. The turning movement counts were adjusted by the FDOT Seasonal Factor specified for the week the data was collected ( $\geq 1$ ). The existing AM and PM peak-hour traffic volumes used in the analysis are depicted in **Figure 2A and 2B**. The raw turning movement counts and the FDOT Peak Season Factor Category Report are provided as **Appendix C**.

### Existing Roadway Segment Analysis

Roadway LOS describes the operating condition determined from the number of vehicles passing over a given section of roadway during a specified time period. It is a qualitative measure of several factors which include speed, travel time, traffic interruptions, freedom to maneuver, driver comfort, convenience, safety, and vehicle operating costs. Six LOS categories have been established as standards by which to gauge roadway performance, designated by the letters A through F. The LOS categories are defined as follows:

|                            |   |
|----------------------------|---|
| <i>Level of Service A:</i> | <i>Free flow, individual users virtually unaffected by the presence of others</i>       |
| <i>Level of Service B:</i> | <i>Stable flow with a high degree of freedom to select operating conditions</i>         |
| <i>Level of Service C:</i> | <i>Flow remains stable, but with significant interactions with others</i>               |
| <i>Level of Service D:</i> | <i>High-density stable flow in which the freedom to maneuver is severely restricted</i> |
| <i>Level of Service E:</i> | <i>This condition represents the capacity level of the road</i>                         |
| <i>Level of Service F:</i> | <i>Forced flow in which the traffic exceeds the amount that can be served</i>           |

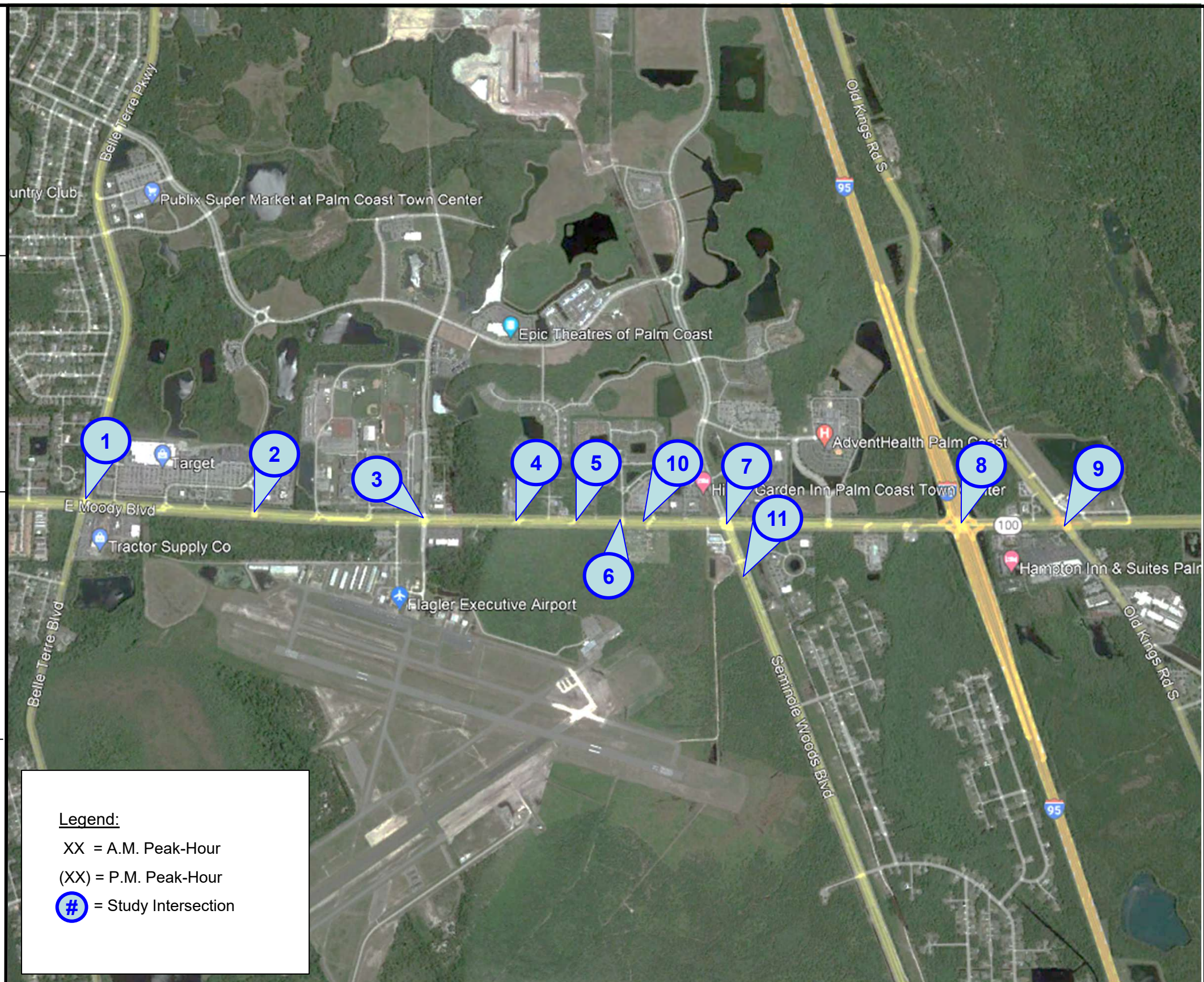
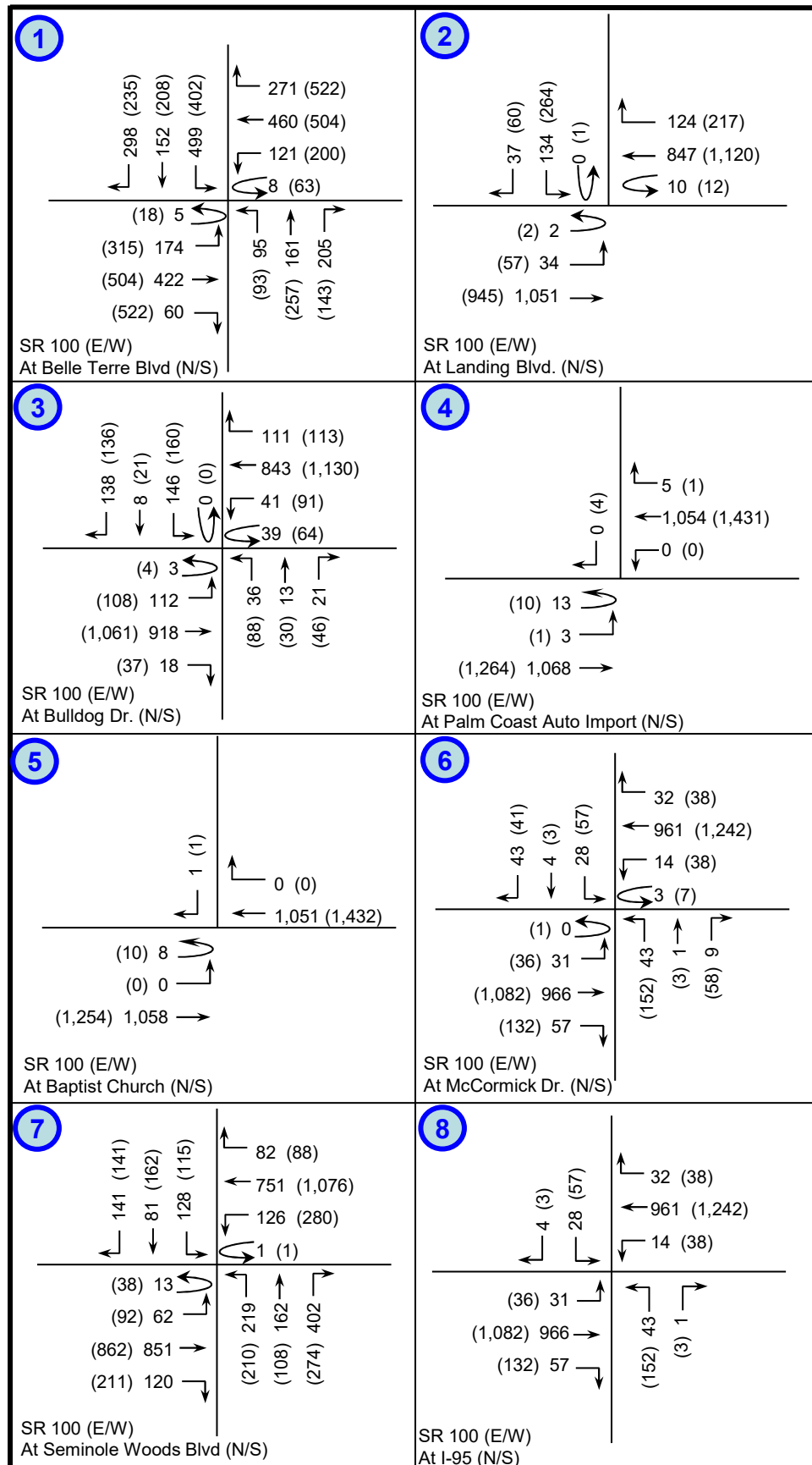
The Average Annual Daily Traffic (AADT) for the study roadway segments was obtained from historical AADT data provided by the City of Palm Coast (2025) and Florida Traffic Online (2024) where applicable. The existing LOS for the study area road segments during the peak hour are provided in **Table 1**.

As shown in the table, all of the study area segments are currently operating within the adopted LOS.

### Existing Intersection Analysis

The operating conditions at the study area intersections were evaluated using *Synchro*. **Table 2** presents the existing AM and PM peak hour Level of Service (LOS) at the study area intersections. The traffic signal timing sheets for the signalized intersections are provided as **Appendix D** and the *Synchro* summary sheets are provided as **Appendix E**.

As indicated in the table, the intersections of SR 100 at Belle Terre Boulevard, Seminole Woods Boulevard, and Old Kings Road are currently operating outside of the adopted LOS and with v/c ratios greater than 1.0 under existing conditions during the AM and PM peak hour.



**Legend:**  
 XX = A.M. Peak-Hour  
 (XX) = P.M. Peak-Hour  
 # = Study Intersection

# Flagler Landings

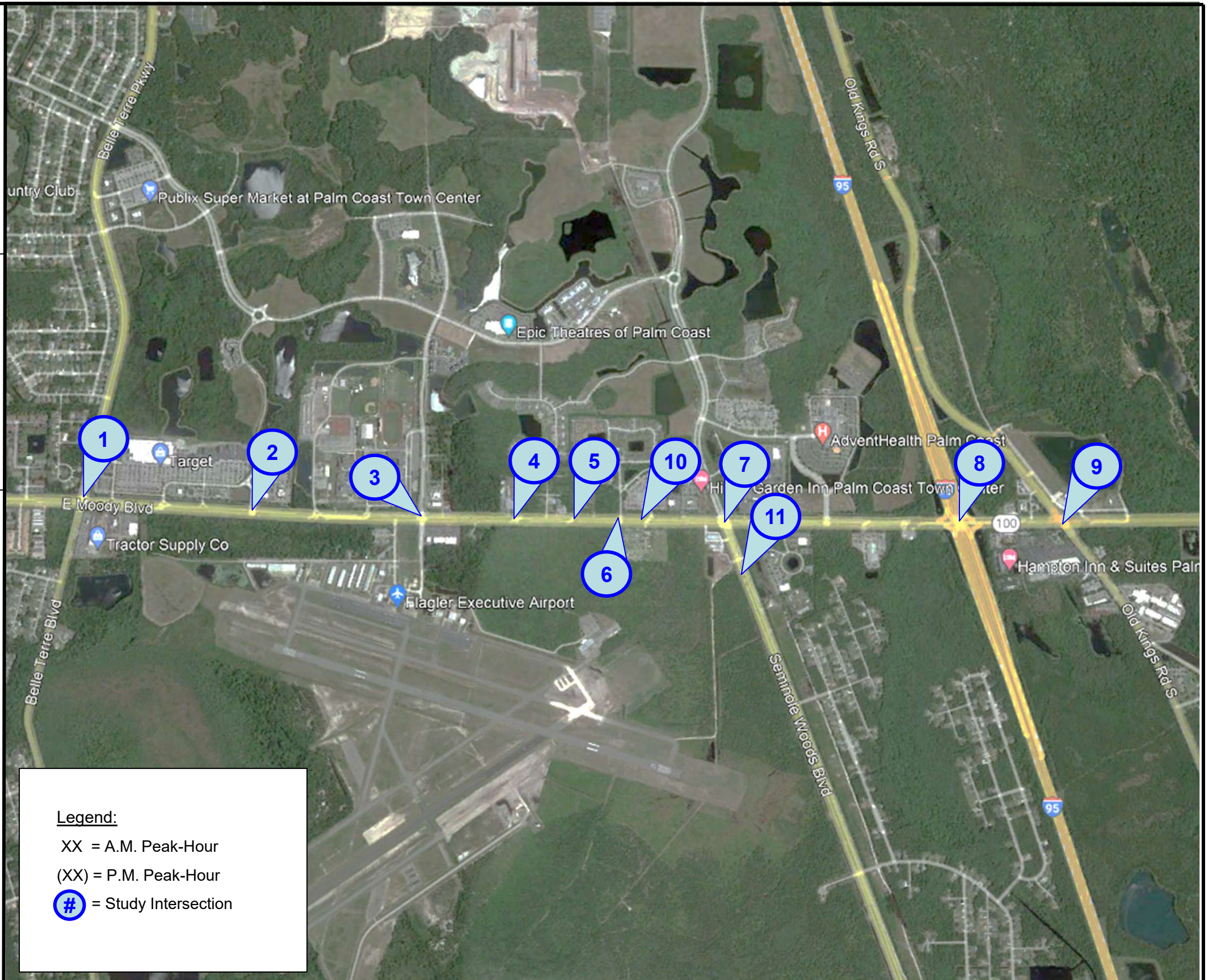
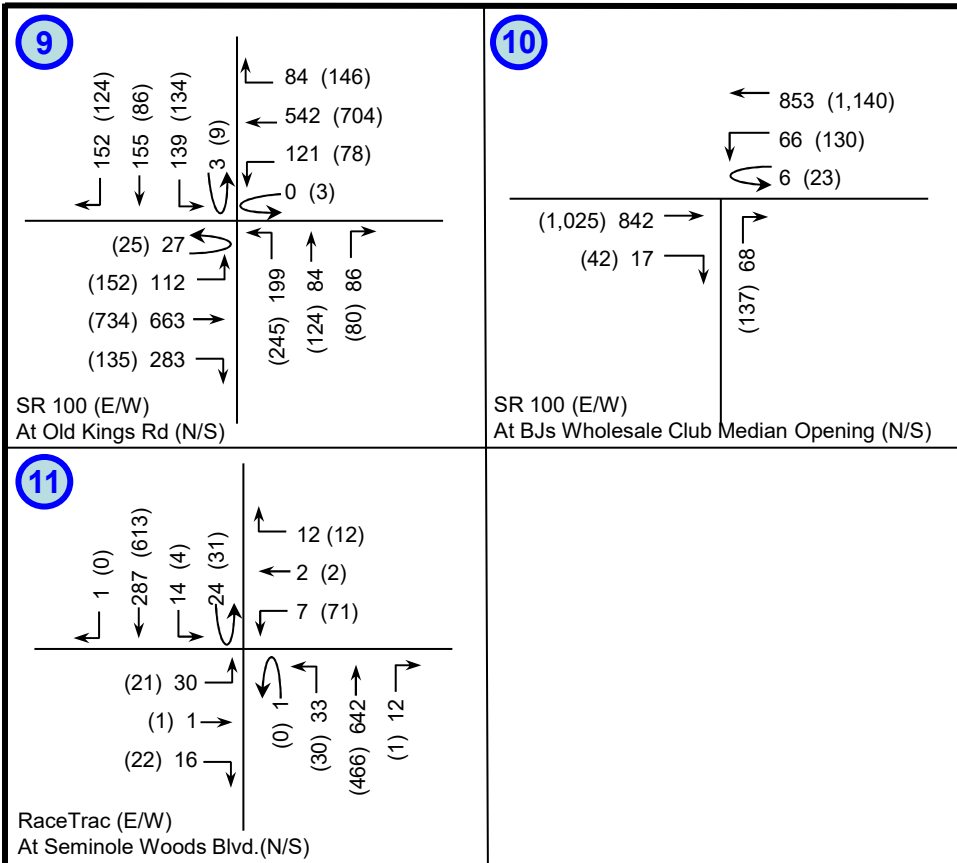


## 2025 Existing A.M. & P.M. Turning Movement Counts

Project Number: 5964.02

Figure 2A

**LTG** Engineering & Planning  
 1450 W. Granada Blvd, Suite 2 – Ormond Beach, Florida 32174  
 Telephone: 386.257.2571 Fax: 386.257.6996 EB# 0009227



Flagler Landings



**2025 Existing A.M. & P.M. Turning Movement Counts**

Project Number: 5964.02

Figure 2B

**Table 1  
Existing PM Peak Hour LOS - Roadway Segments**

| Roadway                | Segment               |                       | Location ID <sup>1</sup> | No. of Lanes | Adopted LOS | Peak-Hour Two-Way Capacity at Adopted LOS | 2025 AADT <sup>2</sup> |        | K-Factor      |       | 2025 Existing PM Peak-Hour Two-Way Volume <sup>3</sup> |       | Existing Volume Exceed Adopted LOS? |
|------------------------|-----------------------|-----------------------|--------------------------|--------------|-------------|---|------------------------|--------|---------------|-------|--|-------|-------------------------------------|
|                        | From:                 | To:                   |                          |              |             |   | City Reported          | FDOT   | City Reported | FDOT  | City Reported  | FDOT  |                                     |
| SR 100                 | Old Kings Rd.         | I-95                  | 3530                     | 4            | D           | 3,580                                     | 27,323                 | 30,000 | 0.0818        | 0.090 | 2,235  | 2,700 | No                                  |
|                        | I-95                  | Memorial Medical Pkwy | 3525                     | 4            | D           | 3,580                                     | 40,472                 | 36,500 | 0.0789        | 0.090 | 3,193  | 3,285 | No                                  |
|                        | Memorial Medical Pkwy | Seminole Woods Pkwy   | 3520                     | 4            | D           | 3,580                                     | 35,649                 | 36,500 | 0.0757        | 0.090 | 2,699  | 3,285 | No                                  |
|                        | Seminole Woods Pkwy   | Bulldog Dr.           | 3515                     | 4            | D           | 3,580                                     | 34,085                 | 25,000 | 0.0820        | 0.090 | 2,795  | 2,250 | No                                  |
|                        | Bulldog Dr.           | Landings Blvd.        | 3510                     | 4            | D           | 3,580                                     | 33,126                 | 25,000 | 0.0792        | 0.090 | 2,624  | 2,250 | No                                  |
|                        | Landings Blvd.        | Belle Terre Pkwy      | 3505                     | 4            | D           | 3,580                                     | 29,226                 | 25,000 | 0.0847        | 0.090 | 2,475  | 2,250 | No                                  |
| Belle Terre Parkway    | Royal Palms Pkwy      | East Hampton Blvd.    | 1254                     | 4            | D           | 3,580                                     | 28,770                 | -      | 0.0943        | -     | 2,713  | -     | No                                  |
|                        | East Hampton Blvd.    | SR 100                | 1260                     | 4            | D           | 3,580                                     | 27,655                 | -      | 0.0858        | -     | 2,373  | -     | No                                  |
| Belle Terre Boulevard  | SR 100                | Zebulas Trail         | 1263                     | 2            | D           | 2,170                                     | 9,846                  | -      | 0.0886        | -     | 872  | -     | No                                  |
|                        | Zebulas Trail         | Zaun Trail            | 1265                     | 2            | D           | 2,170                                     | 8,268                  | -      | 0.0818        | -     | 676  | -     | No                                  |
|                        | Zaun Trail            | Citation Pkwy         | 1270                     | 2            | D           | 2,170                                     | 6,044                  | -      | 0.0874        | -     | 528  | -     | No                                  |
|                        | Citation Pkwy         | US 1                  | 1275                     | 2            | D           | 2,170                                     | 5,032                  | -      | 0.0938        | -     | 472  | -     | No                                  |
| Town Center Boulevard  | SR 100                | Hospital Drive        | 4100                     | 4            | D           | 5,900                                     | 8,370                  | -      | 0.1133        | -     | 948  | -     | No                                  |
|                        | Hospital Dr.          | Central Ave.          | 4110                     | 4            | D           | 5,900                                     | 9,391                  | -      | 0.1056        | -     | 992  | -     | No                                  |
|                        | Central Avenue        | Lake Ave.             | 4120                     | 2            | D           | 2,170                                     | 8,113                  | -      | 0.1371        | -     | 1,112  | -     | No                                  |
|                        | Lake Ave.             | Royal Palm Pkwy       | 4130                     | 2            | D           | 2,170                                     | 7,785                  | -      | 0.1038        | -     | 808  | -     | No                                  |
| Seminole Woods Parkway | SR 100                | Ulaturn Place         | 3325                     | 4            | D           | 5,900                                     | 14,303                 | -      | 0.0849        | -     | 1,214  | -     | No                                  |
|                        | Ulaturn Place         | Citation Pkwy         | 3300                     | 4            | D           | 5,900                                     | 14,084                 | -      | 0.0849        | -     | 1,196  | -     | No                                  |
| Old Kings Road         | Town Center Blvd.     | SR 100                | 2745                     | 4            | D           | 5,900                                     | 8,695                  | -      | 0.0934        | -     | 812  | -     | No                                  |
|                        | SR 100                | Palm Coast City Limit | 2750                     | 2            | D           | 2,170                                     | 8,806                  | -      | 0.1558        | -     | 1,372  | -     | No                                  |

<sup>1</sup>Number of Lanes, Adopted LOS Existing Peak-Hour Two-Way Capacity obtained from 2023 Palm Coast Transportation Facility Status Report

<sup>2</sup>2025 AADT data provided by COPC staff in March 2026.

<sup>3</sup>Existing PM Peak-Hour Two-Way Volume calculated by multiplying the existing 2025 AADT by the K-factor

**Table 2  
Existing AM and PM Peak Hour Intersection Analysis**

| Intersection   | Adopted LOS | Control Type   | Time Period | EB           |     | WB           |     | NB           |     | SB           |     | Overall      |     |         |
|--|-------------|----------------|-------------|--------------|-----|--------------|-----|--------------|-----|--------------|-----|--------------|-----|---------|
|  |             |                |             | Delay (sec.) | LOS | Delay (sec.) | LOS | Delay (sec.) | LOS | Delay (sec.) | LOS | Delay (sec.) | LOS | Max V/C |
| 1. SR 100 at Belle Terre Boulevard   | D           | Traffic Signal | AM          | 46.0         | D   | 41.4         | D   | 78.7         | E   | 82.3         | F   | 61.6         | E   | 0.98    |
|  |             |                | PM          | 49.7         | D   | 51.9         | D   | 90.3         | F   | 75.1         | E   | 62.3         | E   | 0.93    |
| 2. SR 100 at Landing Boulevard   | D           | Traffic Signal | AM          | 6.0          | A   | 7.4          | A   | -            | -   | 60.3         | E   | 10.8         | B   | 0.76    |
|  |             |                | PM          | 8.9          | A   | 11.5         | B   | -            | -   | 55.0         | E   | 15.8         | B   | 0.80    |
| 3. SR 100 at Bulldog Drive   | D           | Traffic Signal | AM          | 23.9         | C   | 42.4         | D   | 80.4         | F   | 80.9         | F   | 40.1         | D   | 0.87    |
|  |             |                | PM          | 29.0         | C   | 50.5         | E   | 80.0         | E   | 80.0         | F   | 46.6         | D   | 0.86    |
| 4. SR 100 at Palm Coast Import Auto/<br>Directional Median Opening/Project Driveway #1 | D           | TWSC           | AM          | 18.4         | C   | 0.0          | A   | -            | -   | 0.0          | A   | 18.4         | C   | 0.06    |
|  |             |                | PM          | 29.3         | D   | 0.0          | A   | -            | -   | 15.5         | C   | 29.3         | D   | 0.07    |
| 5. SR 100 at Central Baptist Church/<br>Directional Median Opening/Project Driveway #2 | D           | TWSC           | AM          | 19.7         | C   | -            | -   | -            | -   | 13.0         | B   | 19.7         | C   | 0.04    |
|  |             |                | PM          | 30.5         | D   | -            | -   | -            | -   | 15.4         | C   | 30.5         | D   | 0.07    |
| 6. SR 100 at McCormick Drive   | D           | Traffic Signal | AM          | 12.6         | B   | 2.2          | A   | 83.4         | F   | 87.7         | F   | 12.1         | B   | 0.80    |
|  |             |                | PM          | 30.5         | C   | 4.6          | A   | 83.5         | F   | 93.8         | F   | 24.8         | C   | 0.87    |
| 7. SR 100 at Seminole Woods Boulevard  | D           | Traffic Signal | AM          | 17.0         | B   | 40.2         | D   | 123.8        | F   | 57.7         | F   | 55.5         | E   | 1.25    |
|  |             |                | PM          | 17.1         | B   | 39.3         | D   | 142.5        | F   | 82.7         | F   | 54.0         | D   | 1.24    |
| 8. SR 100 at I-95 Ramps  | D           | Traffic Signal | AM          | 30.5         | C   | 16.5         | B   | 74.1         | E   | 72.1         | E   | 32.9         | C   | 0.88    |
|  |             |                | PM          | 35.9         | D   | 13.1         | B   | 71.0         | E   | 64.1         | E   | 32.8         | C   | 0.91    |
| 9. SR 100 at Old Kings Road  | D           | Traffic Signal | AM          | 2.7          | A   | 23.3         | C   | 68.0         | E   | 68.4         | E   | 25.0         | C   | 0.86    |
|  |             |                | PM          | 2.7          | A   | 21.3         | C   | 68.1         | E   | 72.6         | E   | 25.1         | C   | 0.79    |
| 10. SR 100 at BJs Wholesale Club Median<br>Opening                                     | D           | TWSC           | AM          | -            | -   | 10.9         | B   | 13.0         | B   | -            | -   | 13.0         | B   | 0.15    |
|  |             |                | PM          | -            | -   | 16.4         | C   | 15.5         | C   | -            | -   | 16.4         | C   | 0.30    |
| 11. Seminole Woods Boulevard at RaceTrac<br>Driveway                                   | D           | TWSC           | AM          | 14.4         | B   | 13.6         | B   | 0.0          | A   | 13.2         | A   | 14.4         | B   | 0.08    |
|  |             |                | PM          | 15.7         | C   | 20.4         | C   | 9.0          | A   | 11.8         | B   | 20.4         | C   | 0.07    |

\*Overall delay (sec.) for unsignalized intersection reports results for the critical movements.

# 3

## 2027 FUTURE TRAFFIC CONDITIONS

Background traffic in the area is expected to grow due to local government approvals. The following section documents the methods used to project 2027 future background traffic conditions.

### 2027 Background Traffic

Traffic growth rates from historic City of Palm Coast's 2023 Average Annual Daily Traffic (AADT) counts, 2025 AADT Counts provided by City staff, and Florida Traffic Online (2024) from the past five years were determined for each study area roadway segment using FDOT's *Traffic Trends* software. **Table 3** presents the average annual growth rates and the growth rate applied to the factored existing traffic volumes to project background traffic for the year 2027. As agreed in the methodology phase of the analysis, the minimum growth rate to be used is two percent (2%). Per City staff, maximum growth rate is five percent (5%). Copies of the trends calculations are provided as **Appendix F**. Per City staff, vested data to be included in the roadway segment analysis will be obtained from the Palm Coast Transportation Facility Status Report (dated May 2026). Vested project data applied to the intersections is also provided in **Appendix F**. At the direction of City staff, the highest of the resulting peak hour trip increase, between the annual historical growth rate and the vested trips, was used in the analysis.

**Table 3**  
**Annual Growth Rates**

| Roadway                  | Segment               |                       | Historical Average Annual Growth Rate |                          |                            |               |                         | Vested Trips | Growth Method Applied |
|--------------------------|-----------------------|-----------------------|---------------------------------------|--------------------------|----------------------------|---------------|-------------------------|--------------|-----------------------|
|                          |                       |                       | R <sup>2</sup>                        | Historical Annual Growth | Applied Annual Growth Rate | Growth Factor | Peak Hour Trip Increase |              |                       |
| SR 100                   | Old Kings Road        | I-95                  | 75.8%                                 | 7.45%                    | 5.00%                      | 1.10          | 224                     | 876          | Vested Trips          |
|                          | I-95                  | Memorial Medical Pkwy | 99.1%                                 | 13.69%                   | 5.00%                      | 1.10          | 320                     | 1,106        | Vested Trips          |
|                          | Memorial Medical Pkwy | Seminole Woods Blvd.  | 98.6%                                 | 1.96%                    | 2.00%                      | 1.04          | 108                     | 1,082        | Vested Trips          |
|                          | Seminole Woods Blvd.  | Bulldog Dr.           | 94.2%                                 | -0.20%                   | 2.00%                      | 1.04          | 112                     | 484          | Vested Trips          |
|                          | Bulldog Drive         | Landings Blvd.        | 43.8%                                 | -1.03%                   | 2.00%                      | 1.04          | 105                     | 431          | Vested Trips          |
|                          | Landings Blvd.        | Belle Terre Pkwy      | 61.3%                                 | -2.11%                   | 2.00%                      | 1.04          | 99                      | 385          | Vested Trips          |
| Belle Terre Parkway      | Royal Palm Pkwy       | East Hampton Blvd.    | 93.5%                                 | -2.07%                   | 2.00%                      | 1.04          | 109                     | 399          | Vested Trips          |
|                          | East Hampton Blvd.    | SR 100                | 16.1%                                 | -1.38%                   | 2.00%                      | 1.04          | 95                      | 286          | Vested Trips          |
| Belle Terre Boulevard    | SR 100                | Zebulas Trail         | 98.0%                                 | 2.69%                    | 2.69%                      | 1.05          | 47                      | 298          | Vested Trips          |
|                          | Zebulas Trail         | Zaun Trail            | 99.5%                                 | 3.21%                    | 3.21%                      | 1.06          | 44                      | 286          | Vested Trips          |
|                          | Zaun Trail            | Citation Pkwy         | 98.0%                                 | 4.44%                    | 4.44%                      | 1.09          | 47                      | 286          | Vested Trips          |
|                          | Citation Pkwy         | US 1                  | 79.4%                                 | 3.40%                    | 3.40%                      | 1.07          | 32                      | 219          | Vested Trips          |
| Town Center Boulevard    | SR 100                | Hospital Dr.          | 99.4%                                 | 6.43%                    | 5.00%                      | 1.10          | 95                      | 730          | Vested Trips          |
|                          | Hospital Dr.          | Central Ave.          | 81.3%                                 | 6.67%                    | 5.00%                      | 1.10          | 99                      | 693          | Vested Trips          |
|                          | Central Ave.          | Lake Ave.             | 99.9%                                 | 8.64%                    | 5.00%                      | 1.10          | 112                     | 14           | Historical Growth     |
| Seminole Woods Boulevard | Lake Ave.             | Royal Palm Pkwy       | 97.2%                                 | 12.35%                   | 5.00%                      | 1.10          | 81                      | 14           | Historical Growth     |
|                          | SR 100                | Ulaturm Place         | 78.7%                                 | 2.97%                    | 2.97%                      | 1.06          | 72                      | 673          | Vested Trips          |
| Old Kings Road           | Ulaturm Place         | Citation Pkwy         | 97.3%                                 | 9.26%                    | 5.00%                      | 1.10          | 119                     | 675          | Vested Trips          |
|                          | Town Center Blvd.     | SR 100                | 98.1%                                 | -5.30%                   | 2.00%                      | 1.04          | 33                      | 385          | Vested Trips          |
|                          | SR 100                | Palm Coast City Limit | 66.8%                                 | 9.18%                    | 5.00%                      | 1.10          | 137                     | 212          | Vested Trips          |

# 4

## 2027 BACKGROUND ROADWAY ANALYSIS

The study area intersections and roadway segments were analyzed based on the future 2027 roadway conditions to determine potential impacts and to investigate mitigation requirements. **Figure 3A** and **Figure 3B** graphically depicts the AM and PM peak-hour 2027 background trips at the study area intersections. The results of the analysis are presented below.

## 2027 BACKGROUND ROADWAY SEGMENT ANALYSIS

The study area roadway segments were analyzed under 2027 background conditions to determine the anticipated two-way peak-hour LOS. The results are provided in **Table 4**. The future background traffic includes the vested trips and/or respective growth rates on each segment. As indicated, the study area roadway segments of SR 100 from I-95 to Seminole Woods Parkway are expected to operate outside of the adopted LOS under background conditions. The segments were analyzed with the following improvements:

### SR 100 from I-95 to Memorial Medical Parkway

- Widen to 6 lanes

### SR 100 from Memorial Medical Parkway to Seminole Woods Parkway

- Widen to 6 lanes

The results are also shown in **Table 4**.

## 2027 Background Intersection Analysis

The study area intersections were analyzed to determine the operating conditions under 2027 background conditions and the results are presented in **Table 5**. The *Synchro* summary sheets are included in **Appendix G**.

As indicated in the table, under background conditions the intersections of SR 100 at Belle Terre Boulevard, and Seminole Woods Boulevard are expected to operate outside of the adopted LOS and with v/c ratios greater than 1.0. The intersections were re-analyzed with the following improvements:

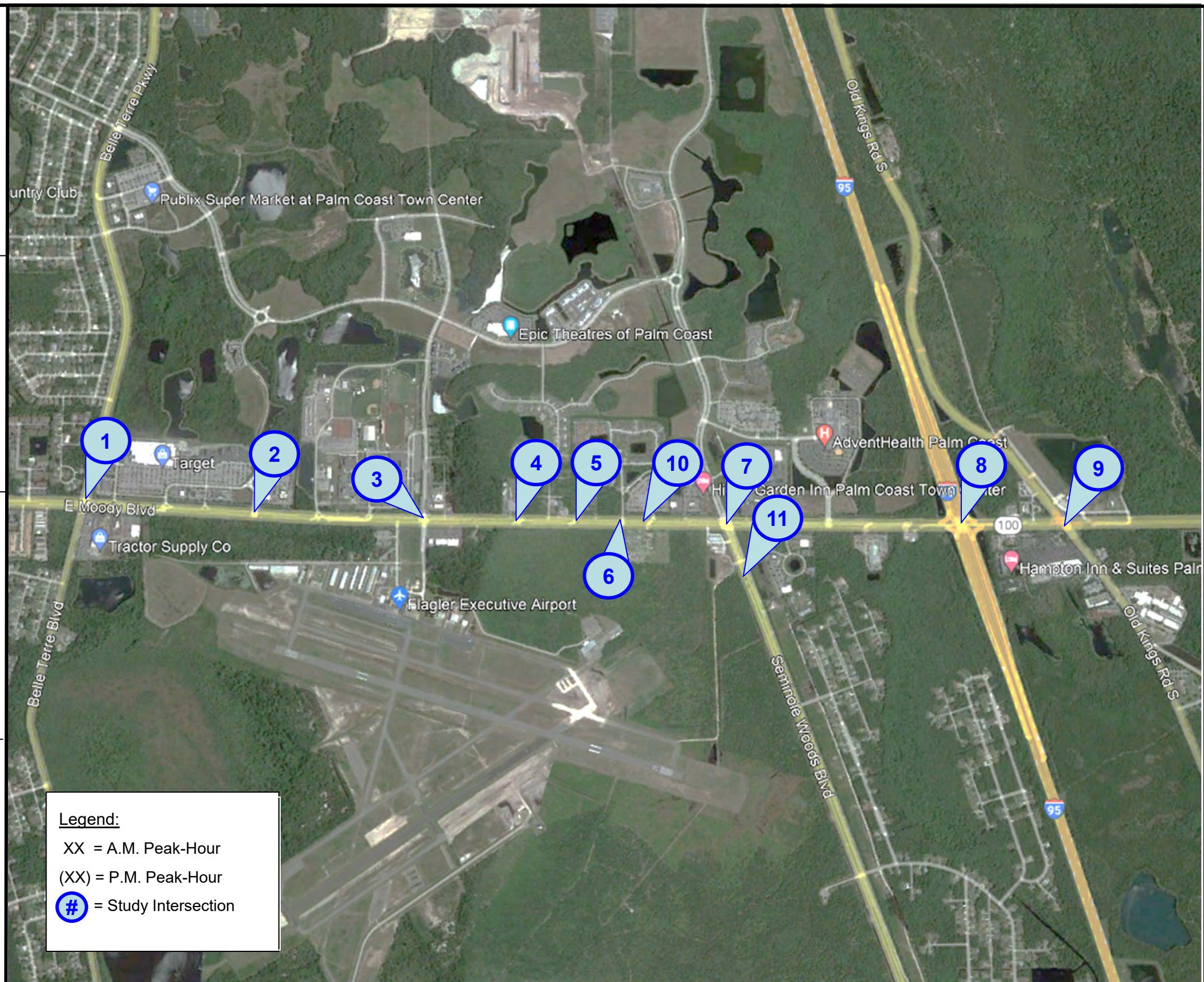
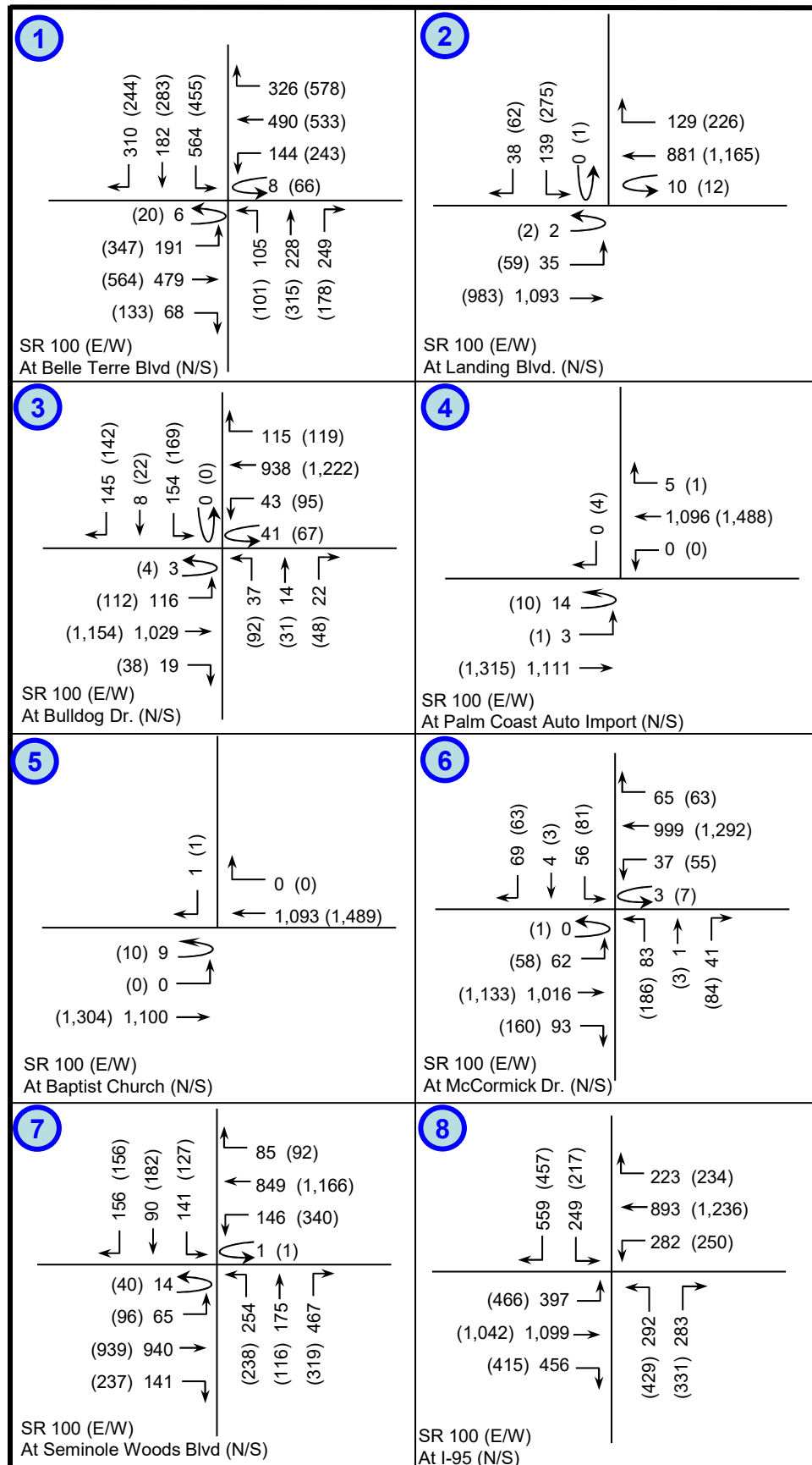
### 1. SR 100 at Belle Terre Boulevard

- Add westbound left-turn lane (dual lefts)
- Add northbound through lane
- Add westbound right-turn overlap phase
- Add northbound right-turn overlap phase, restrict westbound U-turns
- Add southbound right-turn overlap phase, restrict eastbound U-turns
- Optimize timings

### 7. SR 100 at Seminole Woods Boulevard

- Add northbound right-turn overlap phase
- Optimize timings

The improved intersections *Synchro* summary sheets are attached as **Appendix H**. The results are shown below in **Table 6**.



**Legend:**  
 XX = A.M. Peak-Hour  
 (XX) = P.M. Peak-Hour  
 # = Study Intersection

# Flagler Landings

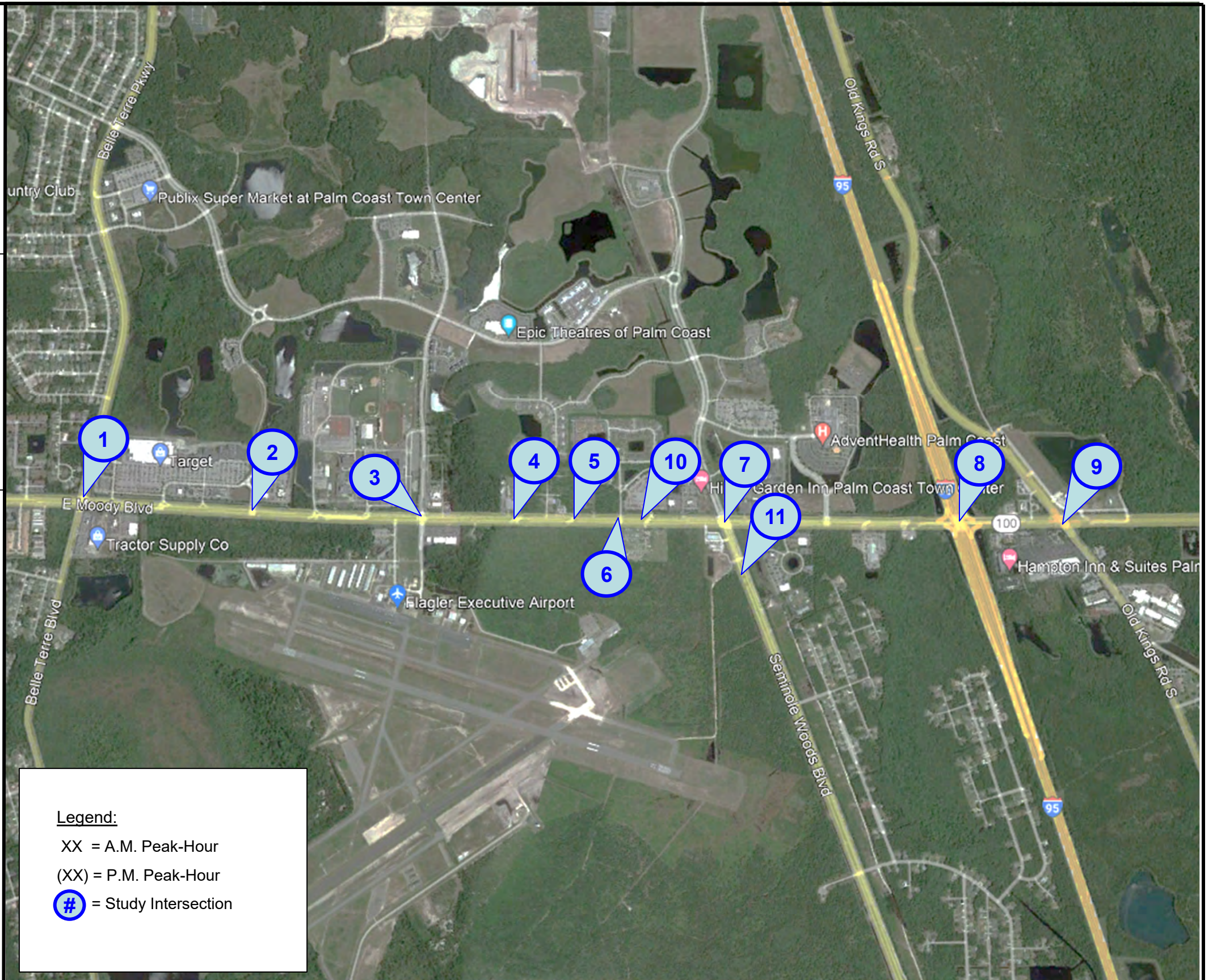
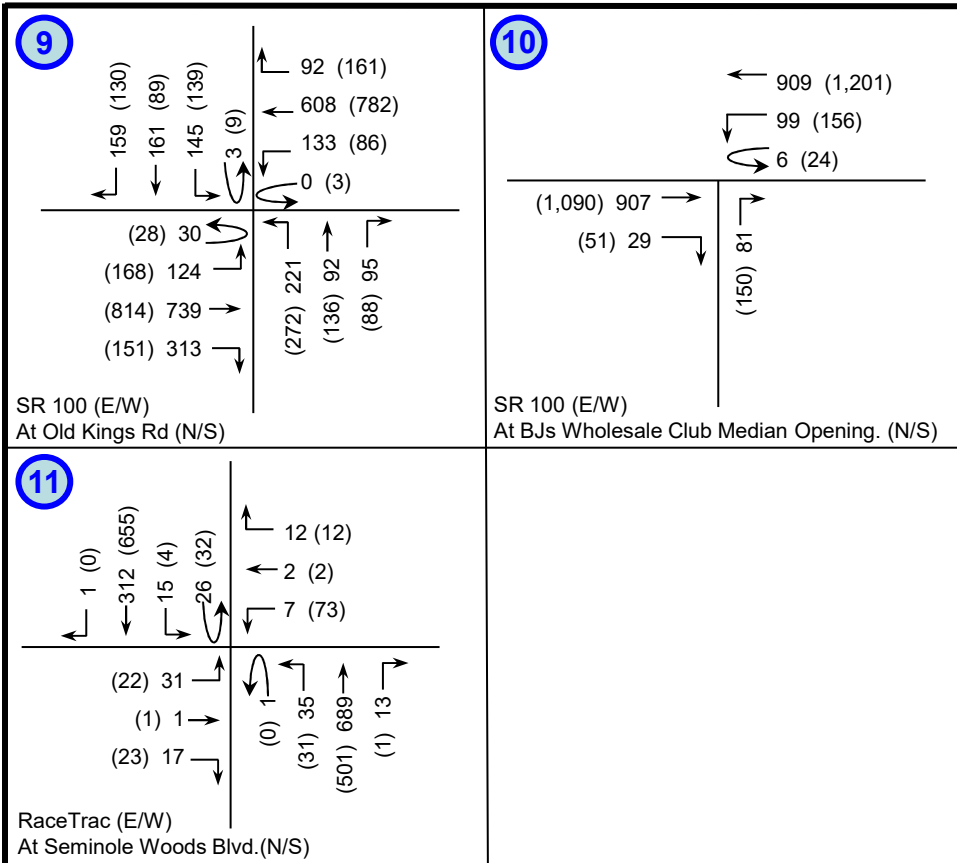


## 2027 Background A.M. & P.M. Turning Movement Counts

Project Number: 5964.02

Figure 3A

**LTG Engineering & Planning**  
 1450 W. Granada Blvd, Suite 2 – Ormond Beach, Florida 32174  
 Telephone: 386.257.2571 Fax: 386.257.6996 EB# 0009227



Flagler Landings



**2027 Background A.M. & P.M.  
 Turning Movement Counts**

Project Number: 5964.02

Figure 3B

**Table 4  
2027 Background PM Peak Hour LOS - Roadway Segments**

| Roadway                    | Segment               | Location ID           | No. of Lanes | Adopted LOS | Peak-Hour Two-Way Capacity at Adopted LOS | 2025 Existing Peak-Hour Two-Way Volume <sup>1</sup> | Annual Growth Rate | Vested Trips <sup>2</sup> | Applied Growth Method | 2027 Total Background Volume | Background Volume Exceed Adopted LOS? |     |
|----------------------------|-----------------------|-----------------------|--------------|-------------|---|---|--------------------|---------------------------|-----------------------|------------------------------|---------------------------------------|-----|
| SR 100                     | Old Kings Rd.         | I-95                  | 3530         | 4           | D   | 3,580   | 2,235              | -                         | 876                   | Vested Trips                 | 3,111                                 | No  |
|                            | I-95                  | Memorial Medical Pkwy | 3525         | 4           | D   | 3,580   | 3,193              | -                         | 1,106                 | Vested Trips                 | 4,299                                 | Yes |
|                            | Memorial Medical Pkwy | Seminole Woods Blvd.  | 3520         | 4           | D   | 3,580   | 2,699              | -                         | 1,082                 | Vested Trips                 | 3,781                                 | Yes |
|                            | Seminole Woods Blvd.  | Bulldog Dr.           | 3515         | 4           | D   | 3,580   | 2,795              | -                         | 484                   | Vested Trips                 | 3,279                                 | No  |
|                            | Bulldog Dr.           | Landings Blvd.        | 3510         | 4           | D   | 3,580   | 2,624              | -                         | 431                   | Vested Trips                 | 3,055                                 | No  |
|                            | Landings Blvd.        | Belle Terre Pkwy      | 3505         | 4           | D   | 3,580   | 2,475              | -                         | 385                   | Vested Trips                 | 2,860                                 | No  |
| Belle Terre Parkway        | Royal Palm Pkwy       | East Hampton Blvd.    | 1254         | 4           | D   | 3,580   | 2,713              | -                         | 399                   | Vested Trips                 | 3,112                                 | No  |
|                            | East Hampton Blvd.    | SR 100                | 1260         | 4           | D   | 3,580   | 2,373              | -                         | 286                   | Vested Trips                 | 2,659                                 | No  |
| Belle Terre Boulevard      | SR 100                | Zebulas Trail         | 1263         | 2           | D   | 2,170   | 872                | -                         | 298                   | Vested Trips                 | 1,170                                 | No  |
|                            | Zebulas Trail         | Zaun Trail            | 1265         | 2           | D   | 2,170   | 676                | -                         | 286                   | Vested Trips                 | 962                                   | No  |
|                            | Zaun Trail            | Citation Pkwy         | 1270         | 2           | D   | 2,170   | 528                | -                         | 286                   | Vested Trips                 | 814                                   | No  |
|                            | Citation Pkwy         | US 1                  | 1275         | 2           | D   | 2,170   | 472                | -                         | 219                   | Vested Trips                 | 691                                   | No  |
| Town Center Boulevard      | SR 100                | Hospital Dr.          | 4100         | 4           | D   | 5,900   | 948                | -                         | 730                   | Vested Trips                 | 1,678                                 | No  |
|                            | Hospital Dr.          | Central Ave.          | 4110         | 4           | D   | 5,900   | 992                | -                         | 693                   | Vested Trips                 | 1,685                                 | No  |
|                            | Central Ave.          | Lake Ave.             | 4120         | 2           | D   | 2,170   | 1,112              | 5.00%                     | -                     | Historical Growth            | 1,224                                 | No  |
|                            | Lake Ave.             | Royal Palm Pkwy       | 4130         | 2           | D   | 2,170   | 808                | 5.00%                     | -                     | Historical Growth            | 889                                   | No  |
| Seminole Woods Boulevard   | SR 100                | Ulaturn Place         | 3325         | 4           | D   | 5,900   | 1,214              | -                         | 673                   | Vested Trips                 | 1,887                                 | No  |
|                            | Ulaturn Place         | Citation Pkwy         | 3300         | 4           | D   | 5,900   | 1,196              | -                         | 675                   | Vested Trips                 | 1,871                                 | No  |
| Old Kings Road             | Town Center Blvd.     | SR 100                | 2745         | 4           | D   | 5,900   | 812                | -                         | 385                   | Vested Trips                 | 1,197                                 | No  |
|                            | SR 100                | Palm Coast City Limit | 2750         | 2           | D   | 2,170   | 1,372              | -                         | 212                   | Vested Trips                 | 1,509                                 | No  |
| <b>Segments - Improved</b> |                       |                       |              |             |   |   |                    |                           |                       |                              |                                       |     |
| SR 100                     | I-95                  | Memorial Medical Pkwy | 3525         | 6           | D   | 5,390   | 3,193              | -                         | 1,106                 | Vested Trips                 | 4,299                                 | No  |
|                            | Memorial Medical Pkwy | Seminole Woods Pkwy   | 3520         | 6           | D   | 5,390   | 2,699              | -                         | 1,082                 | Vested Trips                 | 3,781                                 | No  |

<sup>1</sup>Existing Peak Hour Two-Way Volume, as reported by the COPC, used in the future conditions assessment.

<sup>2</sup>Vested trip data obtained from COPC Transportation Facility Status Report (May 2026).

**Table 5  
2027 Background AM and PM Peak Hour Intersection Analysis**

| Intersection   | Adopted LOS | Control Type   | Time Period | EB           |     | WB           |     | NB           |     | SB           |     | Overall      |     |         |
|--|-------------|----------------|-------------|--------------|-----|--------------|-----|--------------|-----|--------------|-----|--------------|-----|---------|
|  |             |                |             | Delay (sec.) | LOS | Delay (sec.) | LOS | Delay (sec.) | LOS | Delay (sec.) | LOS | Delay (sec.) | LOS | Max V/C |
| 1. SR 100 at Belle Terre Boulevard   | D           | Traffic Signal | AM          | 50.7         | D   | 47.7         | D   | 80.4         | F   | 100.5        | F   | 70.8         | E   | 1.10    |
|  |             |                | PM          | 52.7         | D   | 63.5         | E   | 126.6        | F   | 90.2         | F   | 76.7         | E   | 1.14    |
| 2. SR 100 at Landing Boulevard   | D           | Traffic Signal | AM          | 6.1          | A   | 7.6          | A   | -            | -   | 60.1         | E   | 10.9         | B   | 0.76    |
|  |             |                | PM          | 4.2          | A   | 3.2          | B   | -            | -   | 54.8         | D   | 16.0         | B   | 0.80    |
| 3. SR 100 at Bulldog Drive   | D           | Traffic Signal | AM          | 24.9         | C   | 44.8         | D   | 80.1         | F   | 80.6         | F   | 41.2         | D   | 0.88    |
|  |             |                | PM          | 30.8         | C   | 53.2         | D   | 79.7         | E   | 79.7         | E   | 48.3         | D   | 0.87    |
| 4. SR 100 at Palm Coast Import Auto/<br>Directional Median Opening/Project Driveway #1 | D           | TWSC           | AM          | 19.6         | C   | 0.0          | A   | -            | -   | 0.0          | A   | 19.6         | C   | 0.07    |
|  |             |                | PM          | 31.8         | D   | 0.0          | A   | -            | -   | 16.0         | C   | 31.8         | D   | 0.08    |
| 5. SR 100 at Central Baptist Church/<br>Directional Median Opening/Project Driveway #2 | D           | TWSC           | AM          | 20.9         | C   | -            | -   | -            | -   | 13.3         | B   | 20.9         | C   | 0.04    |
|  |             |                | PM          | 33.1         | D   | -            | -   | -            | -   | 15.9         | C   | 33.1         | D   | 0.08    |
| 6. SR 100 at McCormick Drive   | D           | Traffic Signal | AM          | 19.7         | B   | 4.5          | A   | 81.5         | F   | 88.3         | F   | 19.6         | B   | 0.86    |
|  |             |                | PM          | 36.6         | D   | 7.3          | A   | 86.5         | F   | 108.3        | F   | 31.2         | C   | 0.89    |
| 7. SR 100 at Seminole Woods Boulevard  | D           | Traffic Signal | AM          | 21.7         | C   | 43.3         | D   | 169.5        | F   | 60.2         | E   | 70.3         | E   | 1.45    |
|  |             |                | PM          | 21.4         | C   | 48.5         | D   | 190.0        | F   | 85.6         | F   | 68.0         | E   | 1.42    |
| 8. SR 100 at I-95 Ramps  | D           | Traffic Signal | AM          | 32.3         | C   | 16.5         | B   | 73.5         | E   | 70.9         | E   | 33.3         | C   | 0.89    |
|  |             |                | PM          | 38.0         | D   | 13.7         | B   | 72.3         | E   | 63.1         | E   | 33.6         | C   | 0.92    |
| 9. SR 100 at Old Kings Road  | D           | Traffic Signal | AM          | 3.0          | A   | 25.0         | C   | 77.7         | E   | 67.9         | E   | 26.4         | C   | 0.90    |
|  |             |                | PM          | 3.1          | A   | 24.1         | C   | 68.5         | E   | 72.3         | E   | 26.0         | C   | 0.82    |
| 10. SR 100 at BJs Wholesale Club Median Opening  | D           | TWSC           | AM          | -            | -   | 12.6         | B   | 13.8         | B   | -            | -   | 13.8         | B   | 0.20    |
|  |             |                | PM          | -            | -   | 19.1         | B   | 16.8         | C   | -            | -   | 19.1         | C   | 0.43    |
| 11. Seminole Woods Boulevard at RaceTrac Driveway                                      | D           | TWSC           | AM          | 15.1         | C   | 14.2         | B   | 0.0          | A   | 14.0         | B   | 15.1         | C   | 0.10    |
|  |             |                | PM          | 16.5         | C   | 22.4         | C   | 9.2          | A   | 12.3         | B   | 22.4         | C   | 0.07    |

\*Overall Delay for unsignalized intersection reports the critical movement delay and LOS results

**Table 6  
2027 Background AM and PM Peak Hour - Improved Intersection Analysis**

| Intersection                      | Adopted LOS | Control Type   | Time Period | EB           |     | WB           |     | NB           |     | SB           |     | Overall      |     |         |
|-----------------------------------|-------------|----------------|-------------|--------------|-----|--------------|-----|--------------|-----|--------------|-----|--------------|-----|---------|
|                                   |             |                |             | Delay (sec.) | LOS | Delay (sec.) | LOS | Delay (sec.) | LOS | Delay (sec.) | LOS | Delay (sec.) | LOS | Max V/C |
| 1. SR 100 at Belle Terre Blvd.    | D           | Traffic Signal | AM          | 46.5         | D   | 37.6         | D   | 71.6         | E   | 60.7         | E   | 52.8         | D   | 0.90    |
|                                   |             |                | PM          | 47.0         | D   | 32.5         | C   | 65.4         | E   | 65.0         | E   | 49.1         | D   | 0.88    |
| 7. SR 100 at Seminole Woods Blvd. | D           | Traffic Signal | AM          | 24.3         | C   | 44.0         | D   | 53.5         | D   | 61.4         | E   | 41.9         | D   | 0.89    |
|                                   |             |                | PM          | 32.7         | C   | 45.5         | D   | 53.1         | D   | 99.4         | F   | 49.0         | D   | 0.96    |

# 5

## 2027 FUTURE BUILD-OUT ROADWAY ANALYSIS

The study area intersections and roadway segments were analyzed based on the roadway conditions at the time of build-out to determine potential impacts of project-generated trips and identify mitigation requirements. The improvements recommended in 2027 background conditions have been included in the build-out analysis for those applicable intersections and roadway segments.

### Project Trip Generation

The trip generation for the development was determined using the Institute of Transportation Engineers (ITE) 11<sup>th</sup> Edition of the *Trip Generation Manual*. Due to the mixed-use nature of the site, a certain portion of the project trips, known as internal capture, are expected to remain internal to the site. The internal capture for the project was determined using the NCHRP Report 684 and resulted in a 17% reduction in AM peak hour trips, and a 19% reduction in PM peak hour trips. In addition, a portion of the trips generated, known as pass-by capture, are expected to be attracted from existing traffic on the adjacent roadways (SR 100). Using the pass-by capture rates documented in ITE resulted in 634 AM peak hour trips, and 1,172 PM peak hour trips. However, due to standard guidelines adopted by the VFTPO the pass-by trips have been limited to 10% of the adjacent roadway traffic.

The gross project trip generation for the Flagler Landings development is presented in **Table 7** and the net project trips resulting from the subtraction of both internal capture and ITE pass-by trips are shown in **Table 8**.

**Table 7  
Gross Project Trip Generation**

| Time Period  | Land Use                             | ITE LUC | Trip Rate Equation        | Quantity (X) |        | Percent Entering | Percent Exiting | Trips Entering | Trips Exiting | Total Trips (T) |
|--------------|--------------------------------------|---------|---------------------------|--------------|--------|------------------|-----------------|----------------|---------------|-----------------|
| Daily        | Free-Standing Discount Superstore    | 813     | $T=50.52(X)$              | 185.49       | KSF    | 50%              | 50%             | 4,686          | 4,686         | 9,372           |
|              | Building Materials and Lumber Store  | 812     | $T=17.05(X)$              | 55.17        | KSF    | 50%              | 50%             | 471            | 471           | 942             |
|              | Convenience Store/Gas Station (2-4K) | 945     | $T=265.12(X)$             | 12           | VFP    | 50%              | 50%             | 1,591          | 1,591         | 3,182           |
|              | Automated Car Wash                   | 948     | *                         | 1            | Tunnel | 50%              | 50%             | 390            | 390           | 780             |
|              | Small Office Building                | 712     | $T=14.39(X)$              | 4.00         | KSF    | 50%              | 50%             | 29             | 29            | 58              |
|              | High-Turnover (Sit-Down) Restaurant  | 932     | $T=107.2(X)$              | 6.50         | KSF    | 50%              | 50%             | 348            | 349           | 697             |
|              | Medical Dental Office                | 720     | $T=42.97(X)-108.01$       | 3.75         | KSF    | 50%              | 50%             | 27             | 27            | 54              |
|              | Animal Hospital/Veterinary Clinic    | 640     | $T=21.5(X)$               | 4.00         | KSF    | 50%              | 50%             | 43             | 43            | 86              |
|              | Fast-Food with Drive Through         | 934     | $T=467.48(X)$             | 5.70         | KSF    | 50%              | 50%             | 1,332          | 1,333         | 2,665           |
|              | Drive-In Bank                        | 912     | $T=100.35(X)$             | 3.00         | KSF    | 50%              | 50%             | 151            | 151           | 302             |
|              | Fast Casual Restaurant               | 930     | $T=97.14(X)$              | 12.00        | KSF    | 50%              | 50%             | 583            | 583           | 1,166           |
|              | <b>Total:</b>                        |         |                           |              |        |                  |                 |                | <b>9,651</b>  | <b>9,653</b>    |
| AM Peak-Hour | Free-Standing Discount Superstore    | 813     | $T=1.86(X)$               | 185.49       | KSF    | 56%              | 44%             | 193            | 152           | 345             |
|              | Building Materials and Lumber Store  | 812     | $T=1.59(X)$               | 55.17        | KSF    | 62%              | 38%             | 55             | 33            | 88              |
|              | Convenience Store/Gas Station (2-4K) | 945     | $T=16.06(X)$              | 12           | VFP    | 50%              | 50%             | 97             | 97            | 194             |
|              | Automated Car Wash                   | 948     | -                         | 1            | Tunnel | -                | -               | -              | -             | -               |
|              | Small Office Building                | 712     | $T=1.67(X)$               | 4.00         | KSF    | 82%              | 18%             | 6              | 1             | 7               |
|              | High-Turnover (Sit-Down) Restaurant  | 932     | $T=9.57(X)$               | 6.50         | KSF    | 55%              | 45%             | 34             | 28            | 62              |
|              | Medical Dental Office                | 720     | $\ln(T) = 0.9\ln(X)+1.34$ | 3.75         | KSF    | 79%              | 21%             | 10             | 3             | 13              |
|              | Animal Hospital/Veterinary Clinic    | 640     | $T=3.64(X)$               | 4.00         | KSF    | 67%              | 33%             | 10             | 5             | 15              |
|              | Fast-Food with Drive Through         | 934     | $T=44.61(X)$              | 5.70         | KSF    | 51%              | 49%             | 130            | 124           | 254             |
|              | Drive-In Bank                        | 912     | $T=9.95(X)$               | 3.00         | KSF    | 58%              | 42%             | 17             | 13            | 30              |
|              | Fast Casual Restaurant               | 930     | $T=1.43(X)$               | 12.00        | KSF    | 50%              | 50%             | 9              | 9             | 18              |
|              | <b>Total:</b>                        |         |                           |              |        |                  |                 |                | <b>561</b>    | <b>465</b>      |
| PM Peak-Hour | Free-Standing Discount Superstore    | 813     | $T=4.33(X)$               | 185.49       | KSF    | 49%              | 51%             | 393            | 410           | 803             |
|              | Building Materials and Lumber Store  | 812     | $T=2.25(X)$               | 55.17        | KSF    | 46%              | 54%             | 57             | 67            | 124             |
|              | Convenience Store/Gas Station (2-4K) | 945     | $T=18.42(X)$              | 12           | VFP    | 50%              | 50%             | 111            | 111           | 222             |
|              | Automated Car Wash                   | 948     | $T=77.5(X)$               | 1            | Tunnel | 50%              | 50%             | 39             | 39            | 78              |
|              | Small Office Building                | 712     | $T=2.16(X)$               | 4.00         | KSF    | 34%              | 66%             | 3              | 6             | 9               |
|              | High-Turnover (Sit-Down) Restaurant  | 932     | $T=9.05(X)$               | 6.50         | KSF    | 61%              | 39%             | 36             | 23            | 59              |
|              | Medical Dental Office                | 720     | $T=4.07(X)-3.17$          | 3.75         | KSF    | 30%              | 70%             | 4              | 8             | 12              |
|              | Animal Hospital/Veterinary Clinic    | 640     | $T=4.75(X)-6.96$          | 4.00         | KSF    | 40%              | 60%             | 5              | 7             | 12              |
|              | Fast-Food with Drive Through         | 934     | $T=33.03(X)$              | 5.70         | KSF    | 52%              | 48%             | 98             | 90            | 188             |
|              | Drive-In Bank                        | 912     | $T=21.01(X)$              | 3.00         | KSF    | 50%              | 50%             | 32             | 32            | 64              |
|              | Fast Casual Restaurant               | 930     | $T=12.55(X)$              | 12.00        | KSF    | 55%              | 45%             | 83             | 68            | 151             |
|              | <b>Total:</b>                        |         |                           |              |        |                  |                 |                | <b>861</b>    | <b>861</b>      |

\*Daily trips for Automated Car Wash were determined by assuming that the PM Peak-Hour trips were 10% of the total Daily trips.

**Table 8  
Net Project Trip Generation**

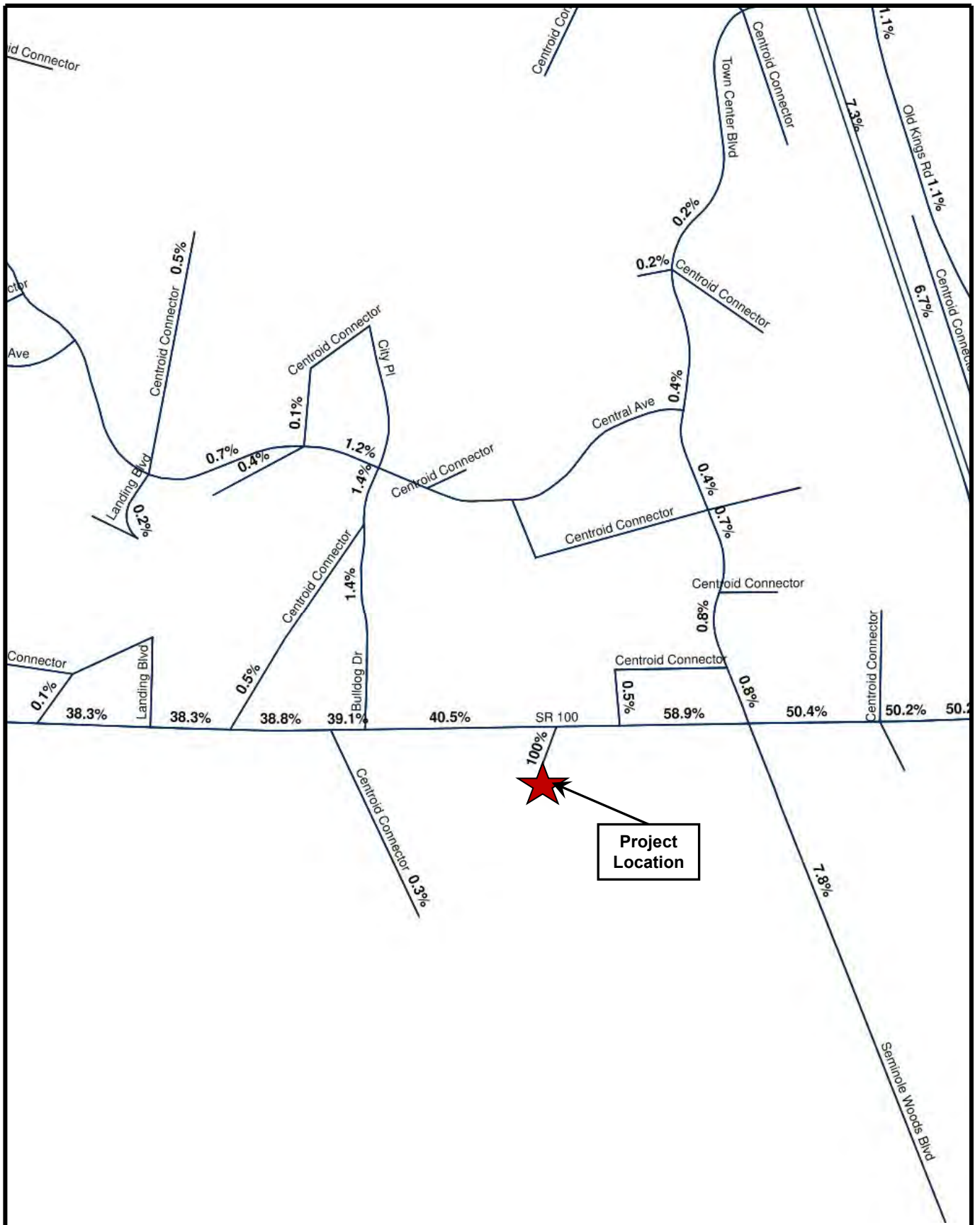
| Time Period  | Land Use                             | Total Trips |            |            | Internal Trips |            |            | Pass-by Trips |            |            | New External Trips |            |            |
|--------------|--------------------------------------|-------------|------------|------------|----------------|------------|------------|---------------|------------|------------|--------------------|------------|------------|
|              |                                      | Enter       | Exit       | Total      | Enter          | Exit       | Total      | Enter         | Exit       | Total      | Enter              | Exit       | Total      |
| AM Peak-Hour | Free-Standing Discount Superstore    | 193         | 152        | 345        | 16             | 21         | 37         | 0             | 0          | 0          | 177                | 131        | 308        |
|              | Building Materials and Lumber Store  | 55          | 33         | 88         | 5              | 5          | 10         | 0             | 0          | 0          | 50                 | 28         | 79         |
|              | Convenience Store/Gas Station (2-4K) | 97          | 97         | 194        | 8              | 13         | 21         | 61            | 61         | 122        | 28                 | 23         | 50         |
|              | Automated Car Wash                   | 0           | 0          | 0          | 0              | 0          | 0          | 0             | 0          | 0          | 0                  | 0          | 0          |
|              | Small Office Building                | 6           | 1          | 7          | 1              | 1          | 2          | 0             | 0          | 0          | 5                  | 0          | 5          |
|              | High-Turnover (Sit-Down) Restaurant  | 34          | 28         | 62         | 10             | 5          | 15         | 0             | 0          | 0          | 24                 | 23         | 47         |
|              | Medical Dental Office                | 10          | 3          | 13         | 2              | 3          | 5          | 0             | 0          | 0          | 8                  | 0          | 8          |
|              | Animal Hospital/Veterinary Clinic    | 10          | 5          | 15         | 2              | 5          | 7          | 0             | 0          | 0          | 8                  | 0          | 8          |
|              | Fast-Food with Drive Through         | 130         | 124        | 254        | 38             | 22         | 60         | 46            | 44         | 90         | 46                 | 58         | 104        |
|              | Drive-In Bank                        | 17          | 13         | 30         | 3              | 11         | 14         | 2             | 2          | 4          | 12                 | 0          | 12         |
|              | Fast Casual Restaurant               | 9           | 9          | 18         | 3              | 2          | 5          | 0             | 0          | 0          | 6                  | 7          | 13         |
|              | <b>Total:</b>                        |             | <b>561</b> | <b>465</b> | <b>1,026</b>   | <b>88</b>  | <b>88</b>  | <b>176</b>    | <b>109</b> | <b>107</b> | <b>216</b>         | <b>364</b> | <b>270</b> |
| PM Peak-Hour | Free-Standing Discount Superstore    | 393         | 410        | 803        | 59             | 52         | 111        | 48            | 50         | 98         | 286                | 308        | 594        |
|              | Building Materials and Lumber Store  | 57          | 67         | 124        | 9              | 9          | 18         | 0             | 0          | 0          | 48                 | 58         | 106        |
|              | Convenience Store/Gas Station (2-4K) | 111         | 111        | 222        | 17             | 14         | 31         | 35            | 35         | 70         | 59                 | 62         | 121        |
|              | Automated Car Wash                   | 39          | 39         | 78         | 0              | 0          | 0          | 0             | 0          | 0          | 39                 | 39         | 78         |
|              | Small Office Building                | 3           | 6          | 9          | 1              | 1          | 2          | 0             | 0          | 0          | 2                  | 5          | 7          |
|              | High-Turnover (Sit-Down) Restaurant  | 36          | 23         | 59         | 11             | 10         | 21         | 5             | 3          | 8          | 20                 | 10         | 30         |
|              | Medical Dental Office                | 4           | 8          | 12         | 2              | 2          | 4          | 0             | 0          | 0          | 2                  | 6          | 8          |
|              | Animal Hospital/Veterinary Clinic    | 5           | 7          | 12         | 2              | 2          | 4          | 0             | 0          | 0          | 3                  | 5          | 8          |
|              | Fast-Food with Drive Through         | 98          | 90         | 188        | 29             | 39         | 68         | 17            | 15         | 32         | 52                 | 36         | 88         |
|              | Drive-In Bank                        | 32          | 32         | 64         | 12             | 8          | 20         | 4             | 4          | 7          | 16                 | 20         | 36         |
|              | Fast Casual Restaurant               | 83          | 68         | 151        | 25             | 30         | 55         | 0             | 0          | 0          | 58                 | 38         | 96         |
|              | <b>Total:</b>                        |             | <b>861</b> | <b>861</b> | <b>1,722</b>   | <b>167</b> | <b>167</b> | <b>334</b>    | <b>108</b> | <b>107</b> | <b>215</b>         | <b>585</b> | <b>587</b> |

### Project Trip Distribution

The Central Florida Regional Planning Model, version 7 (CFRPM) was used to determine the project trip distribution. The 2030 socio-economic (S/E) data sets and roadway network were used as the base network for the model. The resulting project trip distribution is illustrated in **Figure 4**.

### Project Trip Assignment

Using the trip distribution, the a.m. and p.m. peak-hour project trips were assigned to the study area roadway network. **Figures 5A through 5D** graphically depict the total 2027 build-out traffic.



Flagler  
Landing



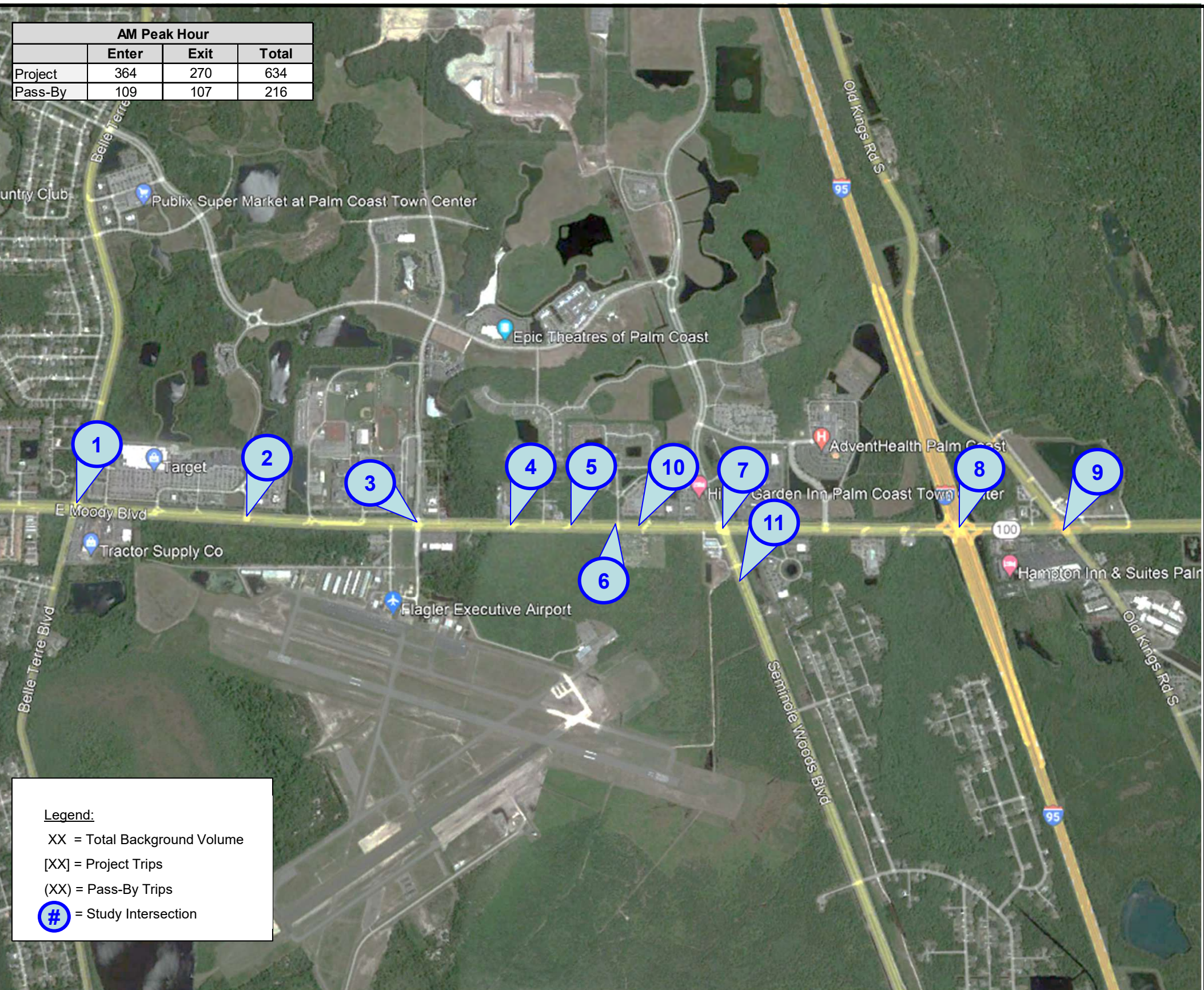
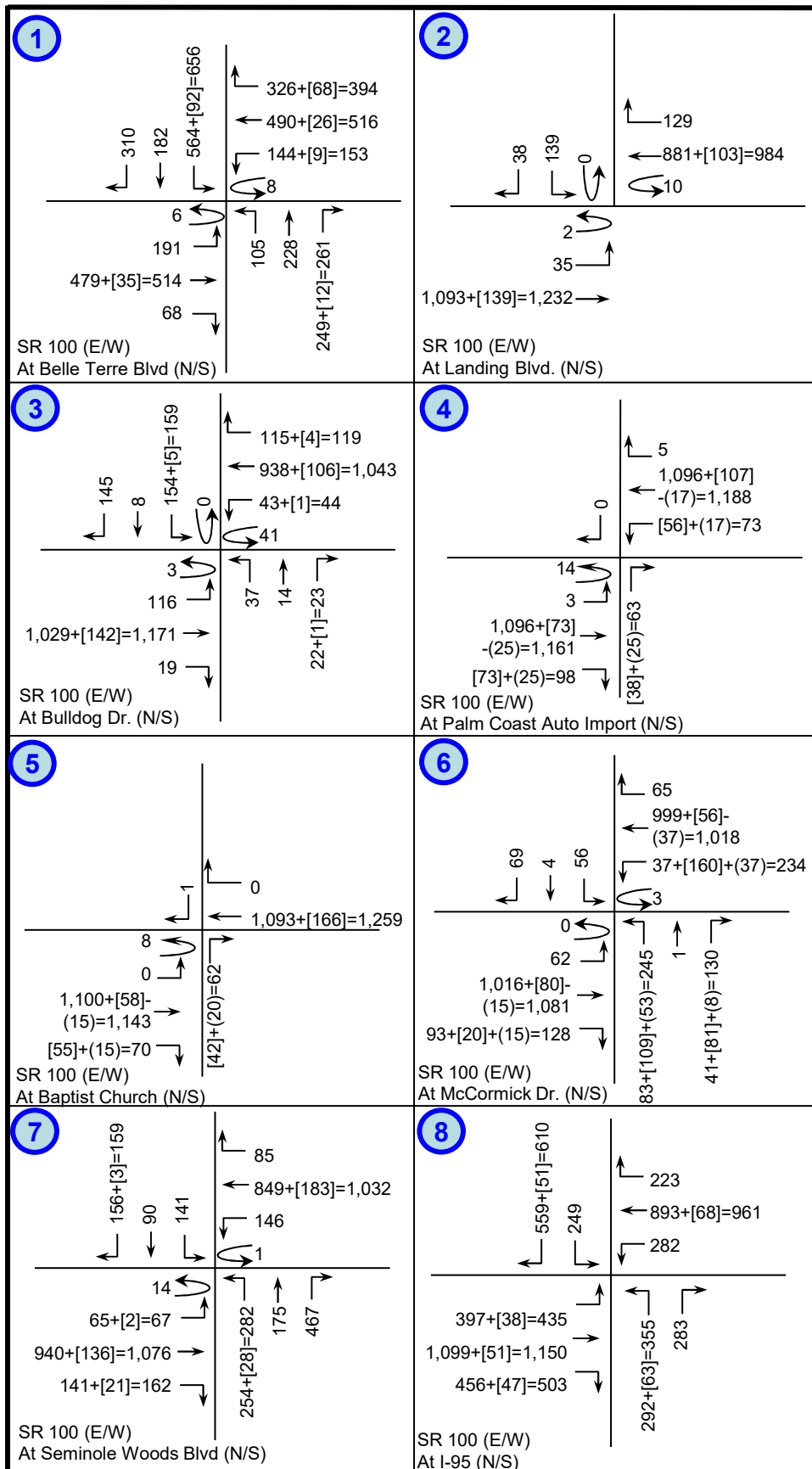
NTS

**Project Trip  
Distribution**

Project No.: 5964.02    Figure 4



1450 W. Granada Blvd, Suite 2 – Ormond Beach, Florida 32174  
 Telephone: 386.257.2571    Fax: 386.257.6996    EB# 0009227



| AM Peak Hour |       |      |       |
|--------------|-------|------|-------|
|              | Enter | Exit | Total |
| Project      | 364   | 270  | 634   |
| Pass-By      | 109   | 107  | 216   |

**Legend:**  
 XX = Total Background Volume  
 [XX] = Project Trips  
 (XX) = Pass-By Trips  
 # = Study Intersection

# Flagler Landings

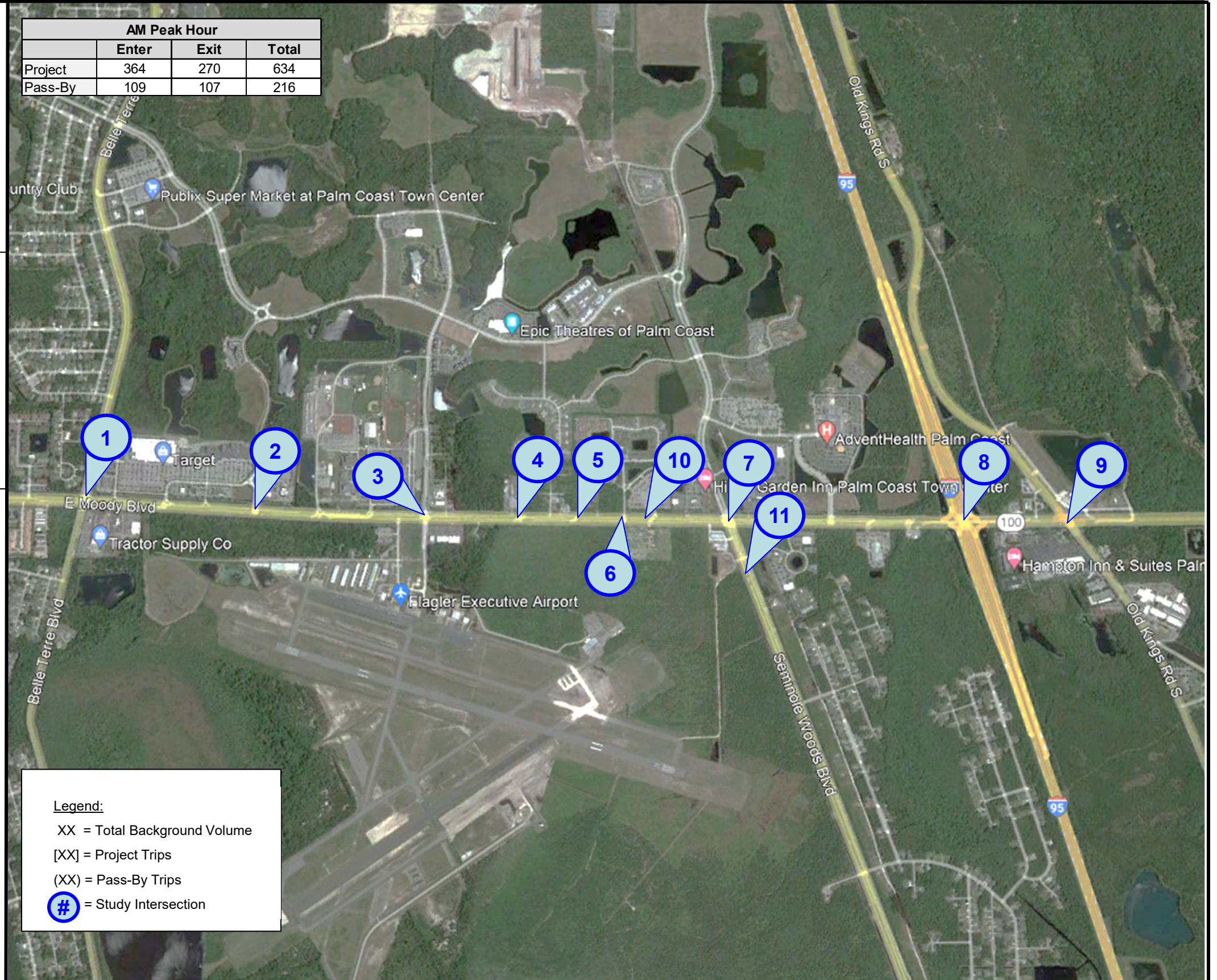
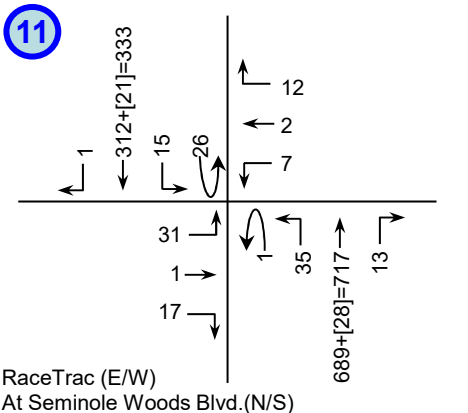
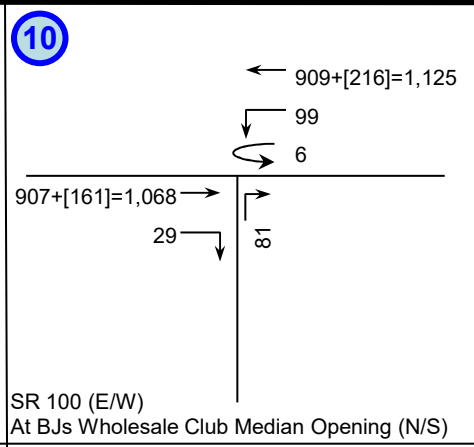
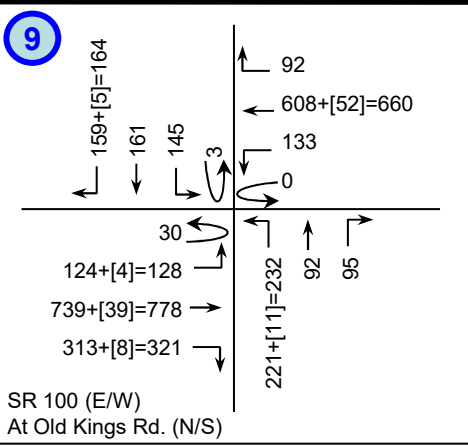


## 2027 Build-Out A.M. Peak-Hour Traffic Volumes

Project Number: 5964.02

Figure 5A

1450 W. Granada Blvd, Suite 2 – Ormond Beach, Florida 32174  
 Telephone: 386.257.2571 Fax: 386.257.6996 EB# 0009227



**Legend:**  
 XX = Total Background Volume  
 [XX] = Project Trips  
 (XX) = Pass-By Trips  
 # = Study Intersection

Flagler Landings

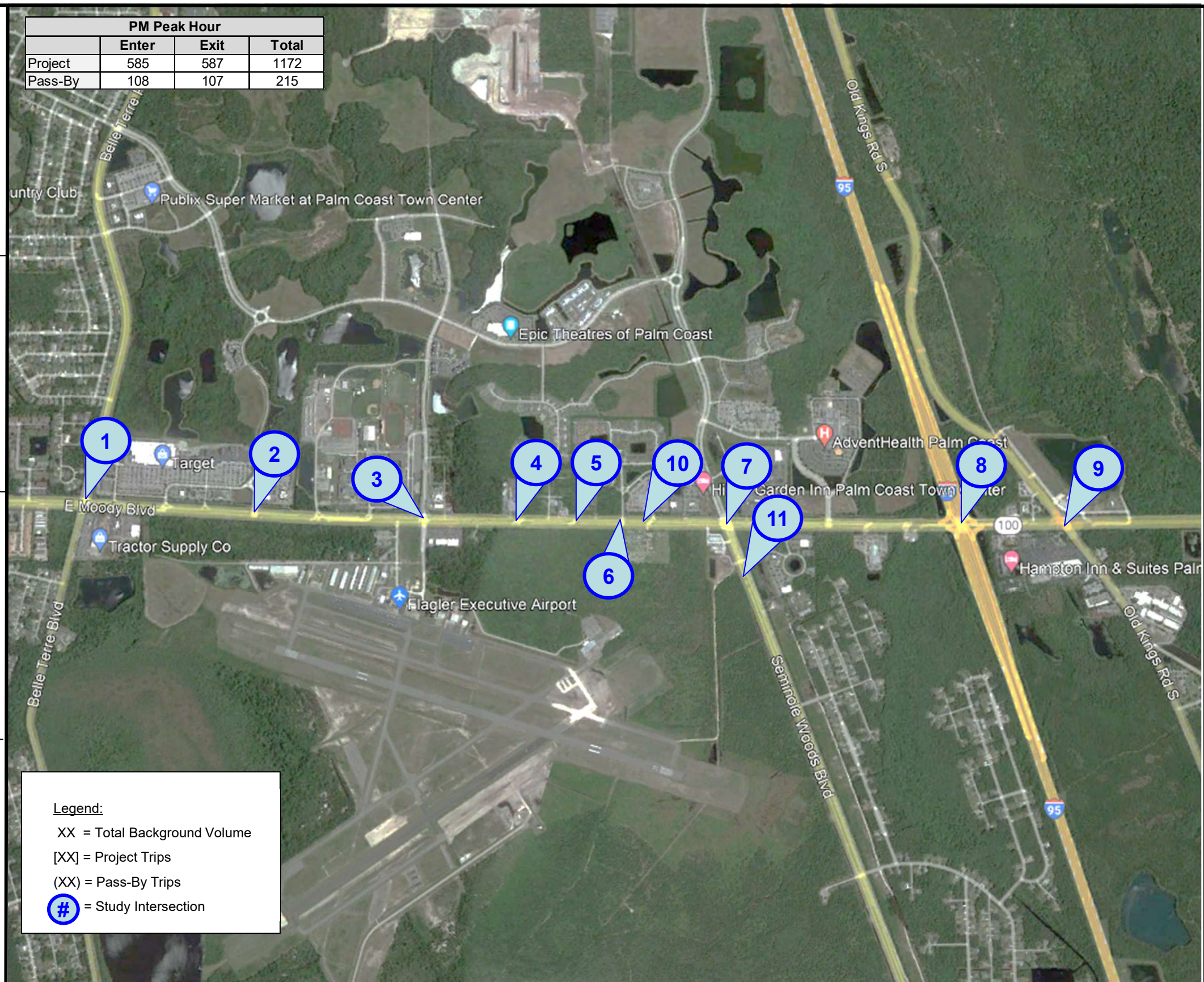
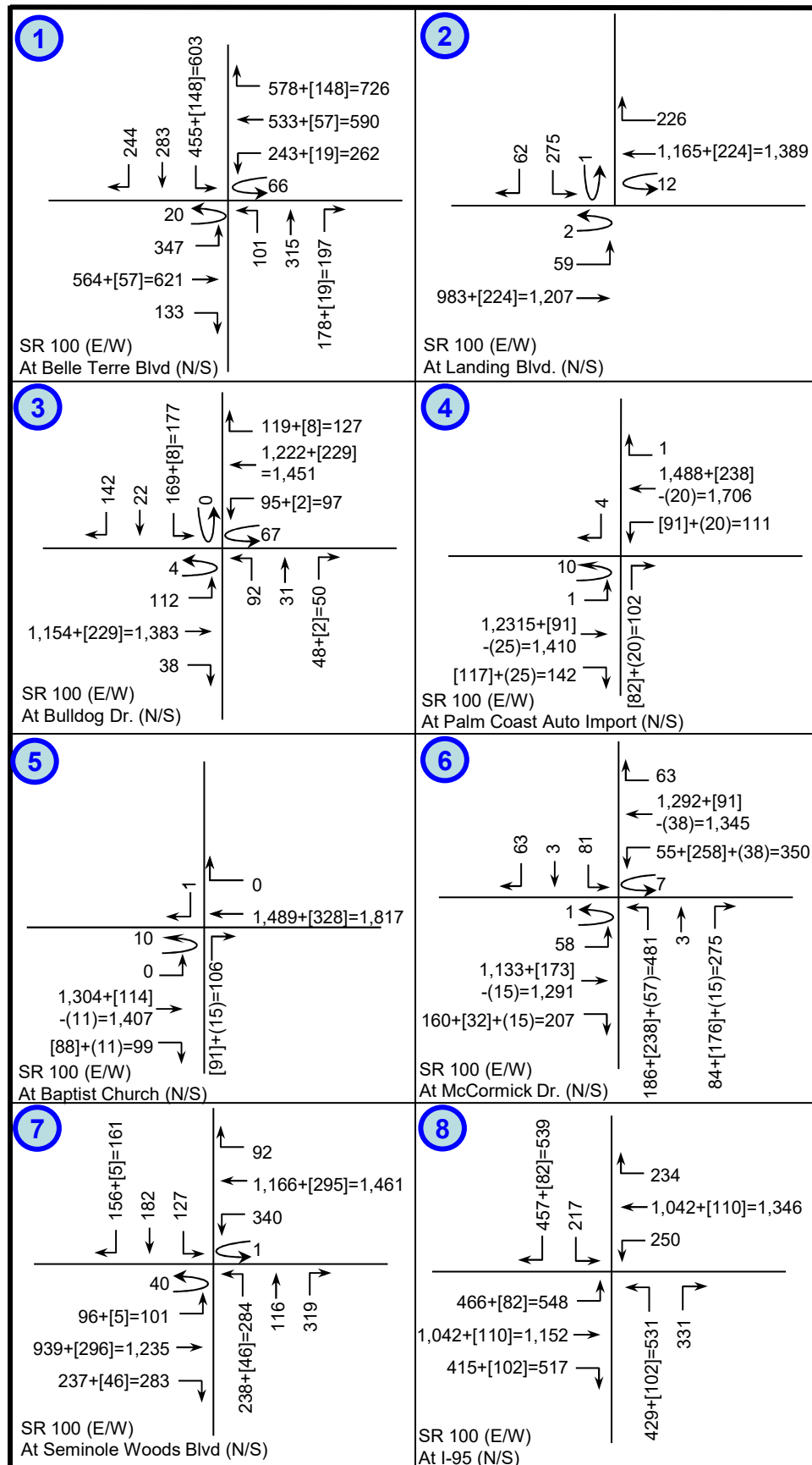


**2027 Build-Out A.M. Peak-Hour  
Traffic Volumes**

Project Number: 5964.02

Figure 5B

**LTG** Engineering & Planning  
 1450 W. Granada Blvd, Suite 2 – Ormond Beach, Florida 32174  
 Telephone: 386.257.2571 Fax: 386.257.6996 EB# 0009227



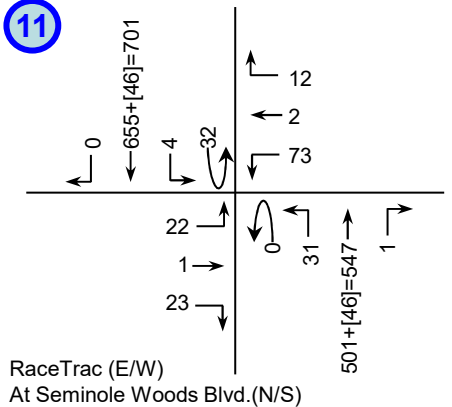
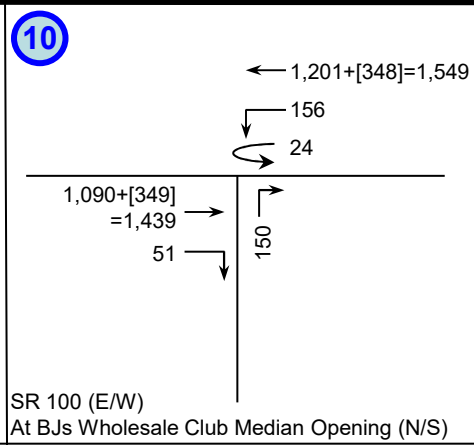
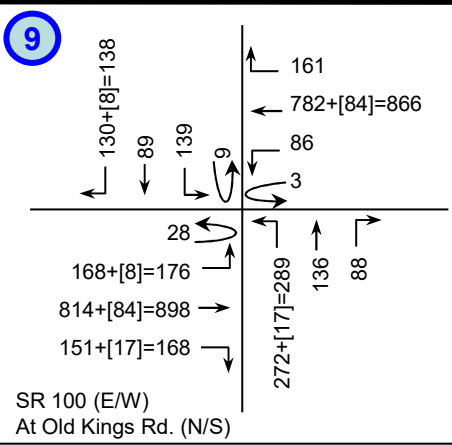
Flagler Landings



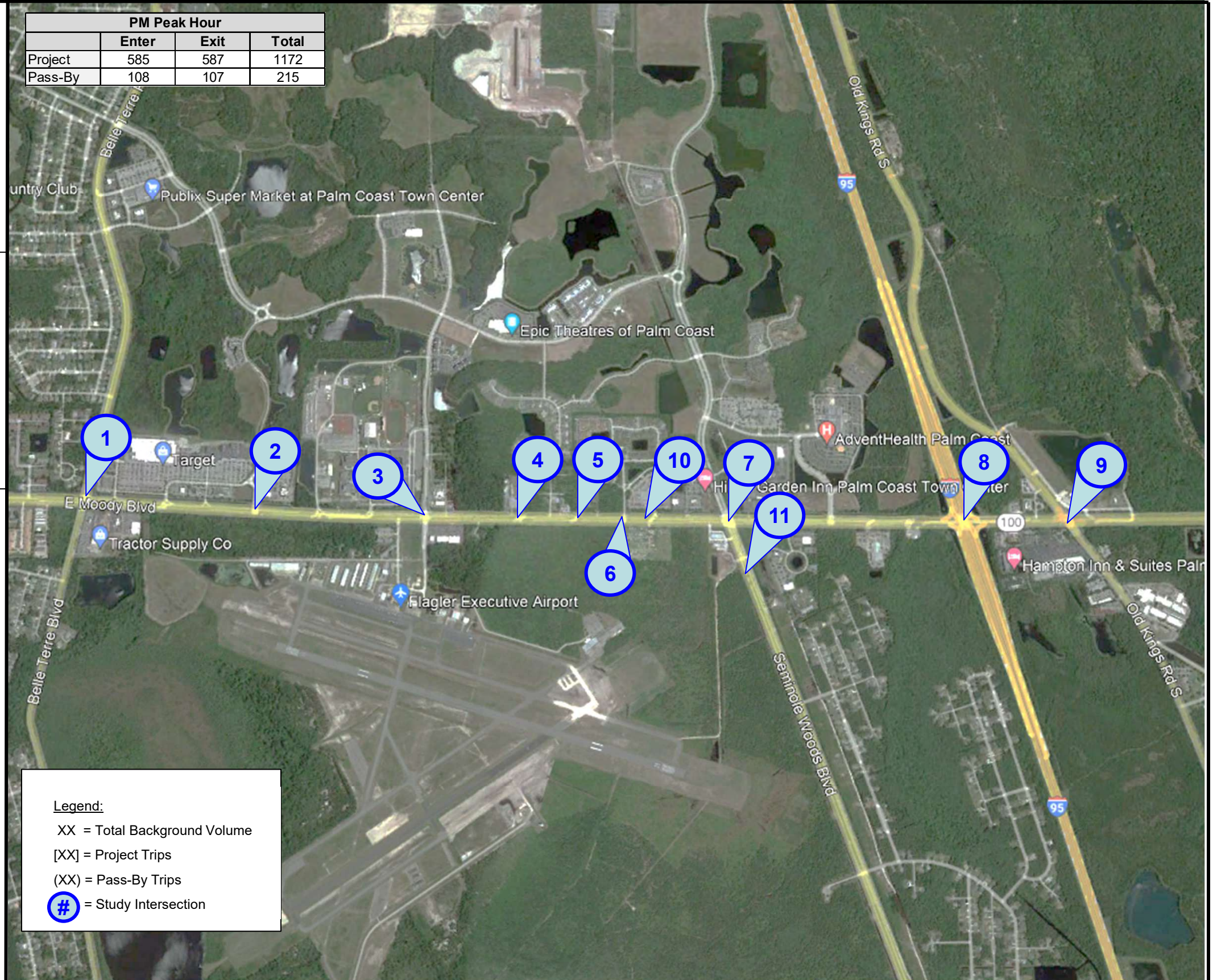
2027 Build-Out P.M. Peak-Hour Traffic Volumes

Project Number: 5964.02

Figure 5C



|         | Enter | Exit | Total |
|---------|-------|------|-------|
| Project | 585   | 587  | 1172  |
| Pass-By | 108   | 107  | 215   |



**Legend:**  
 XX = Total Background Volume  
 [XX] = Project Trips  
 (XX) = Pass-By Trips  
 # = Study Intersection

Flagler Landings



**2027 Build-Out P.M. Peak-Hour  
Traffic Volumes**

Project Number: 5964.02

Figure 5D

1450 W. Granada Blvd, Suite 2 – Ormond Beach, Florida 32174  
 Telephone: 386.257.2571 Fax: 386.257.6996 EB# 0009227

## 2027 Build-Out Roadway Segment Analysis

The study area roadway segments were analyzed under build-out conditions to determine the anticipated LOS. The results are presented in **Table 9**. As indicated, the study area roadway segment of SR 100 from Seminole Woods Boulevard to Bulldog Drive is expected to operate outside of the adopted LOS under build-out conditions. The segments were analyzed with the following improvements:

### SR 100 from Seminole Woods Boulevard to Bulldog Drive:

- Widen to 6-lanes

## 2027 Build-Out Intersection Analysis

The unsignalized intersections and the directional project driveways were analyzed to determine the operating build-out conditions, and the results are presented in **Table 10**. The *Synchro* summary sheets are included in **Appendix I**. As indicated, under build-out conditions, the intersections of SR 100 at Palm Coast Import Auto/Project Driveway #1, Central Baptist Church/Project #2, and McCormick Drive are expected to operate outside of the adopted LOS and with v/c ratios greater than 1.0. The intersections were reanalyzed with the following improvements:

### 6. SR 100 at McCormick Drive:

- Add northbound left turn lane (dual lefts)
- Optimize timings

The improved intersection *Synchro* summary sheets is attached as **Appendix J**. The results are shown below in **Table 11**. The unsignalized intersections of SR 100 at Palm Coast Import Auto/Project Driveway #1 and Central Baptist Church/Project #2 are expected to operate outside of the adopted LOS during the PM peak-hours. It is the unsignalized intersections operate at higher levels of service with extended delay along the minor street approaches during the peak hours when conflicted with high major street volumes. Even with the excessive delay during the PM peak hour, the volume-to-capacity (v/c) ratios are less than 1.0. Therefore, there are no improvements recommended at SR 100 at Palm Coast Import Auto/Project Driveway #1 and Central Baptist Church/Project #2.

**Table 9  
2027 Build-out PM Peak Hour LOS - Roadway Segments**

| Roadway                      | Segment               |                       | Location ID | No. of Lanes | Adopted LOS | Peak-Hour Two-Way Capacity at Adopted LOS | 2027 Background Volume | Project Trip Distribution | Project Trips | 2027 Total Build-Out Volume | 2027 Build-Out Volume Exceed Adopted LOS? |
|------------------------------|-----------------------|-----------------------|-------------|--------------|-------------|---|------------------------|---------------------------|---------------|-----------------------------|---|
| SR 100                       | Old Kings Rd.         | I-95                  | 3530        | 4            | D           | 3,580                                     | 3,111                  | 34.0%                     | 398           | 3,509                       | No  |
|                              | I-95                  | Memorial Medical Pkwy | 3525        | 6            | D           | 5,390                                     | 4,299                  | 50.2%                     | 588           | 4,887                       | No  |
|                              | Memorial Medical Pkwy | Seminole Woods Blvd.  | 3520        | 6            | D           | 5,390                                     | 3,781                  | 50.4%                     | 591           | 4,372                       | No  |
|                              | Seminole Woods Blvd.  | Bulldog Dr.           | 3515        | 4            | D           | 3,580                                     | 3,279                  | 100.0%                    | 1,172         | 4,451                       | Yes                                       |
|                              | Bulldog Dr.           | Landings Blvd.        | 3510        | 4            | D           | 3,580                                     | 3,055                  | 39.1%                     | 458           | 3,513                       | No  |
| Belle Terre Parkway          | Landings Blvd.        | Belle Terre Pkwy      | 3505        | 4            | D           | 3,580                                     | 2,860                  | 38.3%                     | 449           | 3,309                       | No  |
|                              | Royal Palm Pkwy       | East Hampton Blvd.    | 1254        | 4            | D           | 3,580                                     | 3,112                  | 22.5%                     | 264           | 3,376                       | No  |
| Belle Terre Boulevard        | East Hampton Blvd.    | SR 100                | 1260        | 4            | D           | 3,580                                     | 2,659                  | 25.3%                     | 297           | 2,956                       | No  |
|                              | SR 100                | Zebulas Trail         | 1263        | 2            | D           | 2,170                                     | 1,170                  | 3.2%                      | 38            | 1,208                       | No  |
| Belle Terre Boulevard        | Zebulas Trail         | Zaun Trail            | 1265        | 2            | D           | 2,170                                     | 962                    | 2.5%                      | 29            | 991                         | No  |
|                              | Zaun Trail            | Citation Pkwy         | 1270        | 2            | D           | 2,170                                     | 814                    | 0.9%                      | 11            | 825                         | No  |
|                              | Citation Pkwy         | US 1                  | 1275        | 2            | D           | 2,170                                     | 691                    | 0.9%                      | 11            | 702                         | No  |
| Town Center Boulevard        | SR 100                | Hospital Dr.          | 4100        | 4            | D           | 5,900                                     | 1,678                  | 0.8%                      | 9             | 1,687                       | No  |
|                              | Hospital Dr.          | Central Ave.          | 4110        | 4            | D           | 5,900                                     | 1,685                  | 0.7%                      | 8             | 1,693                       | No  |
|                              | Central Ave.          | Lake Ave.             | 4120        | 2            | D           | 2,170                                     | 1,224                  | 0.4%                      | 5             | 1,229                       | No  |
|                              | Lake Ave.             | Royal Palm Pkwy       | 4130        | 2            | D           | 2,170                                     | 889                    | 0.2%                      | 2             | 891                         | No  |
| Seminole Woods Boulevard     | SR 100                | Ulturn Place          | 3325        | 4            | D           | 5,900                                     | 1,887                  | 7.8%                      | 91            | 1,978                       | No  |
|                              | Ulturn Place          | Citation Pkwy         | 3300        | 4            | D           | 5,900                                     | 1,871                  | 7.0%                      | 82            | 1,953                       | No  |
| Old Kings Road               | Town Center Blvd.     | SR 100                | 2745        | 4            | D           | 5,900                                     | 1,197                  | 1.4%                      | 16            | 1,213                       | No  |
|                              | SR 100                | Palm Coast City Limit | 2750        | 2            | D           | 2,170                                     | 1,509                  | 2.9%                      | 34            | 1,543                       | No  |
| <b>Segments - Improved**</b> |                       |                       |             |              |             |   |                        |                           |               |                             |   |
| SR 100                       | Seminole Woods Blvd.  | Bulldog Dr.           | 3515        | 6            | D           | 5,390                                     | 3,279                  | 100.0%                    | 1,172         | 4,451                       | No  |

\*Includes improvements recommended in background conditions, which are not currently funded for construction.

**Table 10**  
**2027 Build-out AM and PM Peak Hour Intersection Analysis**

| Intersection  | Adopted LOS | Control Type   | Time Period | EB           |     | WB           |     | NB           |     | SB           |     | Overall      |     |         |
|---|-------------|----------------|-------------|--------------|-----|--------------|-----|--------------|-----|--------------|-----|--------------|-----|---------|
|   |             |                |             | Delay (sec.) | LOS | Delay (sec.) | LOS | Delay (sec.) | LOS | Delay (sec.) | LOS | Delay (sec.) | LOS | Max V/C |
| 1. SR 100 at Belle Terre Boulevard  | D           | Traffic Signal | AM          | 49.2         | D   | 39.5         | D   | 72.8         | E   | 60.5         | E   | 53.8         | D   | 0.92    |
|   |             |                | PM          | 50.9         | D   | 36.1         | D   | 63.8         | E   | 61.4         | E   | 50.0         | D   | 0.90    |
| 2. SR 100 at Landing Boulevard  | D           | Traffic Signal | AM          | 6.1          | A   | 8.0          | A   | -            | -   | 60.1         | E   | 10.7         | B   | 0.76    |
|   |             |                | PM          | 9.1          | A   | 13.4         | B   | -            | -   | 54.8         | D   | 16.0         | B   | 0.80    |
| 3. SR 100 at Bulldog Drive  | D           | Traffic Signal | AM          | 25.4         | C   | 46.7         | D   | 80.1         | F   | 80.5         | F   | 41.6         | D   | 0.88    |
|   |             |                | PM          | 33.6         | D   | 58.4         | E   | 79.9         | E   | 79.6         | E   | 51.1         | D   | 0.87    |
| 4. SR 100 at Palm Coast Import Auto/ Directional Median Opening/Project Driveway #1 | D           | TWSC           | AM          | 22.1         | C   | 13.0         | B   | 15.4         | C   | 0.0          | A   | 22.1         | C   | 0.17    |
|   |             |                | PM          | 44.3         | E   | 18.3         | C   | 19.6         | C   | 18.1         | C   | 44.3         | E   | 0.31    |
| 5. SR 100 at Central Baptist Church/ Directional Median Opening/Project Driveway #2 | D           | TWSC           | AM          | 26.2         | D   | -            | -   | 15.4         | C   | 14.6         | B   | 26.2         | D   | 0.17    |
|   |             |                | PM          | 55.5         | F   | -            | -   | 19.8         | C   | 19.2         | C   | 55.5         | F   | 0.32    |
| 6. SR 100 at McCormick Drive  | D           | Traffic Signal | AM          | 33.4         | C   | 27.9         | C   | 110.6        | F   | 88.3         | F   | 42.7         | D   | 1.06    |
|   |             |                | PM          | 37.7         | D   | 39.9         | D   | 399.3        | F   | 108.3        | F   | 106.1        | F   | 1.94    |
| 7. SR 100 at Seminole Woods Boulevard   | D           | Traffic Signal | AM          | 30.7         | C   | 46.2         | D   | 54.3         | D   | 66.4         | E   | 44.9         | D   | 0.92    |
|   |             |                | PM          | 30.0         | C   | 40.4         | D   | 59.2         | E   | 102.3        | F   | 45.9         | D   | 0.96    |
| 8. SR 100 at I-95 Ramps   | D           | Traffic Signal | AM          | 34.7         | C   | 15.8         | B   | 74.7         | E   | 67.3         | E   | 34.3         | C   | 0.90    |
|   |             |                | PM          | 43.2         | D   | 16.1         | B   | 75.9         | E   | 58.5         | E   | 37.6         | D   | 1.00    |
| 9. SR 100 at Old Kings Road   | D           | Traffic Signal | AM          | 3.1          | A   | 25.8         | C   | 85.3         | F   | 67.9         | E   | 27.4         | C   | 0.94    |
|   |             |                | PM          | 3.3          | A   | 26.3         | C   | 72.2         | E   | 68.9         | E   | 26.3         | C   | 0.83    |
| 10. SR 100 at BJs Wholesale Club Median Opening                                     | D           | TWSC           | AM          | -            | -   | 14.7         | B   | 15.5         | C   | -            | -   | 15.5         | C   | 0.25    |
|   |             |                | PM          | -            | -   | 43.2         | E   | 23.5         | C   | -            | -   | 43.2         | E   | 0.45    |
| 11. Seminole Woods Boulevard at RaceTrac Driveway                                   | D           | TWSC           | AM          | 15.5         | C   | 14.6         | B   | -            | -   | 14.4         | B   | 15.5         | C   | 0.11    |
|   |             |                | PM          | 17.4         | C   | 24.6         | C   | 9.4          | A   | 12.9         | B   | 24.6         | C   | 0.34    |

\*Overall Delay for unsignalized intersection reports the critical movement delay and LOS results

**Table 11**  
**2027 Build-out AM and PM Peak Hour - Improved Intersection Analysis**

| Intersection                 | Adopted LOS | Control Type   | Time Period | EB           |     | WB           |     | NB           |     | SB           |     | Overall      |     |         |
|------------------------------|-------------|----------------|-------------|--------------|-----|--------------|-----|--------------|-----|--------------|-----|--------------|-----|---------|
|                              |             |                |             | Delay (sec.) | LOS | Delay (sec.) | LOS | Delay (sec.) | LOS | Delay (sec.) | LOS | Delay (sec.) | LOS | Max V/C |
| 6. SR 100 at McCormick Drive | D           | Traffic Signal | AM          | 30.5         | C   | 15.6         | B   | 83.1         | F   | 93.9         | F   | 33.2         | C   | 0.87    |
|                              |             |                | PM          | 65.1         | E   | 25.7         | C   | 76.9         | E   | 110.7        | F   | 52.4         | D   | 0.94    |

## Queue Length and Turn Lane Analysis

A queue length analysis was conducted to determine recommended storage lengths for existing turn lanes at the study area intersections that are impacted by project traffic. The Synchro results were used to obtain the 95<sup>th</sup> percentile queue lengths expected for each exclusive turn lane during the AM and PM peak-hours. Turn lane requirements were evaluated using the FDOT Design Manual (FDM) Exhibit 212-1.

The resulting turn lane lengths for all intersections evaluated are provided in **Table 12** under existing, background and future build-out conditions. The following summarizes the additional deficiencies in turn lane length due to project trips:

### 1. SR 100 at Belle Terre Boulevard

- Westbound right-turn lane deficient by 100-ft
- Northbound right-turn lane deficient by 25-ft

### 6. SR 100 at McCormick Drive

- Eastbound right-turn lane deficient by 100-ft
- Westbound left-turn lane deficient by 135-ft

### 7. SR 100 at Seminole Woods Boulevard

- Eastbound left-turn lane deficient by 25-ft
- Northbound left-turn lane deficient by 100-ft

### 8. SR 100 at I-95 Ramps

- Eastbound left-turn lane deficient by 25-ft

### 9. SR 100 at Old Kings Road

- Northbound left-turn lane deficient by 25-ft

**Table 12  
Queue Length and Turn Lane Recommendations**

| Intersection   | Turn Lane | Posted Speed Limit (mph) | Existing Lane Length (ft) | Required Deceleration (ft)* | Existing   |  |                                      |                             | Background |  |                                      |                             | Build-Out  |  |                                      |                             |   |               |
|--|-----------|--------------------------|---------------------------|-----------------------------|------------|--|--------------------------------------|-----------------------------|------------|--|--------------------------------------|-----------------------------|------------|--|--------------------------------------|-----------------------------|---|---------------|
|  |           |                          |                           |                             | # of Lanes | 95th Percentile Queue Length (veh x 25 ft) | Total Required Turn Lane Length (ft) | Lane Length Deficiency (ft) | # of Lanes | 95th Percentile Queue Length (veh x 25 ft) | Total Required Turn Lane Length (ft) | Lane Length Deficiency (ft) | # of Lanes | 95th Percentile Queue Length (veh x 25 ft) | Total Required Turn Lane Length (ft) | Lane Length Deficiency (ft) | Lane Length Build-Out Deficiency Build-Out (ft) | Project Trips |
| <b>AM</b>  |           |                          |                           |                             |            |  |                                      |                             |            |  |                                      |                             |            |  |                                      |                             |   |               |
| 1. SR 100 at Belle Terre Boulevard   | WBL       | 50                       | 525                       | 350                         | 1          | 250  | 600                                  | 75                          | 2          | 150  | 500                                  | 0                           | 2          | 175  | 525                                  | 0                           | 0   | 9             |
|  | WBR       | 50                       | 525                       | 350                         | 1          | 325  | 675                                  | 150                         | 1          | 300  | 650                                  | 125                         | 1          | 350  | 700                                  | 175                         | 50  | 68            |
|  | NBR       | 45                       | 245                       | 290                         | 1          | 400  | 690                                  | 445                         | 1          | 425  | 715                                  | 470                         | 1          | 425  | 715                                  | 470                         | 0   | 12            |
| 3. SR 100 at Bulldog Drive   | WBR       | 25                       | 340                       | 120                         | 1          | 200  | 320                                  | 0                           | 1          | 225  | 345                                  | 5                           | 1          | 225  | 345                                  | 5                           | 0   | 4             |
| 4. SR 100 at Palm Coast Import Auto/Directional Median Opening/Project Driveway #1 | WBL       | 50                       | 635                       | 350                         | 1          | 25   | 375                                  | 0                           | 1          | 25   | 375                                  | 0                           | 1          | 25   | 375                                  | 0                           | 0   | 56            |
| 6. SR 100 at McCormick Drive   | EBR       | 50                       | 405                       | 350                         | 1          | 50   | 400                                  | 0                           | 1          | 75   | 425                                  | 20                          | 1          | 125  | 475                                  | 70                          | 50  | 20            |
|  | WBL       | 50                       | 515                       | 350                         | 2          | 25   | 375                                  | 0                           | 2          | 50   | 400                                  | 0                           | 2          | 225  | 575                                  | 60                          | 60  | 160           |
| 7. SR 100 at Seminole Woods Boulevard  | EBL       | 50                       | 435                       | 350                         | 1          | 125  | 475                                  | 40                          | 1          | 150  | 500                                  | 65                          | 1          | 150  | 500                                  | 65                          | 0   | 38            |
|  | EBR       | 50                       | 555                       | 350                         | 1          | 50   | 400                                  | 0                           | 1          | 100  | 450                                  | 0                           | 1          | 100  | 450                                  | 0                           | 0   | 47            |
|  | NBL       | 35                       | 375                       | 155                         | 1          | 325  | 480                                  | 105                         | 1          | 375  | 530                                  | 155                         | 1          | 425  | 580                                  | 205                         | 50  | 63            |
| 8. SR 100 at I-95 Ramps  | EBL       | 45                       | 435                       | 185                         | 2          | 300  | 485                                  | 50                          | 2          | 325  | 510                                  | 75                          | 2          | 325  | 510                                  | 75                          | 0   | 38            |
| 9. SR 100 at Old Kings Road  | EBL       | 45                       | 395                       | 290                         | 1          | 100  | 390                                  | 0                           | 1          | 125  | 415                                  | 20                          | 1          | 125  | 415                                  | 20                          | 0   | 4             |
|  | EBR       | 45                       | 395                       | 290                         | 1          | 25   | 315                                  | 0                           | 1          | 25   | 315                                  | 0                           | 1          | 25   | 315                                  | 0                           | 0   | 8             |
|  | NBL       | 45                       | 305                       | 290                         | 1          | 375  | 665                                  | 360                         | 1          | 450  | 740                                  | 435                         | 1          | 475  | 765                                  | 460                         | 25  | 11            |
| <b>PM</b>  |           |                          |                           |                             |            |  |                                      |                             |            |  |                                      |                             |            |  |                                      |                             |   |               |
| 1. SR 100 at Belle Terre Boulevard   | WBL       | 50                       | 525                       | 350                         | 1          | 350  | 700                                  | 175                         | 2          | 225  | 575                                  | 50                          | 2          | 225  | 575                                  | 50                          | 0   | 19            |
|  | WBR       | 50                       | 525                       | 350                         | 1          | 725  | 1075                                 | 550                         | 1          | 225  | 575                                  | 50                          | 1          | 325  | 675                                  | 150                         | 100   | 148           |
|  | NBR       | 45                       | 245                       | 290                         | 1          | 250  | 540                                  | 295                         | 1          | 675  | 965                                  | 720                         | 1          | 200  | 490                                  | 245                         | 0   | 19            |
| 3. SR 100 at Bulldog Drive   | WBR       | 25                       | 340                       | 120                         | 1          | 200  | 320                                  | 0                           | 1          | 225  | 345                                  | 5                           | 1          | 225  | 345                                  | 5                           | 0   | 8             |
| 4. SR 100 at Palm Coast Import Auto/Directional Median Opening/Project Driveway #1 | WBL       | 50                       | 635                       | 350                         | 1          | 25   | 375                                  | 0                           | 1          | 25   | 375                                  | 0                           | 1          | 50   | 400                                  | 0                           | 0   | 91            |
| 6. SR 100 at McCormick Drive   | EBR       | 50                       | 405                       | 350                         | 1          | 150  | 500                                  | 95                          | 1          | 200  | 550                                  | 145                         | 1          | 300  | 650                                  | 245                         | 100   | 32            |
|  | WBL       | 50                       | 515                       | 350                         | 2          | 50   | 400                                  | 0                           | 2          | 75   | 425                                  | 0                           | 2          | 300  | 650                                  | 135                         | 135   | 258           |
| 7. SR 100 at Seminole Woods Boulevard  | EBL       | 50                       | 435                       | 350                         | 1          | 175  | 525                                  | 90                          | 1          | 200  | 550                                  | 115                         | 1          | 225  | 575                                  | 140                         | 25  | 5             |
|  | EBR       | 50                       | 555                       | 350                         | 1          | 100  | 450                                  | 0                           | 1          | 175  | 525                                  | 0                           | 1          | 150  | 500                                  | 0                           | 0   | 46            |
|  | NBL       | 35                       | 375                       | 155                         | 1          | 175  | 330                                  | 0                           | 1          | 400  | 555                                  | 180                         | 1          | 500  | 655                                  | 280                         | 100   | 46            |
| 8. SR 100 at I-95 Ramps  | EBL       | 45                       | 435                       | 185                         | 2          | 350  | 535                                  | 100                         | 2          | 375  | 560                                  | 125                         | 2          | 400  | 585                                  | 150                         | 25  | 82            |
| 9. SR 100 at Old Kings Road  | EBL       | 45                       | 395                       | 290                         | 1          | 125  | 415                                  | 20                          | 1          | 150  | 440                                  | 45                          | 1          | 150  | 440                                  | 45                          | 0   | 8             |
|  | EBR       | 45                       | 395                       | 290                         | 1          | 25   | 125                                  | 0                           | 1          | 25   | 315                                  | 0                           | 1          | 25   | 315                                  | 0                           | 0   | 17            |
|  | NBL       | 45                       | 305                       | 290                         | 1          | 400  | 690                                  | 385                         | 1          | 450  | 740                                  | 435                         | 1          | 475  | 765                                  | 460                         | 25  | 17            |

\*Based upon FDOT FDM Exhibit 212-1

## Alternate Mode Analysis

Per VFTPO TIA guidelines, an alternative mode analysis has been conducted to determine existing and proposed alternate modes of transportation within the immediate project study area.

Flagler County provides public transportation services by Flagler County Public Transportation (FCPT), that offers specialized transportation throughout Flagler County. FCPT is a demand response, shared ride, and door-to-door service with normal operating hours from 6 a.m. to 6 p.m. Monday through Friday, 8 a.m. to 6 p.m. on Saturdays, and restricted services on Sundays. However, same day services are not available. FCPT operates within the limits of Flagler County with a few medical exceptions. FCPT offers services to Volusia County, St. Augustine, Jacksonville and Gainesville on select days and times. Riders are required to provide advanced notice, or reservations, to use the service. Although there are no fixed routes or schedules provided, the proposed site would be eligible to utilize this public transportation system.

## Site Access Analysis

Access to the development will be provided via two (2) existing directional median openings on SR 100 and an internal shared connection with the Wholesale Club/mixed commercial development to the east of the site, which will provide access to the McCormick Drive, signalized intersection. An analysis was conducted using the National Cooperative Highway Research Program Report 457 (NCHRP 457) standards to determine if turn lanes are warranted at the project driveways. The NCHRP 457 summary sheets are included in **Appendix K**. The requirements for turn lanes were evaluated using NCHRP 457, the FDOT Design Manual Exhibit 212-1, and a posted speed of 50 miles per hour along SR 100. The results are presented below:

### 4. SR 100 at Palm Coast Import Auto/Directional Median Opening/Project Driveway #1:

- A 350-ft eastbound right-turn lane is warranted.
- An existing 635-ft westbound left-turn lane is expected to provide sufficient deceleration and queue storage for the additional project traffic.

### 5. SR 100 at Central Baptist Church/Directional Median Opening/Project Driveway #2:

- A 350-ft eastbound right-turn lane is warranted.

### 6. SR 100 at McCormick Drive

- The existing 405-ft eastbound right-turn lane is expected to require 100-ft of additional storage to accommodate the additional project traffic.
- The existing dual westbound left-turn lanes (515-ft) are expected to accommodate the 95<sup>th</sup> percentile storage length (300 ft. in the PM peak hour). However, during this peak time the recommended deceleration length (350 ft. ) is compromised due to physical constraints associated with the directional median opening located directly east of the intersection, no recommendations are provided.
- Additionally, a second northbound left-turn lane (dual lefts) is recommended under build-out conditions.

## Proportionate Share (PS)

Based on current Florida Statutes and procedures outlined in the VFTPO TIA guidelines, the proportionate share shall be calculated based upon the number of trips from the proposed development being approved. The project traffic is then divided by the change in roadway capacity resulting from the recommended improvements to result in a PS percentage. The total estimated construction cost for the improvement is multiplied by the PS percentage to determine the applicant's PS contribution.



42 Masters Drive St. Augustine, FL 32084  
Tel: 904.540.1786  
www.carterenv.com

June 17, 2025

Attn: Ken Atlee  
Tidelands Investments, LLC  
5851 Timuquana Rd, Ste. 301  
Jacksonville, FL 32210  
BY EMAIL: [ken@atleegroup.net](mailto:ken@atleegroup.net)

**SUBJECT: Flagler County Environmental Report  
Gardner SR 100 – Atlee**  
5615 State Hwy 100 E, Palm Coast, Florida  
Flagler County PIN 08-12-31-0650-000B0-0070

Dear Mr. Atlee,

On June 10, 2025, Carter Environmental Services (CES) conducted a limited field survey of the referenced +/- 38.78-acre subject property, to assess the presence of or potential utilization by any threatened/endangered species or species of special concern (SSC) as listed by the U.S. Fish and Wildlife Service (FWS) or the Florida Fish and Wildlife Conservation Commission (FWC). CES also assessed the site community types. Prior to the site visit, CES compiled a list of potentially occurring protected species. The resources used to compile this list included a literature review of the soil units mapped on-site and 2024 aerial photographs of the property. The results of this survey are listed below.

### **PROTECTED ANIMAL SPECIES**

- **Bald Eagle** (*Haliaeetus leucocephalus*)

Using the FWC Eagle Nest Locator Database (2025), CES found four bald eagle nests on record within a 5-mile radius of the property boundaries (Figure 4). The closest eagle nest is located approximately 3.5 miles northeast of the project boundary. Further, no nests were located in the project area by CES biologists, and the likelihood of bald eagles utilizing this site is low. While the bald eagle is not listed as threatened, endangered or a species of special concern, it is protected by the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act. Based on these acts, certain activities are regulated by FWS when they occur near an active nest during nesting season (1 October to 15 May). Due to the distance of known active nests, development of the project should have no effect on the bald eagle.

- **Gopher Tortoise** (*Gopherus polyphemus*)

Though being widespread throughout Florida, the gopher tortoise is listed as threatened in the state because much of its native habitat has been lost to agriculture, forestry, mining, and urban/residential development. Based on the soils mapped onsite and a higher water table, CES deemed it unlikely for gopher tortoises to be



present on the subject property; upon a pedestrian inspection of the site, no tortoises nor their burrows were observed and the uplands are overgrown. It is highly unlikely that gopher tortoises would utilize this site.

Further, CES did not observe any of the tortoise's known protected communal species, which utilize the burrows for shelter and foraging grounds. These include the Florida mouse (*Podomys floridanus*), the eastern indigo snake (*Drymarchon corais couperi*), Florida pine snake (*Pituophis melanoleucus mugitus*), and the gopher frog (*Rana capito*).

- **Wading Birds**

A review of the current FWC database of wading bird rookeries (FWC Wading Bird Locator, 2025) revealed no known rookery within a one-mile radius of the property. Also, the site wetlands offer unlikely habitat for wood stork (*Mycteria americana*) nesting; this species, commonly found foraging throughout Flagler County, was not listed in the FNAI report, and prefers to nest in large colonies in mixed hardwood swamps, deep sloughs, mangroves, and cypress domes – none of which are present on the site.

### **PROTECTED PLANT SPECIES**

In addition to protected animal species, CES biologists reviewed the site for protected plant species and none were observed. Coordination will not be required with any regulatory agency if protected plant species were observed in the future. Currently, no regulations exist for protected plant species occurring on privately owned land, unless the landowner is harvesting and engaging in the commercial sale of the protected plant species.

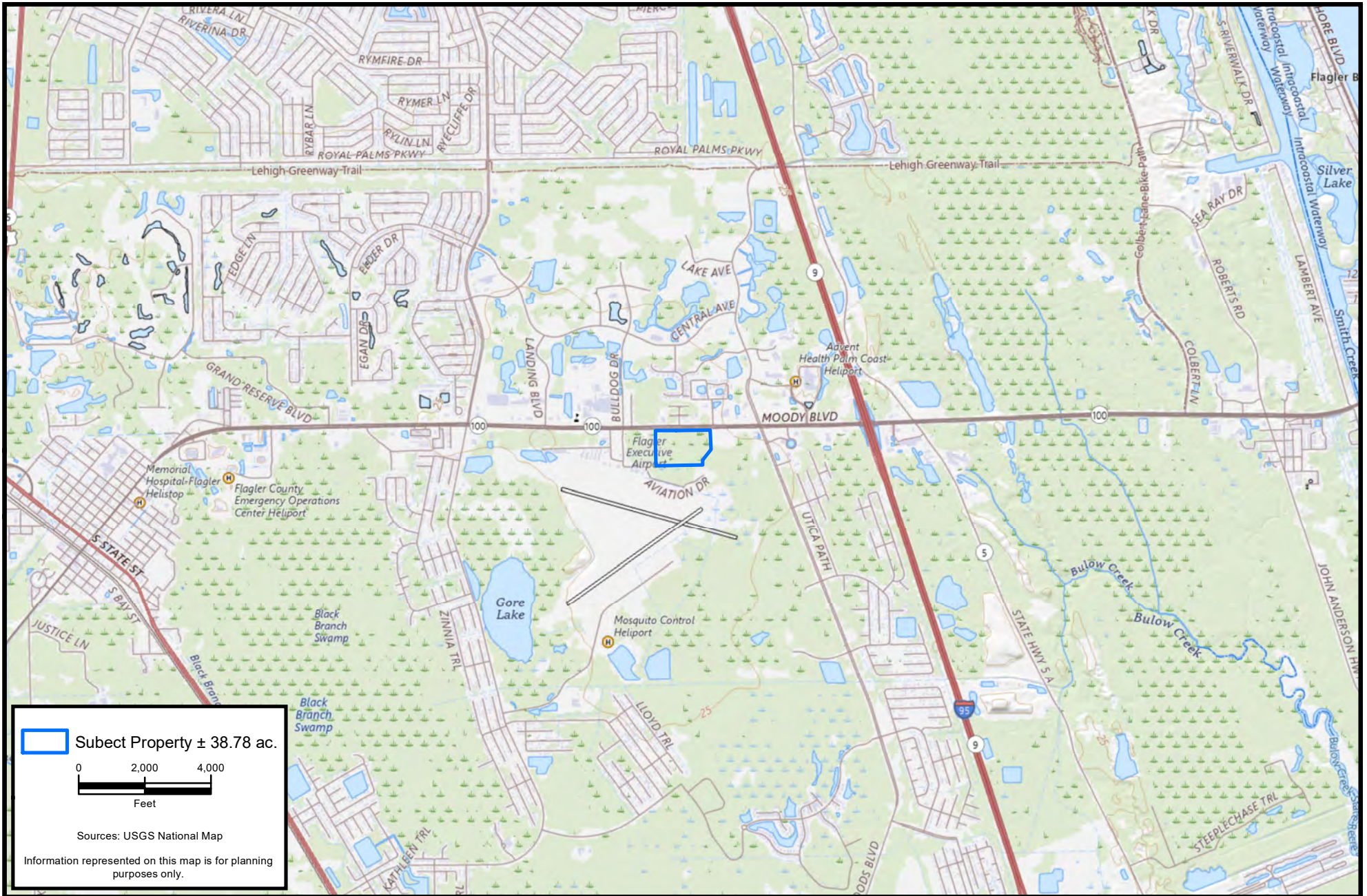
In conclusion, no listed plant or animal species were observed by CES biologists during the site review. I trust that this information is helpful. Please contact me with any questions or requests for additional information.

Sincerely,

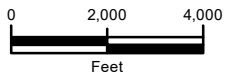
A handwritten signature in black ink that reads "Ryan A. Carter". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Ryan A. Carter, PWS  
Vice President

- Enclosures:** Location Map – Figure 1  
Soils/NWI Map – Figure 2  
Existing Conditions Map – Figure 3  
FWC Bald Eagle Nests 2025 – Figure 4  
FNAI Biodiversity Matrix



 Subject Property ± 38.78 ac.



Sources: USGS National Map

Information represented on this map is for planning purposes only.

**CARTER ENVIRONMENTAL SERVICES, INC.**



42 Masters Drive  
St. Augustine, FL 32084  
904-540-1786

[www.carterenv.com](http://www.carterenv.com)

Location

**Gardner SR 100 - Atlee**



Project: 5.12074.01

Flagler County, Florida

Date: Jun 17 2025

Figure:

1



**CARTER ENVIRONMENTAL SERVICES, INC.**



42 Masters Drive  
St. Augustine, FL 32084  
904-540-1786

[www.carterenv.com](http://www.carterenv.com)

Location

**Gardner SR 100 - Atlee**



Project: 5.12074.01

Flagler County, Florida

Date: Jun 17 2025

Figure:

2



**CARTER ENVIRONMENTAL SERVICES, INC.**



42 Masters Drive  
St. Augustine, FL 32084  
904-540-1786

[www.carterenv.com](http://www.carterenv.com)

Existing Site Conditions  
**Gardner SR 100 - Atlee**

Project: 5.12074.01

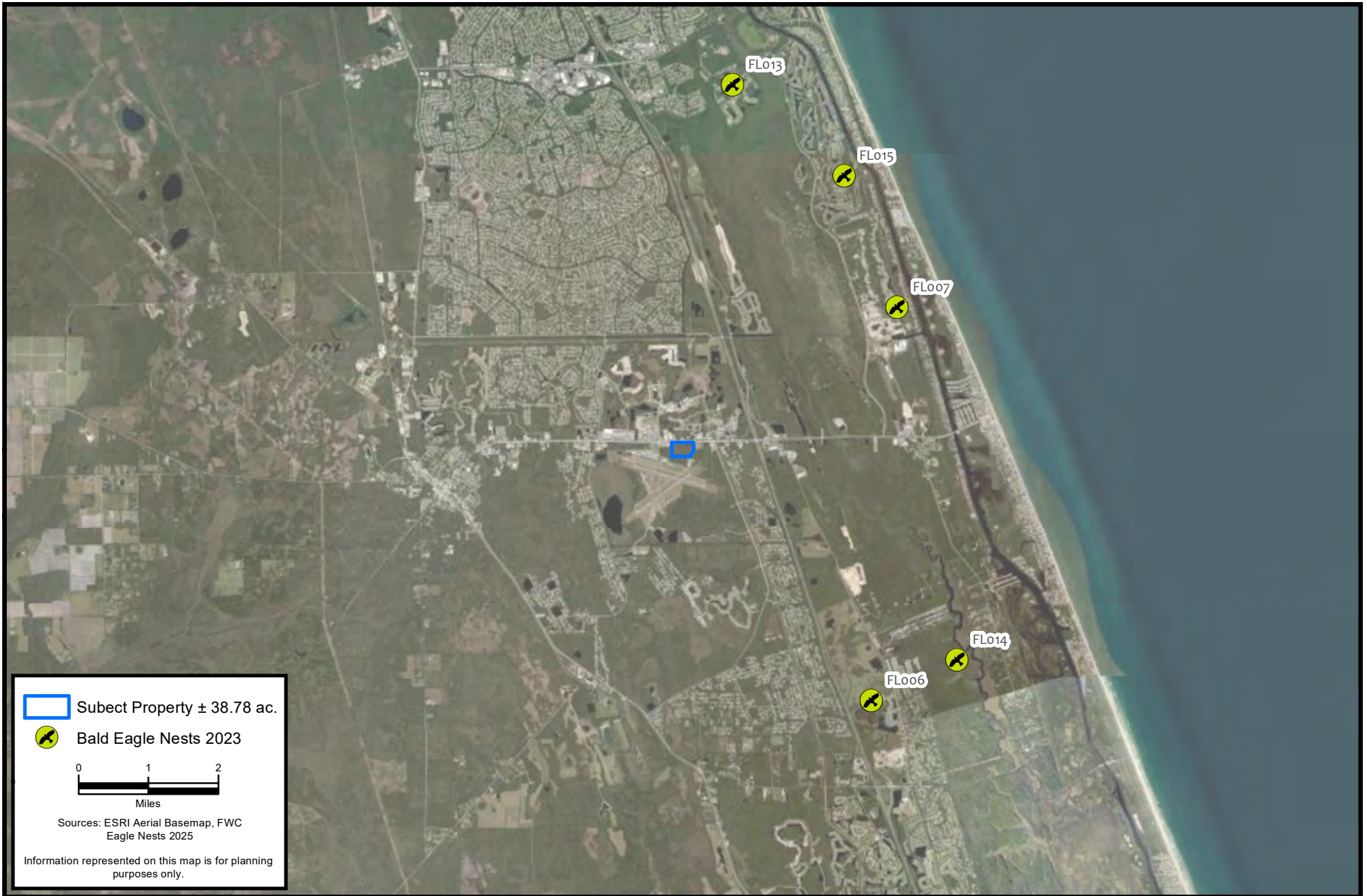
Flagler County, Florida

Date: Jun 17 2025

Figure:

3





 Subject Property ± 38.78 ac.

 Bald Eagle Nests 2023



Sources: ESRI Aerial Basemap, FWC Eagle Nests 2025

Information represented on this map is for planning purposes only.

**CARTER ENVIRONMENTAL SERVICES, INC.**



42 Masters Drive  
St. Augustine, FL 32084  
904-540-1786

[www.carterenv.com](http://www.carterenv.com)

FWC Eagle Nests  
**Gardner SR 100 - Atlee**

Project: 5.12074.01

Flagler County, Florida

Date: Jun 17 2025

Figure:

4





1018 Thomasville Road  
 Suite 200-C  
 Tallahassee, FL 32303  
 850-224-8207  
 850-681-9364 fax  
 www.fnai.org

FLORIDA  
**Natural Areas**  
 INVENTORY

# Florida Natural Areas Inventory

## Biodiversity Matrix Query Results

### UNOFFICIAL REPORT

Created 6/17/2025

(Contact the FNAI Data Services Coordinator at 850.224.8207 or kbrinegar@fnai.fsu.edu for information on an official Standard Data Report)

NOTE: The Biodiversity Matrix includes only rare species and natural communities tracked by FNAI.

### Report for 2 Matrix Units: 50198 , 50528

|  |  |
|--|--|
|  | <p><b>Descriptions</b></p> <p><b>DOCUMENTED</b> - There is a documented occurrence in the FNAI database of the species or community within this Matrix Unit.</p> <p><b>DOCUMENTED-HISTORIC</b> - There is a documented occurrence in the FNAI database of the species or community within this Matrix Unit; however the occurrence has not been observed/reported within the last twenty years.</p> <p><b>LIKELY</b> - The species or community is <i>known</i> to occur in this vicinity, and is considered likely within this Matrix Unit because:</p> <div style="border: 1px solid black; padding: 5px;"> <ol style="list-style-type: none"> <li>1. documented occurrence overlaps this and adjacent Matrix Units, but the documentation isn't precise enough to indicate which of those Units the species or community is actually located in; <i>or</i></li> <li>2. there is a documented occurrence in the vicinity and there is suitable habitat for that species or community within this Matrix Unit.</li> </ol> </div> <p><b>POTENTIAL</b> - This Matrix Unit lies within the known or predicted range of the species or community based on expert knowledge and environmental variables such as climate, soils, topography, and landcover.</p> |
|--|--|

**Matrix Unit ID: 50198**

0 Documented Elements Found

0 Documented-Historic Elements Found

4 Likely Elements Found

| Scientific and Common Names                                       | Global Rank | State Rank | Federal Status | State Listing |
|---|-------------|------------|----------------|---------------|
| Mesic flatwoods   | G4          | S4         | N              | N             |
| <a href="#">Mycteria americana</a><br>Wood Stork                  | G4          | S2         | T              | FT            |
| Scrub   | G2          | S2         | N              | N             |
| <a href="#">Ursus americanus floridanus</a><br>Florida Black Bear | G5T4        | S4         | N              | N             |

**Matrix Unit ID: 50528**

0 **Documented** Elements Found0 **Documented-Historic** Elements Found2 **Likely** Elements Found

| Scientific and Common Names                                       | Global Rank | State Rank | Federal Status | State Listing |
|---|-------------|------------|----------------|---------------|
| <i>Mesic flatwoods</i>  | G4          | S4         | N              | N             |
| <a href="#">Ursus americanus floridanus</a><br>Florida Black Bear | G5T4        | S4         | N              | N             |

**Matrix Unit IDs: 50198, 50528**20 **Potential** Elements Common to Any of the 2 Matrix Units

| Scientific and Common Names  | Global Rank | State Rank | Federal Status | State Listing |
|--|-------------|------------|----------------|---------------|
| <a href="#">Alligator mississippiensis</a><br>American Alligator             | G5          | S4         | SAT            | FT(S/A)       |
| <a href="#">Arnoglossum diversifolium</a><br>variable-leaved Indian-plantain | G2          | S2         | N              | T             |
| <i>Asplenium x heteroresiliens</i><br>Morzenti's spleenwort                  | G2          | S1         | N              | N             |
| <a href="#">Calopogon multiflorus</a><br>many-flowered grass-pink            | G2G3        | S2S3       | N              | T             |
| <a href="#">Centrosema arenicola</a><br>sand butterfly pea                   | G2Q         | S2         | N              | E             |
| <a href="#">Conradina grandiflora</a><br>large-flowered rosemary             | G3          | S3         | N              | T             |
| <a href="#">Drymarchon couperi</a><br>Eastern Indigo Snake                   | G3          | S2?        | T              | FT            |
| <i>Floodplain swamp</i>  | G4          | S4         | N              | N             |
| <a href="#">Gopherus polyphemus</a><br>Gopher Tortoise                       | G3          | S3         | C              | ST            |
| <a href="#">Gymnopogon chapmanianus</a><br>Chapman's skeletongrass           | G3          | S3         | N              | N             |
| <a href="#">Helianthus carnosus</a><br>lake-side sunflower                   | G1G2        | S1S2       | N              | E             |
| <a href="#">Heterodon simus</a><br>Southern Hognose Snake                    | G2          | S2S3       | N              | N             |
| <a href="#">Lechea cernua</a><br>nodding pinweed                             | G3          | S3         | N              | T             |
| <a href="#">Lechea divaricata</a><br>pine pinweed                            | G2          | S2         | N              | E             |
| <a href="#">Litsea aestivalis</a><br>pondspice                               | G3?         | S2         | N              | E             |
| <a href="#">Matelea floridana</a><br>Florida spiny-pod                       | G2          | S2         | N              | E             |
| <a href="#">Nemastylis floridana</a><br>celestial lily                       | G2          | S2         | N              | E             |
| <a href="#">Neofiber alleni</a><br>Round-tailed Muskrat                      | G2          | S2         | N              | N             |
| <a href="#">Nolina atopocarpa</a><br>Florida beargrass                       | G3          | S3         | N              | T             |
| <a href="#">Pteroglossaspis ecristata</a><br>giant orchid                    | G2G3        | S2         | N              | T             |

**Disclaimer**

The data maintained by the Florida Natural Areas Inventory represent the single most comprehensive source of information available on the locations of rare species and other significant ecological resources statewide. However, the data are not always based on comprehensive or site-specific field surveys. Therefore, this information should not be regarded as a final statement on the biological resources of the site being considered, nor should it be substituted for on-site surveys. FNAI shall not be held liable for the accuracy and completeness of these data, or opinions or conclusions drawn from these data. FNAI is not inviting reliance

on these data. Inventory data are designed for the purposes of conservation planning and scientific research and are not intended for use as the primary criteria for regulatory decisions.

**Unofficial Report**

These results are considered unofficial. FNAI offers a [Standard Data Request](#) option for those needing certifiable data.



42 Masters Drive St. Augustine, FL 32084  
Tel: 904.540.1786  
www.carterenv.com

July 31, 2025

City of Palm Coast  
Attn: Dylan Rodriguez  
160 Lake Avenue  
Palm Coast, FL 32164

Subject: Flagler Pines Properties, LLC  
Palm Coast, Florida

Dear Mr. Rodriguez:

On behalf of our client, Carter Environmental Services (CES) is pleased to submit this response to your RAI dated July 8, 2025 below in **bold**.

1) *Please provide a Wetland Quality Assessment Methodology with UMAM scores for wetlands located on site.*

**Please see the attached UMAM assessment which has been reviewed and approved by the St. Johns River Water Management District. The UMAM assessment resulted in a score of 0.70 which classifies the wetlands as “moderate” per the CoPC Land Development Code. The scoring is consistent with other contiguous projects permitted by SJRWMD including but not limited to:**

- **Airport Commons (SJRWMD 155888-1)**
- **Airport Commons Phases 1A & 2 (SJRWMD 155888-2)**
- **Cornerstone at Seminole Woods (SJRWMD 115389-3)**

I trust that this information is sufficient for you to complete the review of the applicant’s proposal. If you have any questions or concerns, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Dave Jeff", is written over a light blue circular stamp.

Dave Jeff  
Senior Project Manager





FLAGLER LANDING

WATER REVIEW – COMMERCIAL OUT PARCELS AND BIG BOX USERS

REVISED FEBRUARY 2, 2026

The site is located on the south side of SR 100, west of Cornerstone at Seminole Woods, in the City of Palm Coast. It is proposed to be developed as a commercial shopping center with out. The site will connect to a proposed water main being stubbed out from the Cornerstone at Seminole Woods Development. The existing pressure in the main is based on the attached flow test provided by the City along SR 100.

Flagler Landing:

The estimated demands are based on the following uses:

- 185,492 SF big box Retail/Grocery with estimated 12 bathrooms
  - 200 GPD per bathroom = 2,400 GPD
- 55,172 SF Building Supplies (Retail) with estimated 8 bathrooms
  - 200 GPD per bathroom = 1,600 GPD
- One Gas Station with one water closet
  - 250 GPD per water closet = 250 GPD
- One Retail center at 5,000 SF
  - 0.10 GPD per SF = 500 GPD
- Two 70 seat fast food restaurants
  - 20 GPD per seat = 1,400 GPD per restaurant = 2,800 GPD
- Three 150 seat sit down restaurant
  - 40 GPD per seat = 6,000 GPD per restaurant = 18,000 GPD
- One Bank at 4,000 SF
  - 15 GPD per 100 SF = 600 GPD

Total Estimated Flow = 25,350 GPD

Convert to GPM using 16 hour day => 25,350 GPD / 60 / 16 = 26.41 GPM Average Flow

Peak factor of 4 = **105.63 GPM Peak Rate**

Fire Flow calculations:

Pursuant to NFPA Section 18.4.5.3 Buildings Other Than One- And Two-Family Dwellings requires fire flow and flow duration based on Table 18.4.5.2.1 (see attached). Based on the Table for a floor area of building 1 of 185,492 SF, the required fire flow is 8000 gpm for 4 hours and building 2, which is 55,172 SF, has a required fire flow of 5000 gpm for 4 hours assuming Type III-A Construction [NFPA III(200)], Protected Ordinary. Sprinklered buildings shall be reduced by 75% which is 2000 pgm for building 1 and 1250 gpm for building 2. Run the analysis based on a fire flow of 2000 gpm and potable demands of 106 gpm

## TYPES OF CONSTRUCTION

### Comparisons of Various Classification Sources

| IBC/IFC:   | UBC/UFC:       | NFPA:     | NFIRS: | BOCA: | SBC:     | COMMON TERMINOLOGY:             |
|------------|----------------|-----------|--------|-------|----------|---------------------------------|
| -----      | -----          | I (443)   | 1      | 1-A   | I        | Fire Resistive, Non-combustible |
| Type I-A   | Type I-FR      | I (332)   | 1      | 1-B   | II       | Fire Resistive, Non-combustible |
| Type I-B   | Type II-FR     | II (222)  | 1      | 2-A   | -----    | Fire Resistive, Non-combustible |
| Type II-A  | Type II-1 Hr.  | II (111)  | 3      | 2-B   | IV-1 Hr. | Protected Non-combustible       |
| Type II-B  | Type II-N      | II (000)  | 4      | 2-C   | IV-unp.  | Unprotected Non-combustible     |
| Type III-A | Type III-1 Hr  | III (211) | 5      | 3-A   | V-1 Hr.  | Protected Ordinary              |
| Type III-B | Type III-N     | III (200) | 6      | 3-B   | V-unp.   | Unprotected Ordinary            |
| Type IV    | Type IV (H.T.) | IV (2HH)  | 2      | 4     | III      | Heavy Timber                    |
| Type V-A   | Type V-1 Hr    | V (111)   | 7      | 5-A   | VI-1 Hr. | Protected Combustible           |
| Type V-B   | Type V-N       | V (000)   | 8      | 5-B   | VI-unp.  | Unprotected Combustible         |

IBC/IFC – International Building Code / International Fire Code

UBC/UFC – Uniform Building Code / Uniform Fire Code

NFPA – National Fire Protection Association

NFIRS – National Fire Incident Reporting System

BOCA – BOCA / National Building Code

SBC – Standard / Southern Building Code

# 18.4.5.2.1

Fire flow and flow duration for dwellings having a fire flow area in excess of 5000 ft<sup>2</sup> (464.5 m<sup>2</sup>) shall not be less than that specified in Table 18.4.5.2.1.

**Table 18.4.5.2.1 Minimum Required Fire Flow and Flow Duration for Buildings**

| Fire Flow Area ft <sup>2</sup> (× 0.0929 for m <sup>2</sup> ) |                       |                     |                       |                   | Fire Flow gpm† (× 3.785 for L/min) | Flow Duration (hours) |
|---|-----------------------|---------------------|-----------------------|-------------------|------------------------------------|-----------------------|
| I(443),<br>I(332),<br>II(222)*                                | II(111),<br>III(211)* | IV(2HH),<br>V(111)* | II(000),<br>III(200)* | V(000)*           |                                    |                       |
| 0—22,700  | 0—12,700              | 0—8200              | 0—5900                | 0—3600            | 1500                               | 2                     |
| 22,701—<br>30,200   | 12,701—<br>17,000     | 8201—<br>10,900     | 5901—<br>7900         | 3601—<br>4800     | 1750                               |                       |
| 30,201—<br>38,700   | 17,001—<br>21,800     | 10,901—<br>12,900   | 7901—<br>9800         | 4801—<br>6200     | 2000                               |                       |
| 38,701—<br>48,300   | 21,801—<br>24,200     | 12,901—<br>17,400   | 9801—<br>12,600       | 6201—<br>7700     | 2250                               |                       |
| 48,301—<br>59,000   | 24,201—<br>33,200     | 17,401—<br>21,300   | 12,601—<br>15,400     | 7701—<br>9400     | 2500                               |                       |
| 59,001—<br>70,900   | 33,201—<br>39,700     | 21,301—<br>25,500   | 15,401—<br>18,400     | 9401—<br>11,300   | 2750                               |                       |
| 70,901—<br>83,700   | 39,701—<br>47,100     | 25,501—<br>30,100   | 18,401—<br>21,800     | 11,301—<br>13,400 | 3000                               | 3                     |
| 83,701—<br>97,700   | 47,101—<br>54,900     | 30,101—<br>35,200   | 21,801—<br>25,900     | 13,401—<br>15,600 | 3250                               |                       |
| 97,701—<br>112,700  | 54,901—<br>63,400     | 35,201—<br>40,600   | 25,901—<br>29,300     | 15,601—<br>18,000 | 3500                               |                       |
| 112,701—<br>128,700   | 63,401—<br>72,400     | 40,601—<br>46,400   | 29,301—<br>33,500     | 18,001—<br>20,600 | 3750                               |                       |
| 128,701—<br>145,900   | 72,401—<br>82,100     | 46,401—<br>52,500   | 33,501—<br>37,900     | 20,601—<br>23,300 | 4000                               | 4                     |
| 145,901—<br>164,200   | 82,101—<br>92,400     | 52,501—<br>59,100   | 37,901—<br>42,700     | 23,301—<br>26,300 | 4250                               |                       |
| 164,201—<br>183,400   | 92,401—<br>103,100    | 59,101—<br>66,000   | 42,701—<br>47,700     | 26,301—<br>29,300 | 4500                               |                       |

| Fire Flow Area ft <sup>2</sup> (× 0.0929 for m <sup>2</sup> ) |                            |                            |                            |                           | Fire Flow gpm† (× 3.785 for L/min) | Flow Duration (hours) |
|---|----------------------------|----------------------------|----------------------------|---------------------------|------------------------------------|-----------------------|
| I(443),<br>I(332),<br>II(222)*                                | II(111),<br>III(211)*      | IV(2HH),<br>V(111)*        | II(000),<br>III(200)*      | V(000)*                   |                                    |                       |
| 183,401—<br>203,700   | 103,101—<br>114,600        | 66,001—<br>73,300          | 47,701—<br>53,000          | 29,301—<br>32,600         | 4750                               |                       |
| 203,701—<br>225,200   | 114,601—<br>126,700        | 73,301—<br>81,100          | 53,001—<br>58,600          | 32,601—<br>36,000         | 5000                               |                       |
| 225,201—<br>247,700   | 126,701—<br>139,400        | 81,101—<br>89,200          | 58,601—<br>65,400          | 36,001—<br>39,600         | 5250                               |                       |
| 247,701—<br>271,200   | 139,401—<br>152,600        | 89,201—<br>97,700          | 65,401—<br>70,600          | 39,601—<br>43,400         | 5500                               |                       |
| 271,201—<br>295,900   | 152,601—<br>166,500        | 97,701—<br>106,500         | 70,601—<br>77,000          | 43,401—<br>47,400         | 5750                               |                       |
| Greater<br>than<br>295,900                                    | Greater<br>than<br>166,500 | 106,501—<br>115,800        | 77,001—<br>83,700          | 47,401—<br>51,500         | 6000                               |                       |
|   |                            | 115,801—<br>125,500        | 83,701—<br>90,600          | 51,501—<br>55,700         | 6250                               |                       |
|   |                            | 125,501—<br>135,500        | 90,601—<br>97,900          | 55,701—<br>60,200         | 6500                               |                       |
|   |                            | 135,501—<br>145,800        | 97,901—<br>106,800         | 60,201—<br>64,800         | 6750                               |                       |
|   |                            | 145,801—<br>156,700        | 106,801—<br>113,200        | 64,801—<br>69,600         | 7000                               |                       |
|   |                            | 156,701—<br>167,900        | 113,201—<br>121,300        | 69,601—<br>74,600         | 7250                               |                       |
|   |                            | 167,901—<br>179,400        | 121,301—<br>129,600        | 74,601—<br>79,800         | 7500                               |                       |
|   |                            | 179,401—<br>191,400        | 129,601—<br>138,300        | 79,801—<br>85,100         | 7750                               |                       |
|   |                            | Greater<br>than<br>191,400 | Greater<br>than<br>138,300 | Greater<br>than<br>85,100 | 8000                               |                       |

\*Types of construction are based on NFPA 220.

†Measured at 20 psi (139.9 kPa).

# 18.4.5.3 Buildings Other Than One- And Two-Family Dwellings

## 18.4.5.3.1

The minimum fire flow and flow duration for buildings other than one- and two-family dwellings shall be as specified in Table 18.4.5.2.1.

## 18.4.5.3.2

Required fire flow shall be reduced by 75 percent when the building is protected throughout by an approved automatic sprinkler system. The resulting fire flow shall not be less than 1000 gpm (3785 L/min).

## 18.4.5.3.3

Required fire flow shall be reduced by 75 percent when the building is protected throughout by an approved automatic sprinkler system, which utilizes quick response sprinklers throughout. The resulting fire flow shall not be less than 600 gpm (2270 L/min).

## 18.4.5.3.4\*

Required fire flow for buildings protected by an approved automatic sprinkler system shall not exceed 2000 gpm (7571 L/min) for 2 hours.

## 18.4.5.3.5

Required fire flow for open parking structures that are not protected throughout by an approved automatic sprinkler system shall be reduced by 75 percent where all of the following conditions are met:

- (1) The structure complies with the building code.
- (2) The structure is of Type I or Type II construction.
- (3) The structure is provided with a Class I standpipe system in accordance with NFPA 14. Class I standpipe systems of the manual dry type shall be permitted.
- (4) The resulting fire flow is not less than 1000 gpm (3785 L/min).

A hydrant flow test was provided by the City of Palm Coast. The flow test is attached. Using this information, an EPA.net flow calculation was performed to verify adequate fire flow.

Based on the hydrant test, pressure in the main at 2,106 GPM is 52 psi or 120 ft.



The results indicate the lowest drop in pressure is 38.28 psi for a fire simulation of 2000 gpm, which is greater than 20 psi.

With 2000 gpm required, two hydrants located within 95' of the building is sufficient to meet the capacity. See table below.

**Table 18.5.4.3 Maximum Fire Hydrant Fire Flow Capacity**

| Distance to Building <sup>a</sup> |                 | Maximum Capacity <sup>b</sup> |         |
|-----------------------------------|-----------------|-------------------------------|---------|
| (ft)                              | (m)             | (gpm)                         | (L/min) |
| ≤ 250                             | ≤ 76            | 1500                          | 5678    |
| > 250 and ≤ 500                   | > 76 and ≤ 152  | 1000                          | 3785    |
| > 500 and<br>≤ 1000               | > 152 and ≤ 305 | 750                           | 2839    |

<sup>a</sup>Measured in accordance with 18.5.1.4 and 18.5.1.5.

<sup>b</sup>Minimum 20 psi (139.9 kPa) residual pressure.



## Utility Department - Distribution System

### Fire Hydrant flow Test

\$250

Date of Test: 12/10/2025 Hydrant Tested: H57-093 & H57-094 Main Size: 16"

Location: 5821 HWY 100

Special Circumstances: FLOW RUNTIME 3 MINUTES

Test results: Time of Test: 3:45PM

Static Pressure (SP) 70 @ Hydrant No. H57-093

Residual Pressure (RP) 66 → during test.

Flow During Test (Q) 920 GPM @ Hydrant No. H57-094

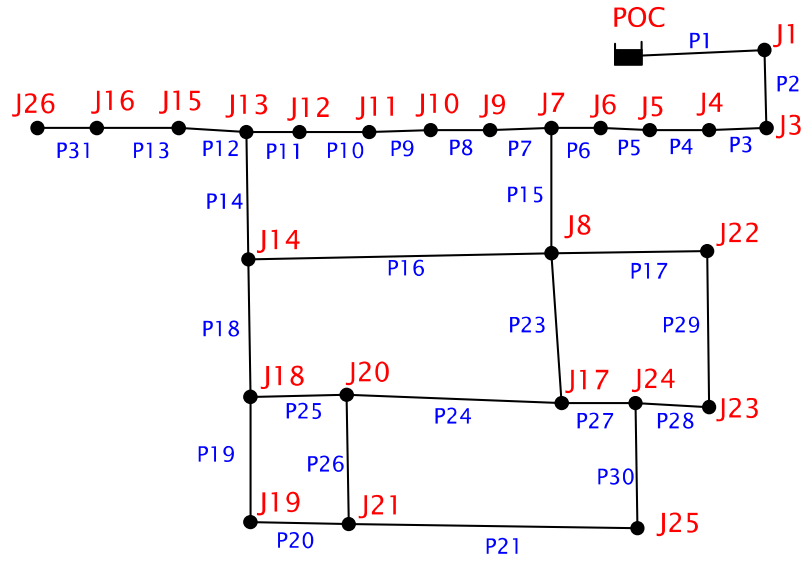
Test Performed by: BILL & DUSTY

### Calculation of flow availability

Calculation:  $h_r = SP - DR$  (Pressure drop to desired residual (DR), normally 20 PSI)  
 $h_i = SP - RP$  (Pressure drop during test)  
 $Q - Available = Q \times h_r / h_i$  0.54

Q-Available 3598 @ 20 PSI (DR)

Calculated By: DANIEL CRAFT Date: 12/11/2025



```
*****
*                               E P A N E T                               *
*                               Hydraulic and Water Quality                *
*                               Analysis for Pipe Networks                  *
*                               Version 2.2                                *
*****
```

Input File: 2000 gpm fire flow.net

Link - Node Table:

| Link ID | Start Node | End Node | Length ft | Diameter in |
|---------|------------|----------|-----------|-------------|
| 1       | 1          | 2        | 438       | 12          |
| 2       | 2          | 3        | 234       | 12          |
| 3       | 3          | 4        | 265       | 10          |
| 4       | 4          | 5        | 134       | 10          |
| 5       | 5          | 6        | 133       | 10          |
| 6       | 6          | 7        | 120       | 10          |
| 7       | 7          | 9        | 85        | 10          |
| 8       | 9          | 10       | 154       | 10          |
| 9       | 10         | 11       | 159       | 10          |
| 10      | 11         | 12       | 150       | 10          |
| 11      | 12         | 13       | 130       | 10          |
| 12      | 13         | 15       | 71        | 10          |
| 13      | 15         | 16       | 126       | 10          |
| 14      | 13         | 14       | 250       | 10          |
| 15      | 7          | 8        | 1000      | 12          |
| 16      | 8          | 14       | 1000      | 12          |
| 17      | 8          | 22       | 529       | 10          |
| 18      | 14         | 18       | 321       | 10          |
| 19      | 18         | 19       | 323       | 10          |
| 20      | 19         | 21       | 331       | 10          |
| 21      | 21         | 25       | 840       | 10          |
| 23      | 8          | 17       | 349       | 10          |
| 24      | 17         | 20       | 396       | 10          |
| 25      | 20         | 18       | 1000      | 12          |
| 26      | 20         | 21       | 249       | 10          |
| 27      | 17         | 24       | 342       | 10          |
| 28      | 24         | 23       | 257       | 10          |
| 29      | 23         | 22       | 243       | 10          |
| 30      | 24         | 25       | 266       | 10          |
| 31      | 16         | 26       | 126       | 10          |

## Node Results:

| Node ID | Demand GPM | Head ft | Pressure psi | Quality        |
|---------|------------|---------|--------------|----------------|
| 2       | 0.00       | 115.74  | 50.15        | 0.00           |
| 3       | 0.00       | 113.46  | 49.16        | 0.00           |
| 4       | 0.26       | 107.19  | 46.45        | 0.00           |
| 5       | 2.91       | 104.02  | 45.07        | 0.00           |
| 6       | 2.91       | 100.89  | 43.71        | 0.00           |
| 7       | 0.00       | 98.07   | 42.49        | 0.00           |
| 8       | 0.00       | 93.00   | 40.30        | 0.00           |
| 9       | 0.63       | 97.59   | 42.29        | 0.00           |
| 10      | 18.75      | 96.74   | 41.92        | 0.00           |
| 11      | 0.00       | 95.90   | 41.55        | 0.00           |
| 12      | 18.75      | 95.10   | 41.21        | 0.00           |
| 13      | 0.00       | 94.43   | 40.92        | 0.00           |
| 14      | 0.00       | 93.20   | 40.38        | 0.00           |
| 15      | 18.75      | 94.43   | 40.92        | 0.00           |
| 16      | 0.00       | 94.43   | 40.92        | 0.00           |
| 17      | 0.00       | 91.76   | 39.76        | 0.00           |
| 18      | 0.00       | 92.20   | 39.95        | 0.00           |
| 19      | 0.00       | 91.85   | 39.80        | 0.00           |
| 20      | 0.00       | 91.75   | 39.75        | 0.00           |
| 21      | 1.66       | 91.49   | 39.64        | 0.00           |
| 22      | 0.00       | 91.85   | 39.80        | 0.00           |
| 23      | 0.00       | 91.33   | 39.57        | 0.00           |
| 24      | 0.00       | 90.77   | 39.33        | 0.00           |
| 25      | 2002.50    | 88.34   | 38.28        | 0.00           |
| 26      | 0.52       | 94.43   | 40.92        | 0.00           |
| 1       | -2067.64   | 120.00  | 0.00         | 0.00 Reservoir |

## Link Results:

| Link ID | Flow GPM | Velocity fps | Unit Headloss ft/Kft | Status |
|---------|----------|--------------|----------------------|--------|
| 1       | 2067.64  | 5.87         | 9.73                 | Open   |
| 2       | 2067.64  | 5.87         | 9.73                 | Open   |
| 3       | 2067.64  | 8.45         | 23.65                | Open   |
| 4       | 2067.38  | 8.45         | 23.65                | Open   |
| 5       | 2064.47  | 8.43         | 23.58                | Open   |
| 6       | 2061.56  | 8.42         | 23.52                | Open   |
| 7       | 943.86   | 3.86         | 5.54                 | Open   |
| 8       | 943.23   | 3.85         | 5.53                 | Open   |
| 9       | 924.48   | 3.78         | 5.33                 | Open   |
| 10      | 924.48   | 3.78         | 5.33                 | Open   |
| 11      | 905.73   | 3.70         | 5.13                 | Open   |
| 12      | 19.27    | 0.08         | 0.00                 | Open   |
| 13      | 0.52     | 0.00         | 0.00                 | Open   |
| 14      | 886.46   | 3.62         | 4.93                 | Open   |
| 15      | 1117.70  | 3.17         | 5.06                 | Open   |



## Link Results: (continued)

| Link ID | Flow GPM | Velocity fps | Unit Headloss ft/Kft | Status |
|---------|----------|--------------|----------------------|--------|
| 16      | -193.62  | 0.55         | 0.20                 | Open   |
| 17      | 569.40   | 2.33         | 2.17                 | Open   |
| 18      | 692.83   | 2.83         | 3.12                 | Open   |
| 19      | 389.81   | 1.59         | 1.08                 | Open   |
| 20      | 389.81   | 1.59         | 1.08                 | Open   |
| 21      | 765.49   | 3.13         | 3.76                 | Open   |
| 23      | 741.93   | 3.03         | 3.54                 | Open   |
| 24      | 74.32    | 0.30         | 0.05                 | Open   |
| 25      | -303.03  | 0.86         | 0.45                 | Open   |
| 26      | 377.34   | 1.54         | 1.01                 | Open   |
| 27      | 667.61   | 2.73         | 2.91                 | Open   |
| 28      | -569.40  | 2.33         | 2.17                 | Open   |
| 29      | -569.40  | 2.33         | 2.17                 | Open   |
| 30      | 1237.01  | 5.05         | 9.13                 | Open   |
| 31      | 0.52     | 0.00         | 0.00                 | Open   |

Network Table - Nodes

| Node ID | Elevation<br>ft | Base Demand<br>GPM | Head<br>ft | Pressure<br>psi |
|---------|-----------------|--------------------|------------|-----------------|
| Junc 2  | 0               | 0                  | 115.74     | 50.15           |
| Junc 3  | 0               | 0                  | 113.46     | 49.16           |
| Junc 4  | 0               | .26                | 107.19     | 46.45           |
| Junc 5  | 0               | 2.91               | 104.02     | 45.07           |
| Junc 6  | 0               | 2.91               | 100.89     | 43.71           |
| Junc 7  | 0               | 0                  | 98.07      | 42.49           |
| Junc 8  | 0               | 0                  | 93.00      | 40.30           |
| Junc 9  | 0               | .63                | 97.59      | 42.29           |
| Junc 10 | 0               | 18.75              | 96.74      | 41.92           |
| Junc 11 | 0               | 0                  | 95.90      | 41.55           |
| Junc 12 | 0               | 18.75              | 95.10      | 41.21           |
| Junc 13 | 0               | 0                  | 94.43      | 40.92           |
| Junc 14 | 0               | 0                  | 93.20      | 40.38           |
| Junc 15 | 0               | 18.75              | 94.43      | 40.92           |
| Junc 16 | 0               | 0                  | 94.43      | 40.92           |
| Junc 17 | 0               | 0                  | 91.76      | 39.76           |
| Junc 18 | 0               | 0                  | 92.20      | 39.95           |
| Junc 19 | 0               | 0                  | 91.85      | 39.80           |
| Junc 20 | 0               | 0                  | 91.75      | 39.75           |
| Junc 21 | 0               | 1.66               | 91.49      | 39.64           |
| Junc 22 | 0               | 0                  | 91.85      | 39.80           |
| Junc 23 | 0               | 0                  | 91.33      | 39.57           |
| Junc 24 | 0               | 0                  | 90.77      | 39.33           |
| Junc 25 | 0               | 2002.5             | 88.34      | 38.28           |
| Junc 26 | 0               | .52                | 94.43      | 40.92           |

| Node ID | Elevation<br>ft | Base Demand<br>GPM | Head<br>ft | Pressure<br>psi |
|---------|-----------------|--------------------|------------|-----------------|
| Resvr 1 | 120             | #N/A               | 120.00     | 0.00            |

Network Table - Links

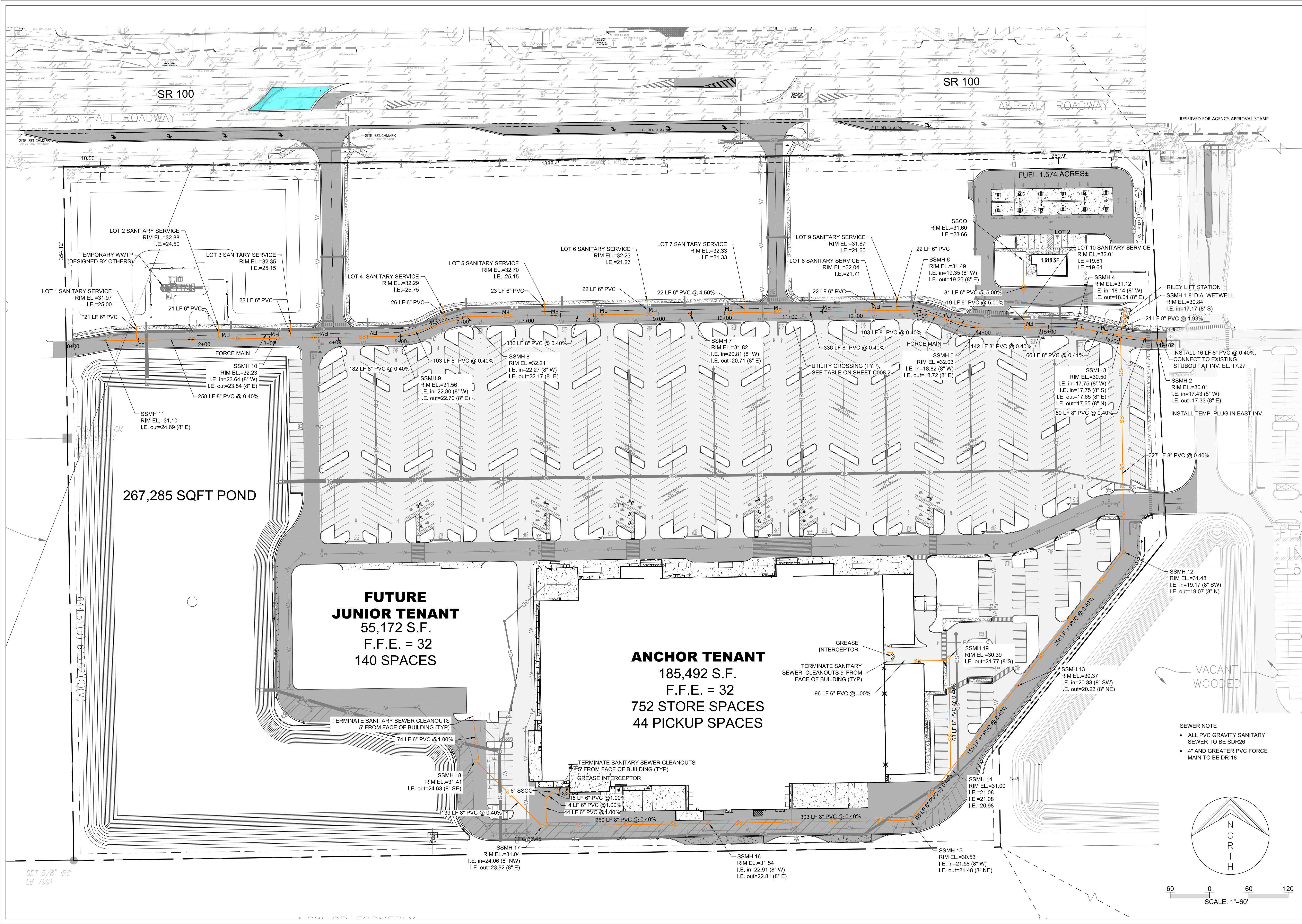
| Link ID | Length<br>ft | Diameter<br>in | Roughness | Flow<br>GPM |
|---------|--------------|----------------|-----------|-------------|
| Pipe 1  | 438          | 12             | 130       | 2067.64     |
| Pipe 2  | 234          | 12             | 130       | 2067.64     |
| Pipe 3  | 265          | 10             | 130       | 2067.64     |
| Pipe 4  | 134          | 10             | 130       | 2067.38     |
| Pipe 5  | 133          | 10             | 130       | 2064.47     |
| Pipe 6  | 120          | 10             | 130       | 2061.56     |
| Pipe 7  | 85           | 10             | 130       | 943.86      |
| Pipe 8  | 154          | 10             | 130       | 943.23      |
| Pipe 9  | 159          | 10             | 130       | 924.48      |
| Pipe 10 | 150          | 10             | 130       | 924.48      |
| Pipe 11 | 130          | 10             | 130       | 905.73      |
| Pipe 12 | 71           | 10             | 130       | 19.27       |
| Pipe 13 | 126          | 10             | 130       | 0.52        |
| Pipe 14 | 250          | 10             | 130       | 886.46      |
| Pipe 15 | 1000         | 12             | 100       | 1117.70     |
| Pipe 16 | 1000         | 12             | 100       | -193.62     |
| Pipe 17 | 529          | 10             | 130       | 569.40      |
| Pipe 18 | 321          | 10             | 130       | 692.83      |
| Pipe 19 | 323          | 10             | 130       | 389.81      |
| Pipe 20 | 331          | 10             | 130       | 389.81      |
| Pipe 21 | 840          | 10             | 130       | 765.49      |
| Pipe 23 | 349          | 10             | 130       | 741.93      |
| Pipe 24 | 396          | 10             | 130       | 74.32       |
| Pipe 25 | 1000         | 12             | 100       | -303.03     |
| Pipe 26 | 249          | 10             | 130       | 377.34      |

| Link ID | Length<br>ft | Diameter<br>in | Roughness | Flow<br>GPM |
|---------|--------------|----------------|-----------|-------------|
| Pipe 27 | 342          | 10             | 130       | 667.61      |
| Pipe 28 | 257          | 10             | 130       | -569.40     |
| Pipe 29 | 243          | 10             | 130       | -569.40     |
| Pipe 30 | 266          | 10             | 130       | 1237.01     |
| Pipe 31 | 126          | 10             | 130       | 0.52        |

Network Table - Links

| Link ID | Velocity<br>fps | Unit Headloss<br>ft/Kft | Friction Factor | Status |
|---------|-----------------|-------------------------|-----------------|--------|
| Pipe 1  | 5.87            | 9.73                    | 0.018           | Open   |
| Pipe 2  | 5.87            | 9.73                    | 0.018           | Open   |
| Pipe 3  | 8.45            | 23.65                   | 0.018           | Open   |
| Pipe 4  | 8.45            | 23.65                   | 0.018           | Open   |
| Pipe 5  | 8.43            | 23.58                   | 0.018           | Open   |
| Pipe 6  | 8.42            | 23.52                   | 0.018           | Open   |
| Pipe 7  | 3.86            | 5.54                    | 0.020           | Open   |
| Pipe 8  | 3.85            | 5.53                    | 0.020           | Open   |
| Pipe 9  | 3.78            | 5.33                    | 0.020           | Open   |
| Pipe 10 | 3.78            | 5.33                    | 0.020           | Open   |
| Pipe 11 | 3.70            | 5.13                    | 0.020           | Open   |
| Pipe 12 | 0.08            | 0.00                    | 0.035           | Open   |
| Pipe 13 | 0.00            | 0.00                    | 0.000           | Open   |
| Pipe 14 | 3.62            | 4.93                    | 0.020           | Open   |
| Pipe 15 | 3.17            | 5.06                    | 0.032           | Open   |
| Pipe 16 | 0.55            | 0.20                    | 0.042           | Open   |
| Pipe 17 | 2.33            | 2.17                    | 0.022           | Open   |
| Pipe 18 | 2.83            | 3.12                    | 0.021           | Open   |
| Pipe 19 | 1.59            | 1.08                    | 0.023           | Open   |
| Pipe 20 | 1.59            | 1.08                    | 0.023           | Open   |
| Pipe 21 | 3.13            | 3.76                    | 0.021           | Open   |
| Pipe 23 | 3.03            | 3.54                    | 0.021           | Open   |
| Pipe 24 | 0.30            | 0.05                    | 0.029           | Open   |
| Pipe 25 | 0.86            | 0.45                    | 0.039           | Open   |
| Pipe 26 | 1.54            | 1.01                    | 0.023           | Open   |

| Link ID | Velocity<br>fps | Unit Headloss<br>ft/Kft | Friction Factor | Status |
|---------|-----------------|-------------------------|-----------------|--------|
| Pipe 27 | 2.73            | 2.91                    | 0.021           | Open   |
| Pipe 28 | 2.33            | 2.17                    | 0.022           | Open   |
| Pipe 29 | 2.33            | 2.17                    | 0.022           | Open   |
| Pipe 30 | 5.05            | 9.13                    | 0.019           | Open   |
| Pipe 31 | 0.00            | 0.00                    | 0.720           | Open   |



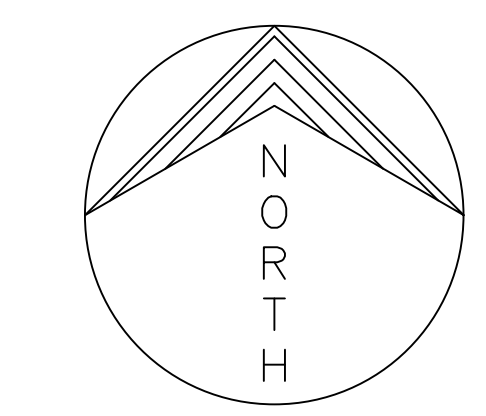
| NO. | DATE     | REVISION                  | BY  |
|-----|----------|---------------------------|-----|
| 4   | 05/20/26 | REV PER COPC RAI          | NJC |
| 3   | 04/14/26 | REV PER COPC RAI          | NJC |
| 2   | 02/25/26 | FIELD ORDER #1            | NJC |
| 1   | 02/04/26 | REV PER COPC & SRWARD RAI | NJC |

| ENGINEER OF RECORD | DATE     | SCALE | AS NOTED | PROJECT |
|--------------------|----------|-------|----------|---------|
| CTB                | 05/05/25 |       |          | 221-3-1 |

Cole T. Buck, State of Florida, Professional Engineer  
 License No. 86690  
 This item has been digitally signed and sealed by Cole T. Buck on the date indicated here. Signature must be verified on any electronic copies.

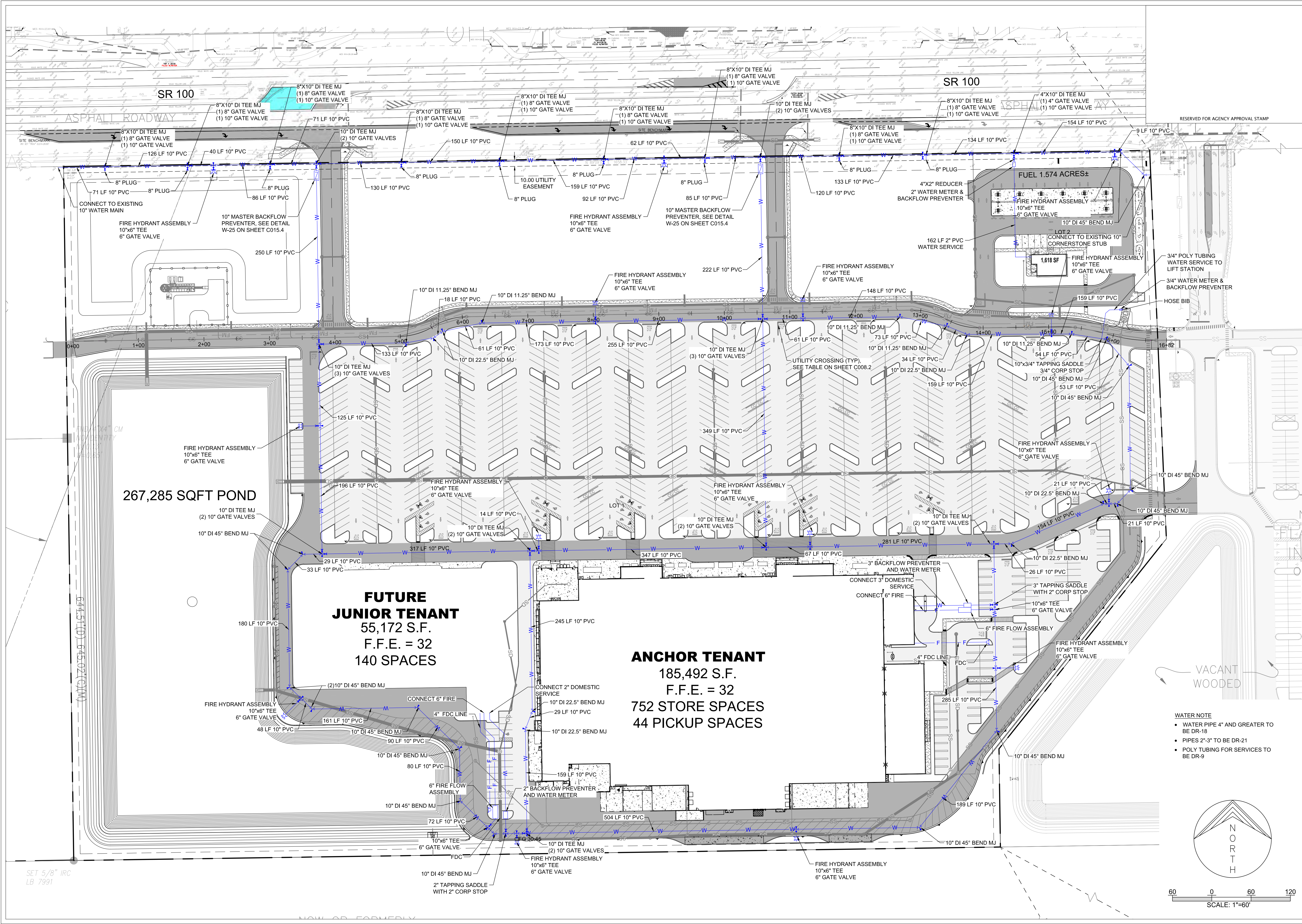
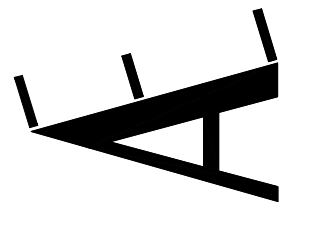
2026.05.20  
 16:33:43  
 -04'00"

- SEWER NOTE**
- ALL PVC GRAVITY SANITARY SEWER TO BE SDR26
  - 4" AND GREATER PVC FORCE MAIN TO BE DR-18



SET 5/8" IRC  
 LB 7991

NOW OR FORMERLY



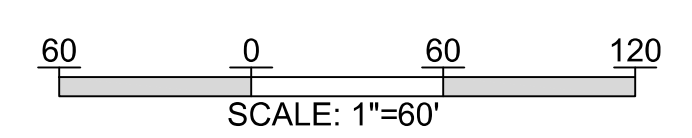
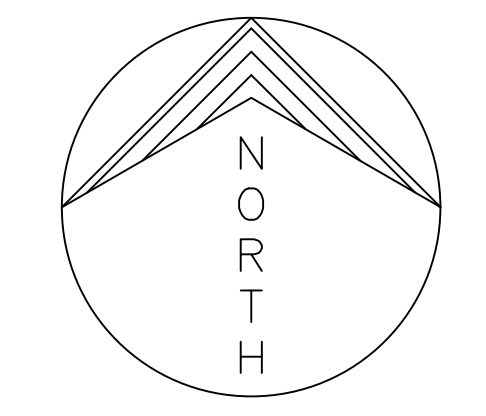
| NO. | DATE     | REVISION                 | BY  |
|-----|----------|--------------------------|-----|
| 4   | 05/20/26 | REV PER COPC RAI         | NJC |
| 3   | 04/14/26 | REV PER COPC RAI         | NJC |
| 2   | 02/25/26 | FIELD ORDER #1           | NJC |
| 1   | 02/04/26 | REV PER COPC & SRWWD RAI | NJC |

| ENGINEER OF RECORD | DATE     | SCALE    | PROJECT |
|--------------------|----------|----------|---------|
| CTB                | 05/05/25 | AS NOTED | 2213-1  |

Cole T. Buck, State of Florida, Professional Engineer  
 License No. 88690  
 This item has been digitally signed and sealed by Cole T. Buck on the date indicated here. Signature must be verified on any electronic copies.

2026.05.20  
 16:33:45  
 -04'00"

- WATER NOTE**
- WATER PIPE 4" AND GREATER TO BE DR-18
  - PIPES 2"-3" TO BE DR-21
  - POLY TUBING FOR SERVICES TO BE DR-9



SET 5/8" IRC  
 LB 7991

P:\2213-1\idelands sr-100\Design\Bases\2213-1\_base\_copcpermitset\_current\2213-1\_Water Plan.dwg, 5/20/2026 2:42:28 PM, NG